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1891

# SESSIONAL PAPERS.

5

VOLUME 4.

FOURTH SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

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SESSION 1877.

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- No. 3... **POSTMASTER GENERAL**:—Report of, for the year ending 30th June, 1876.

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- No. 5... **MARINE AND FISHERIES**:—Ninth Annual Report of the Department of, for the fiscal year ended 30th June, 1876.  
 —————**SUPPLEMENT No. 1**:—List of Lights on the Coasts, Rivers and Lakes of the Dominion of Canada, on the 31st December, 1876.  
 —————**SUPPLEMENT No. 2**:—Report of the Chairman of the Board of Steam-boat Inspection, for the calendar year ended 31st December, 1876.

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- Report of the Chief Engineer, on the progress of Canal Enlargement between Lake Erie and Montreal.
- WATER SUPPLY, PUBLIC BUILDINGS :—Agreement between the Water Commissioners of the City of Ottawa and Her Majesty Queen Victoria, for the supply of water to the Parliament and Departmental Buildings, Workshops, and Post Office, &c., Ottawa and Rideau Hall. (*Not printed.*)
- No. 7... MILITIA :—Report on the State of the Militia of the Dominion of Canada, for the year 1876.
- No. 8... AGRICULTURE :—Report of the Minister of Agriculture for the Dominion of Canada for the calendar year 1876.

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- No. 9... SECRETARY OF STATE FOR CANADA :—Report of, for the year ended 31st December, 1876.
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- No. 11... INTERIOR :—Report of the Department of the Interior, for the year ended 30th June, 1876.
- No. 12... INSURANCE :—Report of the Superintendent of, for the year ending 31st December, 1875.  
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- Abstract of Statements of Insurance Companies in Canada, for the year 1876. (*In advance of the Report of the Superintendent of Insurance.*)
- ROYAL CANADIAN INSURANCE COMPANY :—Return to Address, Reports of, which may have been made, in conformity with 36 Victoria, chapter 99, section 16, and 31 Victoria, chapter 48. Also, Reports respecting the business carried on by the said Royal Canadian Insurance Company, in the United States of America, in conformity with 31 Victoria, chapter 48, of the Acts of Parliament of Canada, and the Forms B. and C. of the said Acts. (*Not printed.*)
- A full and complete statement of the property and affairs of the Canada Agricultural Insurance Company, incorporated in 1872, by the Act of Canada, 25 Victoria, chapter 104—such statement to be duly sworn to as required by the Act of Canada, 38 Victoria, chapter 20, and to exhibit a List of the Stockholders, with the amount subscribed for, the amount paid thereon, and the residence of each Stockholder, &c., &c. (*Not printed.*)
- No. 13... MINISTER OF JUSTICE—MISSION TO ENGLAND :—Relating to Extradition of Criminals; Maritime Jurisdiction upon the Inland Waters, and of the Royal Instructions and Commission to the Governor General, particularly with reference to the prerogative of Pardon.
- No. 14... TREATY OF WASHINGTON :—Return to Address, Correspondence between the Government of the Dominion, and the Government of the United States, respecting the alleged violation of the Treaty of Washington.
- Report of the Committee of the Privy Council which had under consideration the long and serious delays that had arisen in the organization of the Commission that was to have met at Halifax for the consideration of certain articles in the Treaty of Washington.
- Correspondence which may have taken place on Article XX of the Washington Treaty. (*Not printed.*)

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- No. 15... PENITENTIARIES :—Report of the Minister of Justice on, for the year ended 31st December, 1876.
- No. 16... LIBRARY OF PARLIAMENT :—Report of the Librarian on the state of.
- No. 17... EXTRADITION OF PRISONERS :—Return relating to cases of Extradition of Prisoners under Treaty between Great Britain and the United States.

- No. 18... **BANKS**:—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with Act 34 Vic., cap. 5, sec. 12. [*Not printed.*]
- No. 19... **BAPTISMS, MARRIAGES AND BURIALS**:—General Statement of, for certain Districts in the Province of Quebec, for the year 1876. [*Not printed.*]
- No. 20... **STATUTES**:—Official Return of the distribution of the Statutes of the Dominion of Canada, being 39 Victoria, Third Session of the Third Parliament, 1876. [*Not printed.*]
- No. 21... **SUPERANNUATION**:—Statement of Allowances and Gratuities under the Act 33 Vic., cap. 4.
- No. 22... **STEAM FIRE ENGINES**:—Return to Order, Statement of all Steam Fire Engines imported into the Dominion of Canada, and the Country whence imported, from 1st July, 1867, to 22nd March, 1876. [*Not printed.*]
- No. 23... **UNFORESEEN EXPENSES**:—Statement of Payments charged to Unforeseen Expenses under Orders in Council, from 1st July, 1876, to date, in accordance with the Act 39 Vict., cap. 1, Schedule B. [*Printed for distribution only.*]
- No. 24... **NEW SOUTH WALES EXHIBITION**:—Statement of Expenditure on account of New South Wales Exhibition, under authority of Special Warrant of His Excellency the Governor General, dated 21st December, 1876, for \$25,000. [*Not printed.*]
- 25... **INTERCOLONIAL RAILWAY**:—Statement of all claims made by private individuals or corporations in relation to the construction of the Intercolonial Railway, within the limits of the Province of Quebec. [*Not printed.*]
- Names of the Valuers employed on the Intercolonial Railway, in the Counties of Temiscouata and Rimouski, for the purchase of lands and the valuation of damages. [*Not printed.*]
- Claims filed with the Government for damages caused by the expropriation of lands in the said Counties, and the amount allowed by the Valuator on each of the said claims. (*Not printed.*)
- Statement shewing the amount which the Government of Canada have incurred in the construction of the Branch around Courtney Bay towards the Ballast Wharf, at the City of St. John, N.B.; and for the purchase of the Rankin Wharf Property for a deep water terminus for the said Railway. [*Not printed.*]
- Contract for the Iron Roof of the Station House, to be erected at Halifax; together with Tenders for the same.
- Tenders received for the erection of the Passenger Station at Halifax; correspondence, &c. [*Not printed.*]
- Correspondence in connection with payments made to J. F. B. McCready and others in King's County, for alleged damage sustained from the Intercolonial Road from fire and other causes. [*Not printed.*]
- Correspondence between the authorities of the City of Saint John, N.B., and the Dominion Government, in the matter of the Courtney Bay Extension of the Intercolonial Railway to the Ballast Wharf and ground required for the Works. [*Not printed.*]
- Correspondence between the Government and the interested parties of the Parish of Bic, with reference to the change of site of the Railway Station at the said place;—also with the interested parties of the Parish of St. Octave de Métis, and neighbouring Parishes, asking that the Station at St. Octave, be placed in a more convenient situation. [*Not printed.*]
- Correspondence between the workmen on Section 8 of the Intercolonial Railway and the Government, in relation to the non-payment of their wages for work done under the direction of John O'Donnell, agent of Duncan McDonald, contractor for the said section. [*Not printed.*]
- Statement of accidents which have occurred on the Intercolonial Railway in the County of Northumberland—the number of cattle killed—with the causes of such accidents—with a list of claims and amounts paid. [*Not printed.*]
- Statement shewing the monthly sales of Season and commutation tickets, at each Station of the Intercolonial Railway for a period of eighteen months preceding the 31st December last. [*Not printed.*]

- No. 25... INTERCOLONIAL RAILWAY:—Statement shewing all claims made against the Intercolonial Railway for damages or loss of any kind sustained by private individuals resulting from working the railway during the year 1876. [*Not printed.*]
- Statement giving full information in relation to the arrangement made between the Government and the Pullman Palace Car Company, in pursuance of which their cars are run on the Intercolonial Railway. [*Not printed.*]
- Statement shewing the various tariffs for the carriage of freight on the Intercolonial Railway, which have been in operation since 1st January, 1875, together with the changes made therein; and also shewing all special rates granted since 1st January, 1876, to persons and companies or particular stations. [*Not printed.*]
- Correspondence relating to property on the Marsh Road in the County of St. John, N.B., alleged to have been damaged by Fire from Locomotives. [*Not printed.*]
- Statement of Tenders made from the 30th June, 1875, to 31st December, 1876, &c., for Wheels, Axles, Springs and other principal supplies, and for Buildings, Snow Sheds, &c., including the names of the parties, who made such offers. [*Not printed.*]
- Correspondence with the Phoenixville Iron Company, or a person from a Company in the State of Pennsylvania, in relation to any offers for Bridge Superstructure, Iron Roofs, Turn-Tables, Engines, Cars, &c. since, 31st December, 1875. [*Not printed.*]
- Orders in Council and Correspondence in regard to the appointment of Mr. James McAlister to the position of Cashier of the Intercolonial Railway, the creation of the office of Dominion Auditor at Moncton, the transfer of Mr. James McAlister thereto, the appointment of Mr. Charles D. Thompson, to the position of Cashier, the subsequent removal of Mr. Thompson, the abolition of the office of Dominion Auditor and the re-appointment of Mr. James McAlister to the office of Cashier; also in regard to the subsequent provision made for Mr. Thompson. [*Not printed.*]
- Statement of Accidents which have occurred on the Intercolonial Railway since 1st July last, the locality and cause of each, and damage done, &c. [*Not printed.*]
- Contracts for the conveyance of Mails between Wallace in the County of Cumberland and Greenville Station on the Intercolonial Railway, supplying the several way offices at Wallace Bridge, Six Mile Road, &c., to 1st November last when the delivery for these offices was changed to Wentworth Station, with the Contract for the latter service and the amount paid therefor. (*Not printed.*)
- Return of all monthly measurements and estimates for the various kinds of work done on Section No. 16, Intercolonial Railway, while under contract to Messrs. King & Gough, and subsequently under contract to J. C. Gough, shewing the actual quantities and kinds of all work executed and returned, &c. [*Not printed.*]
- Correspondence relating to Coal alleged to be detained, forfeited or misappropriated. [*Not printed.*]
- Correspondence in pursuance of which the Officers of the Intercolonial Railway are insured with the Guarantee Company of Canada. [*Not printed.*]
- Statement showing the authority under which two dwelling-houses with stables and outbuildings were erected during the past summer, at Moncton, for the use of the resident Engineer and Traffic Superintendent of the Intercolonial Railway; the amount authorized to be expended and the amount actually expended. [*Not printed.*]
- Expenses incurred for changing the gauge of the Intercolonial Railway, and showing how the expenditure is classified in the Railway Accounts. [*Not printed.*]
- Description and cost of each of the works of the Intercolonial Railway, not chargeable to ordinary maintenances, which have been constructed during the two years ending 31st December, 1876. [*Not printed.*]
- Statement shewing (1st) the arrangement made for insuring the Employés of the Intercolonial Railway against accidents; (2nd), the monthly deductions made from the wages or salaries on account of said insurance; and (3rd), the particulars of all amounts paid out of the Railway on account of such insurance. [*Not printed.*]



- No. 25... **INTERCOLONIAL RAILWAY** :—Statement of all expenditures made in constructing restaurant, enlarging the store-house, erecting freight-house, &c., and other such work done in the railway station yard at Moncton during the year 1876. [*Not printed.*]
- Return showing the number and names of all persons who have passed free on the Intercolonial Railway and its branches; from the 1st day of January, 1876, to the 1st day of March, 1877, stating authority, and for what cause such free passages were given. [*Not printed.*]
- Return showing the total cost of the Superintendent's Palace Car, so called, including the work done thereon by the artisans employed by the railway authorities, the extra cost of running the same, &c. [*Not printed.*]
- Return of the salaries or perquisites received by the General Superintendent and all other officers and employes of the said railway, including Conductors, Station Masters and Ticket Agents. [*Not printed.*]
- Return of the resident employés on the Intercolonial Railway within the County of Northumberland—the date of their appointment—when they were located or stationed in their present positions—the nationalities of the several individuals, and the number of them which were at the time of their appointment residents of the said County, with the rate of wages which they respectively receive. [*Not printed.*]
- No. 26... **JESUIT BARRACKS** :—Return and Supplementary Return to Address, Correspondence between the Dominion Government, and the Government of Quebec, relating to the Jesuit Barracks in the City of Quebec, &c.
- No. 27... **SUPREME COURT** :—General Rules and Orders made by the Judges of the Supreme and Exchequer Courts since last Session. [*Not printed.*]
- Return to Address, Number of suits instituted before the Supreme Court; and of the number of Judgments rendered by the said Court. [*Not printed.*]
- Return to Address, Correspondence between the Government of the Province of New Brunswick and the Dominion Government, on the subject of obtaining the opinion of the Supreme Court on the question of the powers of the Provincial Legislature, relative to the granting or withholding of licenses to sell intoxicating liquors.
- No. 28... **MCGILL COLLEGE** :—Copy of every contract, deed or agreement entered into between the Government of the Dominion of Canada and McGill College, concerning an immovable, situate in the City of Montreal, known by the name of the Crystal Palace, and heretofore possessed by the Board of Arts and Manufactures, and subsequently by the Council of Arts and Manufactures, of the Province of Quebec. [*Not printed.*]
- No. 29... **IMMIGRATION DEPARTMENT, LONDON** :—Return to Address, Statement of the amounts expended on behalf of the Dominion in the Government Immigration Department in London, England, and all expenditures connected therewith, from the 30th June to 1st January last; also, Correspondence between the Dominion Government and the Agent General of Canada, in London, respecting changes in the Immigration Department at London. [*Not printed.*]
- No. 30... **ADVERTISING** :—Return to Address, Statement showing the newspapers in which advertising has been done by the Government for the years 1872, 1873, 1874 and 1875, in each of the Provinces of the Dominion, &c. [*Not printed.*]
- Return to Order, Statement of the expenses during the years 1874, 1875 and 1876, in advertising on behalf of the Government or any public service in the public journals of the Dominion; also, the amount paid in subscriptions.
- No. 31... **BONDS AND SECURITIES** :—Statement of Bonds and Securities registered in the Department of the Secretary of State of Canada, dated 16th February, 1877. [*Not printed.*]
- No. 32... **VIENX CHATEAU ST. LOUIS** :—Return to Address, Correspondence between the Dominion Government and the Government of the Province of Quebec, relating to an exchange of the property called "Vioux Chateau St. Louis," in the City of Quebec, for that of Hospital and Officers' Quarters, in St. Louis Street of the said City.
- No. 33... **HARBOUR COMMISSIONERS, MONTREAL** :—Return to Address, Statement of all salaries, fees and indemnity paid by the Harbour Commissioners of Montreal, to any member or employé of the said Harbour Commission, since 1872. [*Not printed.*]
- No. 34... **MILITARY COLLEGE, KINGSTON** :—Return to Order, Number of candidates that have come forward for admission to the Military College at Kingston, from each Province, distinguishing those of French origin from the others. [*Not printed.*]

- No. 35... FINANCIAL AGENTS, &c.:—Return to Order, Statement of all moneys lying at the credit of the Dominion in any bank, or in the hands of any financial agent, or other persons with whom such moneys are deposited in Canada or elsewhere. [*Not printed.*]
- No. 36... CHENAL ECARTÉ, &c.:—Return to Order, All expenditure in detail incurred in dredging a channel at the entrance of the Chenal Ecarté, into Lake St. Clair. [*Not printed.*]
- No. 37... FISHERMEN, ST. LAWRENCE:—Return to Address, Correspondence between the Federal Government and Local Government of the Province of Quebec, respecting the distressing condition of the resident fishermen and traders located on the North Coast of the River St. Lawrence, within the Dominion. [*Not printed.*]
- No. 38... WALLACE AND MALAGASH:—Return to Order, Contract for the conveyance of the Mail between Wallace and Malagash, in the County of Cumberland, &c. [*Not printed.*]
- No. 39... LOAN:—Return to Order, Prospectus issued by the Hon. Minister of Finance in London for the last Loan—a Statement of the time allowed for the reception of tenders, and the period when the reception of Tenders was closed, with the several amounts offered by parties tendering, and the amounts allotted to them respectively.
- No. 40... MANUFACTURED GOODS:—Return to Order, Showing the general nature and value of all Manufactured Goods imported into Canada from the United States in the years 1874, 1875, and 1876.
- No. 41... MANITOBA:—Return to Address, Letters between the Dominion Government and the Government of Manitoba, respecting the relief to be given to settlers. [*Not printed.*]
- Return to Order, Returns of all lands surrendered by the Dominion Government to the Government of Manitoba, for road purposes. [*Not printed.*]
- Return to Order, Correspondence relating to the distribution of Half-breed lands, in the Province of Manitoba. [*Not printed.*]
- No. 42... RAILWAYS, NEW BRUNSWICK:—Return to Address, Correspondence between the Government of Canada or Companies in New Brunswick, since the 1st January, 1874, in relation to aid to be given to the construction of Railways in that Province. [*Not printed.*]
- No. 43... CAPITAL OFFENCES:—Return to Order, All convictions for capital offences between the 1st July, 1867, and the 31st December, 1876, showing the names of the convicts, the nature of the crime, the action of the Executive, and the date of such action.
- No. 44... LORANGER, HON. MR.:—Return to Address, Petitions of T. D. Latour and others, dated the 5th June, 1874, and the 2nd November, 1875, presented to the Government, concerning the Hon. Mr. Justice Loranger, and of all correspondence relating thereto. [*Not printed.*]
- Return to Address, Petition of J. B. Brousseau, Esq., of the Town of Sorel, dated the 24th February, 1876, in relation to Mr. Justice Loranger. [*Not printed.*]
- No. 45... SURGEONS ON BRITISH STEAMERS:—Return to Address, Correspondence between the Government of Canada and the Imperial Government or any Steamship Company or private individual, touching the qualifications of Surgeons on British Steamers, or other passenger ships sailing to, or from British ports.
- No. 46... DOMINION DAM:—Return to Order, All instructions or orders from the Department of Public Works relating to the destruction by force, last July, of the Dam called the Dominion Dam, on Devil Lake, in the County of Addington. [*Not printed.*]
- No. 47... VICTORIA BREAKWATER:—Return to Order, Reports in possession of the Department of Public Works, in connection, with the Victoria Breakwater, Wood Islands, Prince Edward Island; also all correspondence relating to the same, received from the Government of Prince Edward Island. [*Not printed.*]
- No. 48... CITADEL OF QUEBEC:—Return to Order, Contracts between the Government and any person or company for the execution of work at the Citadel of Quebec in 1874 and 1875; 2nd. Copies of all arrangements made for the execution of any portion of the said works. [*Not printed.*]
- No. 49... RAILWAYS IN NOVA SCOTIA:—Return to Order, Special rates accorded to any companies or individuals for the conveyance of freight over the Railways in Nova Scotia or New Brunswick, with the names of the companies or individuals. [*Not printed.*]
- No. 50... RAILS:—Return to Order, Quantity of old Rails in the possession of the Government, shewing whether the same are of such a character as to be made available for the aiding in the construction of Branch Lines.

- No. 51... NOVA SCOTIA, INDIAN COMMISSIONERS:—Return to Order, The number of Commissioners for Indian Grants in Nova Scotia; the Counties over which each presides, and the amount annually placed in the hands of each. [*Not printed.*]
- No. 52... MORRIS, HON. ALEXANDER:—Return to Address, Instructions to the Honorable Alexander Morris, Lieutenant-Governor of the North-West Territories. (*Not printed.*)
- No. 53... WEIGHTS AND MEASURES ACT:—Return to Order, Instructions from the Department of Inland Revenue to Inspectors, in connection with the Weights and Measures Act; together with the names and salaries of each Inspectors, and Sub-Inspectors.
- Correspondence relating to the working of the Act on "Weights and Measures." (*Not printed.*)
- No. 54... VICE-ADMIRALTY, &c., COURT OF:—Return to Address, Correspondence between the Government of the Dominion, and of the late Province of Canada, and the Imperial Government, touching the extension of the Jurisdiction of the Court of Vice-Admiralty to the Inland Waters of Canada.
- No. 55... GRAND TRUNK RAILWAY:—Correspondence respecting disturbance on the line of the Grand Trunk Railway of Canada.
- Correspondence on the subject of the arrangements effected, permitting the carriages of the Intercolonial Railway Company to run over that section of the Grand Trunk Railway between Rivière-du-Loup and Point Lévis.
- No. 56... MARINE HOSPITAL, QUEBEC:—Return to Order, For Mr. Langmuir's Report on the Marine Hospital, at Quebec. (*Not printed.*)
- No. 57... PACIFIC RAILWAY:—Return to Address, Reports made as to the construction of the Georgian Bay Branch of the Pacific Railway, under contract by the Hon. A. B. Foster, together with a statement of the service or services for which the sum of \$109,000.50 has been paid to the said A. B. Foster on account of said contract. (*With Map.*)
- Correspondence between the Government and the Contractors for the construction of the Pacific Telegraph.
- Return to Order, Tenders received for the construction of Contract No. 15, Canadian Pacific Railway. (*Not printed.*)
- Return to Address, Papers connected with the awarding of Section 15 of the Canadian Pacific Railway, including copies of advertisements for tenders.
- Statement shewing the quantity of land purchased for railway purposes by the Government on the Kaminstiquia for a terminus of the Canadian Pacific Railway, the persons from whom said purchase was made, and the amount paid therefor. Also, a copy of all correspondence between the Government and the Municipality of Shuniah, Prince Arthur's Landing, touching the terminus of the said Railway, or aid thereto.
- Message with Correspondence having reference to the construction of the Canadian Pacific Railway.
- Statement showing cost of construction of Pacific Telegraph. (*Not printed.*)
- Contracts entered into for construction of the Canadian Pacific Railway, together with a Statement of sums expended in construction, in conformity with the provisions of the Act 37 Victoria, Chapter 14, Section 9. (*Not printed.*)
- No. 58... BLOOMSBURG:—Return to Order, Correspondence with the Postmaster General in reference to charges preferred against the Postmaster of Bloomsburg, in the County of Norfolk. (*Not printed.*)
- No. 59... PRINTING AND STATIONERY, POST OFFICE DEPARTMENT:—Return to Order, Showing the amounts paid for printing and stationery for the Post Office Department during the year 1875 and 1876 respectively, other than to the Parliamentary Printer and Contractor at Ottawa, &c.
- No. 60... COLLET, Mr.:—Return to Order, Correspondence and documents relating to the dismissal of Mr. Collet, as Postmaster of St. Henri, in the County of Lévis. (*Not printed.*)
- No. 61... LIVE STOCK—IMPORTS AND EXPORTS, &c:—Return to Order, Classified Return of imports and exports of live stock, showing place from whence it comes and destination; for each quarter, from March 1st, 1875, to January 1st, 1877, and for the month of January, 1877.

- No. 62... GREAT BRAS D'OR :—Return to Order, Correspondence regarding the Postmaster at Great Bras d'Or and the reason why McLeod did not get the office, after he was appointed. (*Not printed.*)
- No. 63... SEIZING AND LANDING OFFICERS.—Return to Order, Correspondence with John Baine, Angus Morrison and Charles S. Campbell, regarding their dismissals from office as Seizing and Landing Officers at Great Bras d'Or.
- No. 64... GYPSUM :—Return to Order, All Gypsum or Plaster of Paris imported from the United States into Canada, giving the Ports or places whence imported, as also the Ports in Canada where entered. (*Not printed.*)
- No. 65... SUGAR IMPORTED, &c :—Return to Order, Return from 1st January, 1875, to 1st January, 1877, showing the quantities of different grades of sugar imported from Europe, British and Foreign West Indies and the United States.
- No. 66... PARTRIDGE ISLAND RIVER, &c :—Return and Supplementary Return to Order, Correspondence relating to the improvement of the Harbor at the mouth of Partridge Island River. (*Not printed.*)
- No. 67... INGONISH HARBOR :—Return to Order, Tenders and Contracts for the construction of a Harbor at Ingonish, Nova Scotia, &c. (*Not printed.*)
- Return, Plans of Contract for building Ingonish Harbor (being part of Contract); also report of Engineer agreeing to curtailment of said original plans and specification, and the correspondence on that subject. (*Not printed.*)
- No. 68... SENATORS, ADDITIONAL :—Return to Address, Correspondence that has taken place between the Canadian and Imperial Governments since 1873, in reference to the appointment of additional Senators to the Senate, as provided by Clause 26 of the British North America Act.
- Return to Address, All correspondence between the Dominion and the Imperial Governments from the month of October, 1873, to 31st December, 1874, and relating to the appointment of Senators for the Dominion. (*Not printed.*)
- No. 69... CREIGHTON JOSEPH :—Return to Address, Correspondence with the Government relative to the appointing last year of Joseph Creighton, Shipping Officer for the Port of Lunenburg, Nova Scotia. (*Not printed.*)
- No. 70... LAKE HURON MAIL SERVICE, &c. :—Return to Address, Advertisement or notice issued calling for tenders for the performance of the Mail Service for the season of 1876, on Lakes Huron and Superior between the ports on Lake Huron and the Georgian Bay and Prince Arthur's Landing, Duluth, &c. (*Not printed.*)
- No. 71... MARINE HOSPITAL, SYDNEY :—Return and Supplementary Return to Order, All money expended in building a Marine Hospital at Sydney, Cape Breton. (*Not printed.*)
- No. 72... CARS ON RAILWAYS, INTERCHANGE OF, &c. :—Return to Order, Statement of any arrangement made between the Government Railways and the Grand Trunk Railway Company, for the interchange of cars and transportation of passengers and freight. (*Not printed.*)
- No. 73... RIVER SYDENHAM SURVEYS, &c. :—Return to Order, Statement in detail of all expenses incurred and moneys expended in connection with the surveys of the North Branch of the River Sydenham. (*Not printed.*)
- No. 74... BAIE ST. PAUL, &c. :—Return to Order, Mr. Kingsford's Report on the Piers at Baie St. Paul, Eboulements and Malbaie, in the summer of 1876. (*Not printed.*)
- No. 75... GODERICH HARBOR WORKS :—Return to Address, Orders in Council, having reference to the Goderich Harbor Works.
- No. 76... MILITIAMEN 1812 '15 :—Return to Order, Shewing the names of all veterans who have proved their right to partake in the grant of \$50,000 voted last session by Parliament in favor of Militiamen of 1812 and '15.
- CONTENTS OF VOLUME No. 9.
- No. 77... STEEL RAILS :—Return to Address, Statement showing the use which has been made, during the year 1876, of any portion of the Steel Rails purchased by the Government in the years 1874 and 1875.
- Return to Order, Statement of all accounts paid in connection with the purchase of 50,000 tons of Steel Rails, fastenings, &c., for the Pacific Railway.

- No. 78... GOVERNMENT RAILWAYS, MARITIME PROVINCES:—Return to Address, Shewing the number of tons of freight carried over the Government Railways in the Maritime Provinces, in the quarter ending December 31st, 1875. (*Not printed.*)
- No. 79... ST. PETER'S CANAL, C.B.:—Return to Address, All correspondence during the past year in relation to the enlargement of St. Peter's Canal, in the Island of Cape Breton. (*Not printed.*)
- No. 80... DOMINION NOTES:—Return to Address, Statement showing the amount of Dominion Notes that have been redeemed in gold from the first day of September, 1874, to the 31st December, 1875, showing the names of the banks or individuals making the demand, or to whom the money has been paid. (*Not printed.*)
- Return to Order, Accounts of Dominion Notes of the denomination of one and two dollars, payable in Victoria, which have been forwarded by Government to the Assistant Receiver-General for the Province of British Columbia, during each year, since the admission of that Province into the Dominion. (*Not printed.*)
- No. 81... SYDNEY TO COW BAY, &c., MAILS:—Return to Address, Contracts entered into during the year 1876, for the conveyance of Her Majesty's Mails from Sydney to Cow Bay, Little and Big Glace Bays, and Bridgeport, in the County of Cape Breton. (*Not printed.*)
- No. 82... VOLUNTEER FORCE OF CANADA:—Return to Order, The names of all the Deputy Adjutant-Generals and Brigade Majors on the Staff of the Volunteer Militia Force of Canada on the 1st day of January, 1876. (*Not printed.*)
- No. 83... BARNARD, F. J.:—Return to Address, Correspondence between the Government of Canada and F. J. Barnard, Esquire, Contractor for the Telegraph Lines in British Columbia, since the 26th May, 1875.
- Return to Order, Statement showing each sum of money paid to F. J. Barnard, Esquire, Contractor for the Telegraph Lines in British Columbia, since the 10th February, 1875. (*Not printed.*)
- No. 84... EAGLE HARBOR:—Return to Engineer's Report of the Survey of Eagle Harbor, in the County of Elgin, to decide on its suitableness as a Harbor of Refuge; and map of the said Harbor. (*Not printed.*)
- No. 85... SCOTT'S JUNCTION:—Return to Order, Correspondence between the Inspector of Post Offices for the Quebec Division, in relation to the contract for carrying the Mail between Scott's Junction, in the County of Beauce, and Parish of St. Bernard, in the County of Dorchester. (*Not printed.*)
- No. 86... NOVA SCOTIA, GREAT SEAL:—Return and Supplementary Return to Address, All correspondence relating to the Great Seal of the Province, that has been affixed to all documents requiring the same since Confederation.
- No. 87... GRAHAM, WILLIAM:—Return to Order, Correspondence between Sarah Graham, Widow, and the Government, in reference to an application for aid in consequence of the reduction of salary and subsequent death of the late William Graham, at that time a Messenger of this House. (*Not printed.*)
- No. 88... FORT FRANCIS LOCKS, &c.:—Return to Address, All Orders in Council relating to the construction of Fort Francis Locks or Canal.
- No. 89... PROVINCIAL ACTS, DISALLOWANCE OF:—Return to Address, "All correspondence between the Federal and any of the Provincial Governments since the establishment of Confederation concerning the disallowance of Provincial Acts or the action on Provincial Bills reserved.
- Return to Address, Correspondence between the Imperial and Canadian Governments, concerning the mode of exercising the power of disallowance of Provincial Acts.
- No. 90... RONDEAU LIGHTHOUSE:—Return to Order, Shewing in detail the cost of erection of Lighthouse at the Harbor of Refuge at Rondeau. (*Not printed.*)
- No. 91... NICOLAS RIOUX:—Supplementary Return to Order, Correspondence between the Government and the Censitaires of the Seignory Nicolas Rioux, in the County of Rimouski, in the matter of the tax which they pay to the Seigniors, instead of Statute days' labor (*les journées de Corvée*). (*Not printed.*)
- No. 92... DOMINION POLICE:—Annual Return under the Act 31 Victoria, chapter 73, section 6, shewing the average number of the Dominion Police employed during each month of the year, ended 31st December, 1876; the cost of pay, and of travelling expenses, expended in respect thereof. (*Not printed.*)

- No. 93. MALT, DUTY ON:—Return to Order, Instructions issued from the Inland Revenue Department to its Officers throughout the Dominion, as to what time the additional duty on malt was to take effect. (*Not printed.*)
- Return to Order, Monthly Return of the malt taken out of bond each month from the 1st July, 1876, to the 28th February, 1877. (*Not printed.*)
- No. 94. TOBIQUE INDIANS:—Return to Order, Correspondence between the Government and the Tobique Indians relating to the appointment of a resident agent at that place. (*Not printed.*)
- No. 95. LE CRÉDIT FONCIER DU BAS CANADA:—A statement of the property and business assets and liabilities of a Company bearing the name of "Le Crédit Foncier du Bas Canada," incorporated under Chapter 102 of the Statutes of Canada, 36 Vic., (1873), &c. (*Not printed.*)
- No. 96. "BERNE" POSTAL UNION:—Return to Address, All correspondence in regard to placing the Dominion of Canada in as favourable a position as any Foreign Country, under the provisions of the Postal Union made at "Berne" on the 9th October, 1874. (*Not printed.*)
- No. 97. LAPSED BALANCES, &c.:—Return to Order, Showing all amounts carried over by Orders in Council, at the end of the financial year, under the authority of Chapter 2 of the Act of last Session; with copies of the Orders in Council, and a Statement of the amounts of such lapsed balances remaining unexpended at the end of three months from that date; together with a Statement of all amounts carried forward by Orders in Council, from 1st July, 1867, showing the sums actually expended in each case, and the Parliamentary authority sanctioning the same. (*Not printed.*)
- No. 98. "NORTHERN LIGHT":—Return to Address, Showing the number of passages made by the Steamship *Northern Light* between Georgetown in Prince Edward Island and Pictou, or Pictou Island in Nova Scotia and back; the number of mails carried by the said Steamship, and the number of passengers carried by her on each passage. (*Not printed.*)
- Return to Order, Showing the total amount of cost of the Steamer *Northern Light*; also an account of any and all expenditure in connection with the said Steamer, down to the 31st January last. (*Not printed.*)
- Return to Order, Contract with Mr. Sewell for building the Steamer *Northern Light*; the Report of the Inspector and Government Agent connected with the building of the said Steamer. (*Not printed.*)
- No. 99. MERCHANT SHIPPING:—Return to Address, Correspondence between the Government of Canada and Her Majesty's Government in relation to Legislation affecting Merchant Shipping. (*Not printed.*)
- Instructions given to Mr. William Smith, Deputy of the Minister of Marine and Fisheries, on his recent mission to England in connection with the above subject. (*Not printed.*)
- Correspondence had in relation to such mission between the Minister of Marine and Fisheries and the said Deputy with the Report of the said Deputy, in relation to such mission. (*Not printed.*)
- No. 100. CANADIAN SHIPS SOLD IN FRANCE:—Return to Address, Correspondence between the Government of Canada, the Imperial Government and any other Governments or persons on the subject of the duty imposed on Canadian ships sold in France.
- No. 101. STEAM COMMUNICATION, P. E. I.:—Return to Address, Statement showing what steps have been taken by the Government, touching the opening up of steam communication in the winter season, between Prince Edward Island and the mainland, in accordance with the terms of Union. (*Not printed.*)
- No. 102. INTERNATIONAL EXHIBITION, PHILADELPHIA, 1876:—Report of the Canadian Commission of. (*Not re-printed for Sessional Papers.*)
- No. 103. REVENUE PAID BY EACH PROVINCE, &c.:—Return to Order, Setting forth, as nearly as the officers of the Government can do so, the amount of the revenue paid by each Province of the Dominion, and the expenditures made therein on Dominion account during the past five years.
- No. 104. NAVIGATION OF AMERICAN CANALS:—Return to Address, Correspondence between the Dominion, United States and Imperial Governments, respecting the navigation of American canals and rivers.
- No. 105. COAL IMPORTED INTO THE DOMINION:—Return to Order, Quantities and value of the Coal imported into the Dominion of Canada for the six months ending 31st December, 1876.

- No. 106.. HORSE SHOE BAR CHANNEL, MIRAMICHI RIVER:—Return to Order, Correspondence between the Minister of Public Works and the officer in charge of the dredging improvements and deepening of the Horse Shoe Bar Channel at the entrance of the Miramichi River. (*Not printed.*)
- No. 107.. ARICHAT WEST BREAKWATER:—Return to Order, Reports and plan of Arichat West Breakwater, in the County of Richmond, Nova Scotia. (*Not printed.*)
- No. 108.. SMELT FISHERIES, HARBOUR OF BATHURST:—Return to Address Orders, in Council, Rules and Regulations made in relation to the Smelt Fisheries in the Harbour of Bathurst. (*Not printed.*)
- No. 109.. PILOTAGE RETURNS, CAPE BRETON:—Return to Order, Returns from Pilotage Authorities of Cape Breton for the year 1876, showing the names of all Pilots, and the amount paid to each. (*Not printed.*)
- No. 110.. INTOXICATING LIQUORS, SALE OF, &c.:—Return to Address, Correspondence between the Government and the Lieutenant Governors of the different Provinces regarding the relative jurisdiction of the Dominion and Provincial Parliament over the manufacture and sale of Intoxicating Liquors. (*Not printed.*)
- No. 111.. LITTLE GLACE BAY, HARBOUR FEES, &c.:—Return to Order, Return of the Harbour Master for the Port of Little Glace Bay, N.S., for the year ending 31st December, 1876; shewing the amounts of Fees collected; the names of all vessels from which fees were collected; also any Correspondence in relation to the office of Harbour Master of the Port of Little Glace Bay, N.S. (*Not printed.*)
- No. 112.. TORONTO HARBOUR:—Return to Order, Statement shewing the extent and character of the Works carried on in the improvement of the Toronto Harbour during the past year. (*Not printed.*)
- No. 113.. LONG ISLAND BRIDGE BY-WASH, &c.:—Return to Order, Correspondence between the Government and the Council of the County of Carleton respecting a Bridge over the By-Wash at Long Island. (*Not printed.*)
- No. 114.. CULBUTE CANAL:—Return to Order, Correspondence between the Department of Public Works and the Engineer in charge of the Culbute Canal, in reference to the petition of Elizabeth Sullivan, of the Township of Pembroke, in the County of Renfrew, praying for compensation for damages alleged to have been sustained by her, through the construction of a Dam at the said Culbute Canal. (*Not printed.*)
- No. 115.. PORT HOOD HARBOUR:—Return to Order, Reports and Plans of Port Hood Harbour, in the County of Inverness, made by the Engineers under the direction of the Dominion Government. (*Not printed.*)
- No. 116.. RIDEAU RIVER, VILLAGE OF WELLINGTON:—Return to Address, Correspondence between the Government, and the Council of the County of Carleton, respecting a Bridge across the Rideau River, at the Village of Wellington. (*Not printed.*)
- No. 117.. ST. JOHN RIVER, N.B.:—Return to Order, Reports made by the Engineer or Engineers in charge of Public Works on the improvement of the Navigation of the St. John River, N.B., since June, 1871. (*Not printed.*)
- No. 118.. JUDICIAL STAFF, MONTREAL:—Return to Address, Correspondence since last Session, between the Federal and the Quebec Governments, concerning the Judicial Staff of the District of Montreal. (*Not printed.*)
- No. 119.. CABLE COMPANIES, &c.:—Return to Address, Correspondence between the United States Cable Company The Anglo-American Telegraph Company and any other Marine or Telegraph Company and the Government, as well as copies of all Orders in Council affecting the same, since the twenty-first day of March, 1876.
- No. 120.. MONTREAL HARBOUR COMMISSIONERS:—Return to Order, Statement as exact as possible, shewing the amount paid by each Steamboat, to the Harbour Commissioners of Montreal, during the season 1875-76, for wharfage dues,—together with the name and length of such Steamboat. (*Not printed.*)
- No. 121.. MORRIS, HON. ALEXANDER:—Return to Address, Instructions to the Honourable Alexander Morris, Lieutenant-Governor of the North-West Territories; also copies of all Orders in Council relative to the said Territories since their organization, and not already published; also copies of all reports and official correspondence between the Lieutenant-Governor and the Dominion Government from the date of his appointment.

- No. 122. **ASPY BAY HARBOUR, VICTORIA**:—Return to Order, Report of the Government Engineer, on the practicability of opening Aspy Bay Harbour, Victoria, so as to admit vessels of certain tonnage, in the year 1872. (*Not printed.*)
- No. 123. **POST OFFICES AND CUSTOM HOUSES OF THE DOMINION**:—Return to Order, Shewing the number of Post Office and Custom House Buildings owned by the Dominion, designating those built since 1867; the names of the Cities and Towns where the same are situate. (*Not printed.*)
- No. 124. **ESQUIMAULT, GRAVING DOCK**:—Return to Address, Correspondence by telegraph or otherwise respecting the Graving Dock at Esquimault since July, 1874. (*Not printed.*)
- No. 125. **QUEBEC TO LAKE ST. JOHN, RAILWAY**:—Return to Order, Correspondence respecting the grant by the Dominion Government of a sum of money, to assist in the construction of the Railway from Quebec to Lake St. John. (*Not printed.*)
- No. 126. **MAIL BAG, LOSS OF, &c.**:—Return to Order, Correspondence between the Postmaster General and the Post Office Inspector at Halifax and other Post Office officials, with reference to the loss of a Mail Bag between Truro and Halifax. (*Not printed.*)
- No. 127. **MOWAT, JOHN**:—Return to Order, Commission or other document appointing John Mowat a Fishery Officer in the County of Restigouche, in the Province of New Brunswick. (*Not printed.*)
- No. 128. **DEEP-SEA WEIRS OR POUNDS**:—Return to Order, Number of persons who have obtained Licences or permission from the Department of Marine and Fisheries to erect Deep Sea Weirs or Pounds for the purpose of capturing Fish at the Head-lands or Capes of the Maritime Provinces. (*Not printed.*)
- No. 129. **NOTRE DAME DE GRACE AND STE. CUNEGONDE, P.Q.**:—Return to Order, Petitions respecting the establishment of a Post Office at Notre Dame de Grace, near Montreal, and of another at Ste. Cunégonde, part of the territory of the Town of St. Henri, in the County of Hochelaga, recently erected into a separate Municipality. (*Not printed.*)
- No. 130. **NORRIS, J. G.**:—Return to Address, Correspondence with reference to the appointment of Mr. J. G. Norris, as Deputy Collector of Customs, Kootenay, British Columbia. (*Not printed.*)
- No. 131. **SCHOONER "NAPIER"**:—Return to Order, Correspondence connected with the seizure of the Schooner *Napier*, in Ingonish, in the year 1872, for smuggling, and a statement showing if the Hon. William Ross has redeemed his bonds given for the release of said vessel. (*Not printed.*)
- No. 132. **WARREN, WM.**:—Return to Order, Correspondence relating to the superannuation of William Warren, Esq., late Collector of Customs for the Port of Whitby, Ontario. (*Not printed.*)
- No. 133. **VICTORIA AND KOOTENAY, CUSTOMS STATIONS**:—Return to Address, Correspondence between the Government and Mr. C. T. Dupont, or any other parties, with reference to his inspection of the several Customs Stations between Victoria and Kootenay, in 1876.
- No. 134. **NEWCASTLE, ONT., FISH-BREEDING ESTABLISHMENT**:—Return to Order, Showing the title held by the Government to the land and other property connected with the Fish-breeding establishment at Newcastle, Ontario. (*Not printed.*)
- No. 135. **NEW BRUNSWICK, NON-TIDAL WATERS**:—Return to Order, All leases of the right to fish in the non-tidal waters of New Brunswick. (*Not printed.*)
- No. 136. **COVE FIELD, QUEBEC**:—Return to Order, Statement showing the instructions given for the division of the Ordnance property at Quebec, known as the Cove Field; the cost of dividing, &c. (*Not printed.*)
- No. 137. **GOVERNMENT DEPOSITS IN BANKS, &c.**:—Return to Order, Return of the Government deposits in the different Banks of the Dominion on the first day of each month, from January 1st, 1876, to January 1st, 1877, inclusive; and also at the agencies of such Banks and other Banking Houses in London.
- No. 138. **ILLICIT STILLS**:—Return to Order, Shewing the number of Illicit Stills seized by the Revenue Officers of the Dominion in 1873, '74 and '75. (*Not printed.*)
- No. 139. **CASCUMPEC HARBOUR**:—Return to Address, Survey and Report on the Improvement of Cascumpec Harbour, Prince Edward Island, made by C. E. Perley, Esq., C.E. (*Not printed.*)
- No. 140. **MONTREAL MUSEUM**:—Return to Address, Correspondence which has taken place between the Director of the Geological Survey and the Minister of the Interior since the 1st April, 1873, on the subject of removing the Staff and Museum from Montreal to Ottawa.



- No. 141.. **RIDEAU CANAL** :—Return to Order, Shewing the quantity and price of land purchased for the purposes of the construction and maintenance of the Kingston and Ottawa Division of the Rideau Canal. (*Not printed.*)
- No. 142.. **MAILS DELAYED, &C., GRAND TRUNK** :—Return to Order, Statement shewing the expenditure incurred by the Post Office Department for carrying the mails below Quebec, during the whole time when the Grand Trunk was stopped by snow, during the winters of 1874, 1875 and 1876. (*Not printed.*)
- No. 143.. **RAILWAY STATISTICS OF CANADA** :—Reports for the years 1875–76.
- No. 144.. **CIVIL SERVICE** :—Return, in part, to Order, For certain statistical information respecting the inside and outside Divisions of the Civil Service of Canada.  
 ————Return to Order, for the names of persons appointed to office between the 1st of January and the 7th of November, 1873; the names of the officials whose salaries were increased during the same period; and the names of those so appointed whose appointments were cancelled subsequent to the 7th of November. (*Not printed.*)
- No. 145.. **ENGINEERS' ESTIMATES, &C.** :—Return to Address, Reports and estimates of the Engineer upon the works proposed to be performed at the following ports or localities, namely:—Arisaig, N.S., Annapolis, N.S., &c., &c. (*Not printed.*)
- No. 146.. **GOVERNMENT OFFICIALS, P.E.I.** :—Return to Address, shewing the names of all Government Officials in Prince Edward Island, specifying nature of office held by each, date of appointment and amount of salary.
- No. 147.. **CHARBONNEAU AND CÔTÉ** :—Return to Address, A petition complaining of injustice done by the Montreal Harbour Commissioners, or by some person or persons in their employ, in the arbitrary dismissal of Pierre Charbonneau, Pierre Côté and several others employed on the works of the said Commissioners on the River St. Lawrence. (*Not printed.*)
- No. 148.. **BUSHBY, ARTHUR T.** :—Return to Address, Correspondence between the Dominion Government and the Local Government of British Columbia, relative to the appointment of a County Court Judge for the District of New Westminster in place of Arthur T. Bushby, deceased. (*Not printed.*)
- No. 149.. **BUFFALO IN N. W. T., PRESERVATION OF THE** :—Return to Address, Communications from the first Council of the North-West Territories in regard to the preservation of the buffalo; and all Orders in Council or Acts passed by the present Government of the North-West Territories having this object in view. (*Not printed.*)
- No. 150.. **PARRY SOUND HARBOUR** :—Return to Order, Engineer's Report of the survey of Parry Sound Harbour, made by Mr. Michaud, C.E., and others, in 1876. (*Not printed.*)
- No. 151.. **MARQUETTE, MAN., WOODLAND IN** :—Return to Order, Showing the quantity of woodland in the County of Marquette, and the number of licenses to cut wood, sold or issued by the Dominion Lands Office, in Manitoba, during the last three years, to persons not being actual settlers. (*Not printed.*)
- No. 152.. **RAILWAY FROGS, ACCIDENTS BY** :—Return to Address, Showing the number of accidents to persons caught in railway frogs; the points where the accidents occurred, and the particulars connected therewith; for the five years ending 31st December last. (*Not printed.*)
- No. 153.. **INDIAN LANDS, B.C.** :—Return to Address, Correspondence between the Local and the Dominion Governments during 1876, with reference to the adjustment of Indian lands, in British Columbia. (*Not printed.*)
- No. 154.. **KIDSTON, WILLIAM** :—Return to Order, Correspondence in connection with the defalcations of the ex-Collector of Customs, William Kidston, at the Port of Baddeck. (*Not printed.*)
- No. 155.. **COLWELL, WILLIAM** :—Return to Order, Correspondence in connection with the dismissal of William Colwell, locker in the Customs House Department, St. John, New Brunswick. (*Not printed.*)
- No. 156.. **CANADIAN SHIPPING, LIGHT DUES ON** :—Return to Address, Correspondence that may have passed during the past three years between the Government of Great Britain and the Government of this Dominion, relative to the abolition of light dues on Canadian shipping. (*Not printed.*)
- No. 157.. **FISHERIES, &C., ABOLITION OF** :—Return to Order, Papers relating to the abolition of fisheries in the rapids of the Richelieu, in front of the Village of the Canton of Chambly. (*Not printed.*)

- No. 158.. ST. PETER'S CANAL:—Return to Address, Contracts and Orders in Council during the year 1876, in connection with the enlargement of the St. Peter's Canal. (*Not printed.*)
- No. 159.. L'ISLET, & C., BREAKWATERS:—Return to Address, Instructions given to Mr. Kingsford, and correspondence in relation to repairs and other work done on the breakwaters at L'Islet, Rivière Ouelle, Rivière du Loup and Rimouski, on the south shore of the St. Lawrence, Province of Quebec. (*Not printed.*)
- No. 160.. POINT ESCUMINAC BREAKWATER:—Return to Order, Correspondence with the Government and the inhabitants of the County of Northumberland, in relation to the necessity of a breakwater for the protection of fishermen at the easterly side of Point Escuminac. (*Not printed.*)
- No. 161.. GOVERNMENT RAILWAYS—IRON RAILS:—Return to Order, Showing the quantity of iron rails removed from the Government railways—Railway Companies to which they have been loaned, &c.
- No. 162.. MOFFATT, ROBERT:—Return to Order, Letters, &c., which have passed between Robert Moffatt, of Dalhousie, N.B., and the Government of the Dominion, in respect to the transport of cargoes of rails and other railway materials from the vessels *Colonist*, *Bessie Parker* and *Stabstadt*, &c.
- No. 163.. DEPARTMENT OF JUSTICE—ORDNANCE LAND SALES:—Return to Address, Statement of all sums of money charged and received by the Department of Justice, by way of costs or moneys over due on ordnance land, sold under authority.
- No. 164.. DECK LOAD LAW:—Return to Address, Correspondence between the Government of Canada and the Inspector of Customs for the Province of Nova Scotia, or any of the Custom House officials, in relation to the violation of the Deck Load Law. (*Not printed.*)
- No. 165.. PRINCE EDWARD ISLAND RAILWAY:—Return to Address, Disbursements paid on account of the Prince Edward Island Railway up to January, 1876, together with a statement of the earnings of the Road up to that time. (*Not printed.*)
- No. 166.. NEWSPAPERS PAID POSTAGE, & C:—Return to Order, Statement setting forth the total number of Newspapers and other periodicals in each County and City of the Dominion, which have paid postage on papers sent from "the office of publication," with the total revenue raised therefrom during the past year. (*Not printed.*)
- No. 167.. PILOTAGE, TARIFF OF:—Return to Address, Order in Council of the 5th March, ultimo, approving of a By-law of the Montreal Harbour Commissioners, in reference to the Tariff of Pilotage between Quebec and Montreal. (*Not printed.*)
- No. 168.. UPPER ST. FRANCIS, N.B.:—Return to Order, Correspondence in the possession of the Government, regarding the dismissal of the Postmaster of Upper St. Francis, in the County of Madawaska, in the Province of New Brunswick. (*Not printed.*)
- No. 169.. CAMPBELLTON AND PASPEBIAC:—Return to Order, Correspondence respecting the renewal of the contract for the transportation of the mail between Campbellton and Paspébiac. (*Not printed.*)
- No. 170.. CATTLE, IMPORTATION OF:—Return to Order, Showing the value of live cattle imported into and exported from each Province, between the 1st day of January, 1875, and the 1st day of January, 1877; the value of live cattle imported and exported, and the total value of meats, fresh or cured.
- No. 171.. "CHAMBLY" AND "CULTIVATEUR" STEAMERS:—Return to Order, Statement showing the amounts paid by the Steamer *Chambly* and the Steamer *Cultivateur*, at the St. Our's Lock on the River Chambly, during the season of 1875. (*Not printed.*)
- No. 172.. PRINCE EDWARD ISLAND, LEGAL SERVICES, & C.:—Return to Order, Of all monies paid for legal services or legal expenses in Prince Edward Island, from 1st January, 1874, to the present time. (*Not printed.*)
- No. 173.. FOG WHISTLE, CAPE D'OR:—Return to Order, Correspondence between the Government and any parties in Nova Scotia, relating to the supply of coal and water for the operation of the Fog-Whistle at Cape D'Or. (*Not printed.*)
- No. 174.. HARBOR MASTERS, SOREL, ST. JOHN, & C.:—Return to Order, Indicating the names and date of appointment of Harbour Masters at Sorel, St. John's, Three Rivers and Lachine, in the Province of Quebec, and also giving a detailed account of all fees collected by said Harbour Masters since the 15th April, 1875, up to this date, under the authority of 38 Victoria, Chapter 30, amending 37 Victoria, Chapter 34, together with the names of the ships on which such fees have been levied in each year, and the names of the masters of those ships. (*Not printed.*)

- No. 175. ST. AUGUSTIN, PARISH OF:—Return to Order, Correspondence in relation to the appointment of a new Postmaster for the Parish of St. Augustin, County of Two Mountains, and to the change in the location of the Post Office of the said Parish. (*Not printed.*)
- No. 176. CORNOCK, WILLIAM:—Return to Order, All correspondence in reference to the dismissal of Mr. Wm. Cornock from the Postmastership of Erin Village, in the County of Wellington. (*Not printed.*)
- No. 177. KENNEBEC RAILWAY, MAIL CONDUCTORS:—Return to Address, Correspondence having reference to the change of Mail Conductors on the Kennebec Railway, since the first of January, 1875;—and also the names of those parties from whom contracts were taken away since that date. (*Not printed.*)
- No. 178. PORTAGE ISLAND:—Return to Address. Correspondence between the Dominion Government and the British Government, in relation to the transfer of Portage Island, in the Bay of Miramichi, from the jurisdiction of the British Admiralty to the Dominion Government. (*Not printed.*)
- No. 179. GOVERNMENT DEPOSITS, ONTARIO BANK:—Return to Order, Correspondence between the President or Cashier of the Ontario Bank and the Hon. the Finance Minister, or the Finance Department, respecting the Government Deposits in the Ontario Bank since 1st November, 1873, to the present time.
- No. 180. BRITISH COLUMBIA MAILS:—Return to Order, Copy of every tender received since November last by the Postal Department, for carrying the Mails in British Columbia. (*Not printed.*)
- No. 181. SLIDE MASTERS, OTTAWA RIVER:—Return to Order, Shewing the names of the Slide Masters at each of the Slide Stations on the Ottawa River and its tributaries on the 1st day of July, 1876; the salary or remuneration paid to each, the number of pieces of timber and saw logs, respectively, passed through each of the said Slide Stations, for the year ending 1st July, 1876. (*Not printed.*)
- No. 182. QUEBEC HARBOR COMMISSIONERS:—Return to Address, Petition of the Harbor Commissioners of Quebec, praying for the guarantee of the Government for an additional sum of \$250,000, in order to complete improvements. (*Not printed.*)
- No. 183. KAMOURASKA COURT HOUSE:—Return to Address, A statement of debentures issued by the Government of Canada, for the purchase of a building for the Court House and Gaol of the District of Kamouraska, &c. (*Not printed.*)
- No. 184. ST. JEAN L'EVANGELISTE DE LA NOUVELLE POST OFFICE:—Return to Address, Correspondence on the subject of the closing of the Post Office in the vicinity of the church St. Jean L'Evangeliste de la Nouvelle. (*Not printed.*)
- No. 185. DEWE, JOHN:—Return to Order, Commission or other documents appointing John Dewe, Post Office Inspector, and also of all orders defining his duties and functions. (*Not printed.*)
- No. 186. NASE, J. MURRAY:—Return to Order, Correspondence in connection with the dismissal of J. Murray Nase, Postmaster, at the mouth of the Neripis, King's Co., N.B. (*Not printed.*)
- No. 187. LETTERS, UNPREPAID:—Return to Order, Correspondence between the Council of the Quebec Board of Trade, and the Dominion Government, relating to the rule in existence in regard to unprepaid letters. (*Not printed.*)
- No. 188. BASS and GASPÉRAUX FISHERIES, MIRAMICHI:—Return to Address, All Reports to Council in relation to the Bass and Gaspéaux Fisheries, in the Rivers Napan and Black River, Miramichi, and the shores of the vicinity of the same. (*Not printed.*)
- No. 189. LACHINE CANAL:—Return to Order, Statement shewing the names and salaries or wages of each officer composing the Government staff of the Lachine Canal for 1875-6 and 1876-7; and the amount of contingencies in connection with the said staff for each of these years. (*Not printed.*)
- No. 190. LAGACÉ, BENJAMIN:—Return to Order, Correspondence respecting the appointment of Mr. Benjamin Lagacé as Postmaster of Jonquières, in the County of Chicoutimi, &c. (*Not printed.*)
- No. 191. NORTH AMERICAN BOUNDARY COMMISSION:—Message, transmitting Despatch, dated 1st September, 1876, from H. M. Secretary of State for the Colonies, relative to the North American Boundary Commission, together with a record of the proceedings, at the meeting held by the Commissioners on the 29th of May last. (*Not printed.*)
- No. 192. CARPENTER & Co.:—Return to Address, Returns of all moneys paid to Carpenter & Co., together with Orders in Council recommending such payment on account of the Dawson Route Subsidy, from 1st January, 1877, to 31st March, 1877. (*Not printed.*)

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- No. 193. CANADA CENTRAL EXTENSION, ENGINEER'S REPORT:—Return to Order, Engineer's Report of the Bonnechère and other possible routes of the Canada Central Extension. (*Not printed.*)
- No. 194. GEOLOGICAL SURVEY OF CANADA:—Report of Progress of the Geological Survey of Canada, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for the year 1875-76. (*Not re-printed in Sessional Papers.*)
- No. 195. MACDONALD, RIGHT HON. SIR J. A.:—Return to Order. Statement of the suits and legal matters in which the legal firm of the Honorable Sir John A. Macdonald, M.P., or any partner of his said firm was instructed by his Department to act on behalf of the Crown, during his tenure of office as Minister of Justice and Attorney-General of Canada. (*Not printed.*)
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# NINTH ANNUAL REPORT

OF THE

DEPARTMENT

OF

# MARINE AND FISHERIES,

BEING FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1876.

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Printed by Order of Parliament.

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OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET  
1877.



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NINTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

BRING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

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

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit herewith for the information of Your Excellency and the Legislature of Canada, the Ninth Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1876.

I have the honour to be,

Your Excellency's most obedient servant,

A. J. SMITH,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 1st January, 1877.



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## REPORT

BY THE

## DEPUTY MINISTER.

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

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended 30th June, 1876, and to give an account of a considerable proportion of the business up to the end of the calendar year.

As required by law, the financial statements of the Department, given in the Appendices to this Report, are made up to the 30th June last, but the Report, more particularly on the Lighthouse service, contains an account of the operations of this Department to the close of the calendar year. Four supplements will be issued with this Report, the first being a List of Lights in the Dominion on the 31st December last; the second embracing a report of the Chairman of the Board of Steamboat Inspection for the calendar year, with a list of steamers inspected in 1876, and a list of Engineers who have received certificates; a report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year, with a brief list of all Masters and Mates who have received certificates of competency or service in the Dominion during the calendar year, and a complete list of all certificates which have been cancelled; statements of the wrecks and casualties, both to sea-going and to inland vessels, during the calendar year; statements of rewards for saving life; the reports of the Harbour Commissioners of Toronto, Montreal, Quebec and Pictou; the Harbour Masters' reports; the Shipping Masters' reports; the Port Wardens' reports; the reports of the Pilotage Authorities, and the reports of the Water and River Police of Montreal and Quebec; the third supplement containing the reports of the Meteorological Office, the Magnetic Observatory and the other Observatories of the Dominion; and the fourth embracing the Fisheries reports.

The total amount expended on the various branches of the Public Service administered by this Department, including the salaries of the Establishment staff, during the fiscal year ended 30th June last, was \$1,088,455.07, while the total amount voted was \$1,129,014.50.

The total number of persons engaged in the Outside Service of this Department at the close of the calendar year, was 1,596.

The Lighthouse service of the Dominion is comprised under the following six divisions, viz. : The Ontario Division, embracing lights above Montreal ; the Quebec Division, extending below Montreal, including River and Gulf of St. Lawrence ; the New Brunswick Division, the Nova Scotia Division, the Prince Edward Island Division, and the British Columbia Division. The total number of Light-stations in the Dominion on the 31st December last, was 407, and of Lights shown, 488 the number of Steam Fog-whistles, was 24, and the number of Light-keepers, Engineers of fog-whistles and their Assistants, was 468.

#### ONTARIO DIVISION.

This Division includes the lighthouses and lightships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Quebec and Ontario, as also all the lights in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, Lakes Ontario, Simcoe, Erie and Huron, the Georgian Bay and Lake Superior. In this Division there were in operation at the close of navigation 130 lighthouses and light-beacons ; four lightships maintained wholly by the Government, one lightship maintained in part by the Government, 62 buoys and five beacons.

The number of light-keepers in this Division paid directly by the Government, was 100, but in several cases assistants were employed by keepers at their own expense.

By reference to Appendix No. 1 of this Report, there will be found the report of the Superintendent of Lights of this Division, giving an account of the condition of each light when visited on the annual tour of inspection in the months of July and August last. From this report it would appear that the lights on the whole are in a satisfactory condition, and in general well looked after by the keepers.

The sum of \$13,320.40 was expended for the construction of lighthouses in this Division, from the general appropriation made by Parliament for this purpose, and details of this expenditure will be found in Appendix No. 1.

Reference was made in last year's report to the new lighthouse erected on the easterly point of Isle à Cadieux, in the Lake of Two Mountains, Ottawa River, which was put in operation in October, 1875. By reference to Appendix No. 1, it will be seen that the total cost of constructing this lighthouse, including the lantern and lighting apparatus, was \$1,840.03.

Reference was also made to the lighthouse constructed on Gin Rock, Gloucester Bay. During the fiscal year ended 30th June last, the further sum of \$898.67 was expended on this light, making the total cost of construction \$2,765.56.

During the past season two range lights have been erected near the west end of the Quinté Carrying Place, at Weller's Bay, Prince Edward County, and the lights exhibited for the first time on the 8th of August last. The lights are fixed catoptric, the front one red and elevated 29 feet above high water-mark, and the back one white, elevated 43 feet. These lights are intended to guide vessels through the entrance to Weller's Bay. The total cost of construction, including lighting apparatus, amounted to \$1,451.20.

During the past season two lighthouses were erected on the East Pier at the entrance to Rondeau Harbour, Lake Erie, and the lights were put in operation on the 7th September last. The main light, which is intended for general navigation, consists of a revolving catoptric light, showing alternate red and white flashes, and attains its greatest brilliancy every minute and a half. It is elevated 70 feet above the level of the Lake, and should be seen 16 miles in clear weather. The tower is an open-framed square wooden building, 64 feet high from pier to vane. The small range light is placed on the north end of the pier, at a distance of 781 feet from the other light, and in range with it shows the entrance to the harbour. It also shows into the harbour. This light is a fixed white catoptric, elevated 34 feet above the Lake, and should be seen ten miles. The tower is an open-framed square wooden building, 30 feet high from pier to vane, and is painted white.

The sum of \$2,692.44 was expended on account of these last named lighthouses during the fiscal year ended 30th June last, and the further cost will appear in the accounts of the present fiscal year. Mr. Thomas Harrison was appointed keeper of these lights on the 25th July last, at a salary of \$400 per annum.

Owing to an accident from fire, the lamps and reflectors of the revolving apparatus of the main light were destroyed on the 19th October last, and the light has not been shown since that period.

A lighthouse has also, during the past season, been erected upon the pier at the Provincial Reformatory, Penetanguishene, and put in operation on the 30th September last. The light is fixed white and of the catoptric order, is elevated 20 feet above high water, and should be seen eight miles in clear weather. The tower is a square wooden building, 18 feet high from top of pier to vane, and is painted white. Mr. Peter Kilraine was appointed keeper of this light, by Order in Council of the 7th October, at a salary of \$150 per annum.

A lighthouse has also been constructed during the past season on the south-west end of Big Duck Island, Lake Huron, but owing to its not being completed till late in the season, it was not thought advisable to put it in operation before the opening of navigation next season. The sum of \$626.02 was expended on this lighthouse during the year ended 30th June last, and the further cost will appear in the accounts of the present fiscal year.

During the past season two range light-towers have been erected at Southampton, Lake Huron, for the benefit of vessels making the harbour; but owing to the buildings not having been completed till late in the season, the lights will not be exhibited before the opening of navigation next season. The cost of these light-towers will appear in the accounts of the current fiscal year.

A new range light-tower has also been erected on the north Government Pier at Goderich, in place of the temporary erection found insecure, the contract price for which was \$444. This light is in charge of Mr. G. N. Macdonald, the keeper of the main light.

Reference was made in the report of last year to the lighthouses to be erected on Battle and Lamb Islands, at the eastern and western entrances to Nepigon Bay, Lake Superior. During the past season the lighthouse on Lamb Island has been completed, and will be put in operation early next season. Owing, however, to unexpected difficulties experienced by the contractor, the lighthouse on Battle Island has not yet been erected, but it is expected that this lighthouse will be erected early next season and put in operation. The sum of \$2,230.50 was expended on these lighthouses during the past fiscal year, making the total expenditure, up to the 30th June last, \$4,609.49.

The inner range light-tower near Fort William, on Kaministiquia river, was destroyed by fire on the 14th November, 1875, and a contract entered into for the erection of a new tower during the past season, for the sum of \$996. The building which has been made sufficiently large to serve as a residence for the keeper, has lately been completed, and the light will be shown on the opening of navigation next season. The cost of replacing this building will appear in the accounts of the current fiscal year.

Reference was made in the report of the last year to the new light-beacons erected on Bois Blanc Island, in the Detroit River. The cost of the erection of these towers, including the lighting apparatus, amounted to the sum of \$1,112.25.

Reference was also made to the new pier and lighthouse which it was found necessary to build at Port Maitland. The total cost of building these works, including the new lantern, lamps, etc., supplied for the lighthouse, amounted to the sum of \$5,826.88.

The sum of \$700 was allowed as a subsidy to Messrs. A. & H. Hackett, of Colchester, towards the expense of maintaining a lightship at Colchester Reef, being an amount similar to that allowed during the two previous years. This amount is supplemented by private subscriptions from steamboat owners and others who are benefited by the establishment of the lightship.

The new light-ship at Bar Point, Lake Erie, to which reference was made in the report of last year has, during the past season, been successfully maintained at her station.



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The oil and other supplies for the lighthouses in this Division, with the exception of those on the Upper and Lower Ottawa, were delivered during July and August last, by the steamer "City of Montreal," which was chartered by the Department for the service for the sum of \$2,300. The service was performed fully to the satisfaction of the Department.

The following changes have occurred since the date of the last report, in the list of keepers of lights in this Division, viz. :

By Order in Council of the 1st April last, Mr. William A. Palen, keeper of the light at Point Peter, Lake Ontario, was placed on the Superannuated List from 1st May last, at an annual allowance of \$281.40. Mr. James Burlingham, by Order in Council of 6th April, was appointed keeper of the light in Mr. Palen's place, at a salary of \$400 per annum.

By Order in Council of the 20th April, Mr. Hugh Manson was appointed keeper of Bar Point Light-ship, Lake Erie, at a salary of \$500 per annum, he being required from this amount to pay for necessary assistance in taking charge of the vessel while at her station.

By Order in Council of the 15th April, Mr. Donald Morrison, who had been temporarily in charge of the two lights on the Kaministiquia River, Lake Superior, was appointed permanent keeper, at a salary of \$150 per annum.

By Order in Council of the 22nd April last, Mr. Matthew Murphy was appointed keeper of the light-house recently erected at the head of Deschene Rapids, on the Upper Ottawa River, at a salary of \$150 per annum.

By Order in Council of the 20th April, Mr. Andrew Hackett was appointed keeper of the two range lights on Bois Blanc Island, and to have charge of all the buoys placed in the vicinity of that Island, at a salary of \$250 per annum, such increase to date from 1st October last. Mr. Hackett is allowed \$150 per annum in addition, for taking in, putting out and attending to the buoys near Bar Point Shoal, Lake Erie.

By Order in Council of the 25th April, the salary of Mr. J. C. Darke, keeper of the lighthouse on Muskoka Island, Lake Simcoe, was increased from \$200 to \$250.

By Order in Council of the 26th April, Mr. Bryce B. Miller was appointed keeper of the light-house on the Isle of Coves, Lake Huron, at a salary of \$600 per annum, in place of Mr. William McBeath, superseded. By Order in Council of the 9th June, the salary was increased to \$735, owing to the difficulties experienced at the station, such amount being the same as allowed Mr. McBeath.

By Order in Council of the 27th June last, Mr. Peter Huff was appointed keeper of the lighthouse at Salmon Point, Lake Ontario, at a salary of \$300, in the room of Mr. Lewis Hudgins, superseded.

By Order in Council of the 16th August, Mr. Reuben Young was appointed keeper of the two range lights recently erected at Weller's Bay, at a salary of \$150 per annum.

By Order in Council of the 7th September, Mr. John Michaelson was appointed keeper of the new lighthouse at Lamb Island, Nepigon Bay, Lake Superior, at a salary of \$300 per annum.

The total cost of maintaining the Lights, Light-vessels, Fog-bells, Buoys and Beacons in this Division for the last fiscal year was \$68,344.18. The expenditure for the same period, from the general appropriation for construction of Lighthouses was \$13,320.40.

#### LIGHTS BELOW MONTREAL INCLUDING RIVER AND GULF OF ST. LAWRENCE.

This Division comprises the lighthouses and light-ships at and below Montreal and on the Richelieu River, formerly under the charge of the Montreal Trinity House, as also all the lights, light-ships, steam fog-whistles, buoys and beacons in the River and Gulf of St. Lawrence, Straits of Belle Isle, and north-west coast of Newfoundland. At the close of navigation there were in this Division 124 fixed and revolving lights, eight light-ships, three of which are supplied with steam fog whistles, seven steam fog-whistles at light-stations and light-ships, eight fog-guns, 71 buoys, 55 beacons, and eight provision depots for the relief of shipwrecked seamen. The number of light-keepers, engineers of fog-whistles, together with captains and crews of light-ships amounted to 162.

This Division, the largest and most important, is managed by Mr. J. U. Gregory, the Agent of the Department at Quebec, who, in addition to the Lighthouse Service has several of the Dominion steamers and the Quebec River Police, as well as the Fishery Protection Service, under his supervision.

Appendix No. 2 of this Report contains Mr. Gregory's report, giving particulars of the different services under his charge, and showing the operations at the Agency, for the fiscal year 30th June last, and of a portion of the present fiscal year.

The light-service between Quebec and Montreal, and in the River St. Lawrence as far as Bic Island, was performed by the steamer "Druid," under Captain Marmen, and the light-house service in the Gulf by the steamer "Napoleon," under Captain Despres.

Reference was made in the report of last year to the erection of two range-lights at the entrance to the River Saguenay, one on Point Noir and the other 608 yards from it. Early in the season the range-tower at Point Noir was destroyed by fire, but steps were immediately taken to rebuild it, and the work has been completed.

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The sum of \$1,586.37 was expended in connection with the construction of these lights during the past fiscal year, making their total cost, with the amount expended during the previous year, \$1,811.32.

Reference was also made in last year's report to the range-lights erected to lead through the traverse of the North Channel. The cost of these lights, as will be seen by Appendix No. 2, was \$1,303.03, making the total cost, with the amount previously expended, \$1,924.71.

The new light-house at Martin River, to which reference was made in last year's report, has been completed, and the light was exhibited for the first time on the 1st June last. The light is fixed white and of the catoptric order, and is elevated 125 feet above high water, and should be seen at a distance of 17 miles. The building is wooden, painted white, and consists of a square tower, 54 feet high from base to vane, with dwelling attached. The total cost of the light, as will be seen by reference to the accounts, amounted to \$7,347.04.

The new light-house on Carousal Island, Seven Islands, which was completed in the season of 1875, was exhibited on the 1st June last. This light is also fixed white and of the catoptric order, and has an elevation of 200 feet above high water, and should be seen in clear weather at a distance of 20 miles. The building is of wood, and consists of a square tower, 39 feet high from base to vane, with a keeper's dwelling attached. The total cost of this lighthouse, including illuminating apparatus, was \$4,205.66.

Reference was made in last year's report to the contract made for the erection of a pier and lighthouse on Algernon Rock, near the Pillars Lighthouse, Lower St. Lawrence. The contract for this work has been completed, and the light will be shown on the opening of navigation next season. The sum of \$2,074.08 was expended on this work up to the 30th June last, and the further expenditure will appear in the accounts of the present year.

A new lighthouse has been erected during the past season at Cap aux Oies, in the County of Charlevoix, on the north shore of the St. Lawrence, and the light was put in operation on the 29th October last. This light is fixed white, of the catoptric order, is elevated 48 feet above high water, and should be seen twelve miles off. The tower is of wood, and is 42 feet high from base to vane, with a dwelling-house attached, and is painted white. The sum of \$376.10 was expended on this light-house up to 30th June last, and the further expenditure will appear in the accounts of the present fiscal year.

A new lighthouse has also been erected on the pier at Bay St. Paul, on the north shore of the Lower St. Lawrence, and the light was put in operation on the 29th October last. This light is also a fixed white, elevated 36 feet above high water, and should be seen ten miles in clear weather. The tower is a square wooden building

30 feet high, with dwelling-house for keeper attached, the whole painted white. The illuminating apparatus is catoptric. The sum of \$200 was expended on this light house to the 30th June, and the further cost will appear in the accounts of the current fiscal year.

Reference was made in the report of last year to the removal of the lighthouse at Cape Chatte, and the erection of a new building on a more prominent site. By the accounts of the fiscal year a further expenditure of \$1,085.54, making the total cost of this work \$3,271.73.

The light at Grand Isle, Kamouraska, River St. Lawrence, was changed on the 1st April last from a fixed white to a revolving white light, attaining its greatest brilliancy once a minute. The cost of effecting this change, including a new lantern and revolving apparatus, amounts to \$1,813.19.

The sum of \$1,825.37 has been expended for an automatic fog horn, proposed to be placed on Belle Isle, and worked by water power, and it is expected that the necessary buildings will be completed, and the fog-horn put in operation, next season.

The lighthouse pier at Isle a la Prunes, near Vercheres, in the River St. Lawrence, was carried away by the ice last spring. Tenders were invited for the rebuilding of this pier, and the work has lately been completed to the satisfaction of the Department. The contract price was \$990.

The following changes have occurred in the keepership of the lights in this Division since the 1st January last, viz. :—

By Order in Council of the 21st February, Mr. Jean Gauthier was appointed keeper of the new lighthouse at Martin River, at a salary of \$300 per annum.

By Order in Council of the 20th April, Mr. Flavien Arcand was appointed keeper of the new lighthouse at Seven Islands, at a salary of \$500 per annum.

By Order in Council of the 20th April, Mr. Joseph Lepage was appointed keeper of the lower tower, and Mr. Joseph Marceau, keeper of the upper tower, at St. Francis. Salary of each \$75 per annum.

By Order in Council of the 6th May, the salary of Mr. Dorilas Tremblay, keepers of the lighthouse at Port Neuf, in the Lower St. Lawrence, was increased from \$250 to \$350 per annum.

By Order in Council of the 6th May, the salary of Mr. Samuel Reeves, lighthouse keeper at St. Therese, was increased from \$8 per month during the season of navigation to \$80 per annum.

By Order in Council of the 12th May, the salary of Mr. E. Simard, lighthouse keeper at Montee du Lac, was increased from \$300 to \$350 per annum, owing to the two new range-lights at Cape Rouge having been placed under his charge.

By Order in Council of the 1st June, Mr. John McWilliams was appointed keeper of the lighthouse at Father Point, at a salary of \$340, in place of Mr. David Lawson, deceased.

By Order in Council of the 25th October, Mr. Jean Savard was appointed keeper of the new lighthouse at Goose Cape, at a salary of \$200 per annum.

By Order in Council of the 25th October, Mr. Hilaire Tremblay was appointed keeper of the new lighthouse at Bay St. Paul, at a salary of \$200 per annum.

For further particulars as to the lighthouses, light-ships, fog-whistles, buoys and beacons in this Division, reference may be had to the report of the Agent in Appendix No. 2, as well as to the list of lights published as supplement No. 1 to this report.

The total amount expended from the general appropriation made by Parliament for the maintenance of Lights, &c., in this Division, for the year ended 30th June last, was \$107,995.60.

The sum of \$24,278.37 was expended, during the period referred to, for the construction of lighthouses, from the general appropriation made by Parliament for that purpose.

#### NEW BRUNSWICK DIVISION.

This Division embraces all the lighthouses, fog-whistles, buoys and beacons on the coast of the Province of New Brunswick, and is under the charge of Mr. J. H. Harding, Agent of the Department at St. John, N. B. In this Division there were, at the close of navigation, 64 lights, including one light-ship, under the charge of 66 lighthouse keepers, and seven fog-whistles, five of which are situated in the Bay of Fundy and two in the Gulf of St. Lawrence.

Appendix No. 3 to this report contains a very full report of the Agent on the condition of the lighthouses in this Division, and the repairs and improvements which have been effected during the past year, and giving a list of the buoys and beacons under the charge of the Department.

Reference was made in the report of the previous year to the new lighthouse erected at Drew's Point, on the western side of Beaver Harbour, in the County of Charlotte. This light, which was put in operation on the 15th January last, consists of a fixed white light, on the catoptric principle, is elevated 45 feet above high water and should be seen at a distance of ten miles. It is intended for the purpose of a harbour light and should be seen at all points between the eastern and western heads of the harbour. The tower is a square wooden building, 36 feet high from base to vane, with keeper's dwelling attached and painted white. The sum of \$2,016.35 was expended on this lighthouse during the past fiscal year, making, with previous expenditure, the total cost, including lantern and illuminating apparatus, \$3,305.01.

The lighthouse and pier on the sand reef at the eastern entrance to the Port of St. Andrews, Passamaquoddy Bay, to which reference was made in last year's report, was put into operation on the 1st January last. This light is fixed white, and elevated 40 feet above high water. It should be seen in clear weather at a distance of ten miles.

The tower, which stands on a framed pier, ten feet above high water mark, consists of a square wooden building painted white, with keeper's dwelling attached. This light is intended as a guide to all ports in the inner bay, and to vessels going up the River St. Croix from Little Passage or West Quoddy. The sum of \$4,932.45 was expended in connection with this work during the past fiscal year, making the total cost of the pier and light-house with the expenditure of the previous year, \$6,516.55.

The beacon lighthouses on the River St. Croix, Charlotte County, to which reference was also made in last year's report, were put in operation on the 1st April last. These lights, which are fixed white and of the catoptric order, are situated, the one on Spruce Point and the other on Mark Point, and are elevated 32 feet above high water mark. The towers are open frame work painted brown, with lanterns painted white. Their height from base to vane is 28 feet. The cost of these lights was \$1,464.50.

The new lighthouse on Midjic Bluff, in the County of Charlotte, was put in operation on the 1st April last. This light, also fixed white and of the catoptric order, is elevated 130 feet above high water, and in clear weather should be seen at a distance of fifteen miles. The tower is a square wooden building, 29 feet high, painted white, with a brown lantern. The cost of this lighthouse, including lantern and illuminating apparatus, amounted to \$1,330.42.

The range lights on Washademoak Lake, Queen's County, to which reference was made in last year's report, were put in operation on the 1st April last. One of these lights, elevated 26 feet above high water mark, is situated on the east side of Musquash Island; the other, elevated 30 feet, is on the Hendry Farm. Both lights are fixed white, and of the catoptric order. The towers consist of open frame work, painted brown, with white lanterns. The cost of erecting these lighthouses amounted to \$863.50.

A new lighthouse was also erected during the past season at McManus Point, near Newcastle on Grand Lake, and put in operation on the 1st November last. This light, which is intended for harbour purposes, is fixed white, and of the catoptric order. It is elevated 28 feet above high water mark, and should be seen ten miles in clear weather. The tower is a wooden building, 26 feet high from base to vane, and painted white. The sum of \$567.88 was expended on this light during he past fiscal year.

Reference was made in last year's report to a new lighthouse erected at Poke-mouche Gully, on the Gulf St. Lawrence, which was put in operation on the opening of navigation. This light is fixed green and of the catoptric order, is elevated 35 feet above high water, and will probably be seen at a distance of eight miles. The tower is a square wooden building, 37 feet high from base to vane, painted white, with a keeper's dwelling attached. The sum of \$2,179.70 was expended on this lighthouse during the past fiscal year, making the total cost, with previous expenditure, \$3,159.75.

A contract was entered into during the past season for the erection of two ranges towers at Big Tracadie, Gloucester County. The contractor has recently completed his contract, but the light will not be shown till the opening of navigation next season.

During the past season an iron spindle with a cage on top has been erected on the dangerous ledge to the south of Grand Manan, known as the Old Proprietor Rock. This spindle stands 31 feet above the level of high water, and in clear weather is seen at a distance of eight or ten miles.

During the season of 1875, the light-keeper's dwelling on Upper Fox Island was destroyed by fire, but a new building has been erected during the past season at a cost of \$900.

A contract has been entered into by the Department for the erection of a lighthouse at Pea Point, L'Etang Harbour, Charlotte County, but the building will not be completed before the next season of navigation.

A contract has also been entered into for the erection of the necessary buildings for the fog-whistle to be placed on Grindstone Island, Bay of Fundy, and it is expected that this whistle will be put in operation next year.

The following changes have occurred in the keepership of the lights, etc., since the date of last report, viz:—

By Order in Council of the 19th January, Mr. Robert Clarke was appointed keeper of the lighthouse at Sand Point, St. John River, at a salary of \$80 per annum, in place of Mr. James Clark, deceased.

By Order in Council of the 2nd April, Mr. John Beatty, of Hillsboro, was appointed keeper of the light on Hillsboro Pier, at a salary of \$75, in place of Mr. Samuel Gross, resigned.

By Order in Council of the 22nd April, Mr. Patrick Toomeys was appointed keeper of the beacon light at Mark Point, at a salary of \$80, in place of Mr. A. B. Christie, removed from the place.

By Order in Council of the 7th September, Mr. Robert McMann was appointed keeper of the new lighthouse at McManus Point, Grand Lake, at a salary of \$80 per annum.

By Order in Council of the 25th October, Mr. Louis Porlier was appointed keeper of the lighthouse on Caraquet Island, at a salary of \$200 per annum, in room of his father, Mr. Narcisse Porlier, who was unfortunately drowned on the 2nd October last. A gratuity of two months' salary was allowed, by Order in Council of the 27th October, to the widow of the deceased light-keeper.

The total amount expended on account of construction of lighthouses, fog-whistles, etc., in this Division for the past fiscal year, amounted to \$17,819.95, out of the general appropriation made by Parliament, and the sum expended on the maintenance of lights, fog-whistles, buoys and beacons, amounted to \$62,551.61.

#### NOVA SCOTIA DIVISION.

This large and important Division is under the management of Mr. H. W. Johnston, Agent of the Department at Halifax, who has also under charge the Dominion steamers "Newfield" and "Glendon." It comprised at the close of navigation 101 lighthouses, 10 steam fog-whistles, and 1 lightship. The number of lightkeepers and engineers of fog-whistles was 106.

In Appendix No. 4, to this report, will be found the report of the Agent, showing the general operations of the Department up to the 25th November last, and giving full particulars as to the new lights and fog-whistles.

The new lighthouse at George Island, Halifax Harbour, to which reference was made in the report of last year, was completed and put in operation on the 15th January last. The total cost of this lighthouse, including illuminating apparatus, was \$1,746.01.

The new lighthouse at Tor Bay, Guysboro', was also completed and put in operation on the 10th April last. The total cost of this lighthouse, to the 30th June, was \$1,222.15.

The new lighthouse at Guion Island, Cape Breton, has also lately been completed, but the light will not be shown till the opening of navigation. The cost of this lighthouse up to the 30th June last, amounted to \$3,039.10; and additional expenditure will appear in the accounts of the present fiscal year.

During the last season a contract was entered into for the construction of a lighthouse at Fort Point, La Have River. This lighthouse has lately been completed and the light is be put in operation to-day. The cost of this lighthouse will appear in the accounts of the present fiscal year.

Tenders have recently been invited for the construction of a lighthouse at Pope Harbour, in the County of Halifax, and the contract awarded to Mr. George Rowlings, of Halifax; contract price \$1,948.



The new lighthouse on Big Arrow Island, Petitdegrat Inlet, Cape Breton, is about completed, but the light will probably not be put in operation till the opening of navigation.

The fog-whistle at Sambro Island, to which reference was made in the report of last year, has been completed, and the whistle put in operation on the 16th October last. In the report of the Agent will be found a full description of this whistle and of the extensive works found necessary to make it successful. The sum of \$15,191.58 was expended on account of the works up to the 30th June last, and the further cost will appear in the accounts of the present fiscal year.

The new fog-whistle on Cape Sable Island, to which reference was also made in the report of last year, has also been completed, and the whistle sounded for the first time on the 5th December last. This whistle is situated near the lighthouse at an elevation of 40 feet above high water, and in thick weather is sounded with a blast of ten seconds duration in each minute, with an interval of 50 seconds between each blast. The amount expended on this fog-whistle to the 30th June last was \$2,954.31, and the further expenditure will appear in the accounts of the current fiscal year.

As will be seen by the report of the Agent, the fog-whistle at Point Prim, Digby, was destroyed by fire on the 19th June last. Temporary arrangements were made for keeping a whistle in operation until a new engine-house and boiler had been built. These works are about completed, and the expenditure will appear in the accounts of the present year.

It will be seen by the report of the Agent that a house has been built at St. Pauls for the accommodation of the Engineer of the fog-whistle; a water tank built to provide for a supply of water during the dry season, and other improvements carried out, at a total cost of \$4,232.72.

The new lighthouse at Kidston Island, Cape Breton, to which reference was made in the report of last year, was put in operation on the 8th November, 1875. The cost of this lighthouse appears in the accounts of the past fiscal year, and amounts to \$1,474.63.

The lighthouse at Betty Island, near Halifax, has been fully completed, and the sum of \$1,153.31 expended on it during the past fiscal year, making the total cost of this lighthouse amount to \$6,153.97.

During the past season the important lighthouses at the east and west ends of Sable Island, have been kept up with efficiency, and the fog-whistle at the west end has also been kept in operation. Some doubts have, however, been expressed as to whether this fog-whistle is of any material advantage to navigation.

The lights on St. Paul's Island have been kept up as usual, but new lamps are urgently required, which will probably be supplied next season. It will be seen by the report of the Agent that a terrible water spout burst over the island on the

18th August last, attended with very serious damage to the buildings and with the loss of one life. Immediate steps were taken to have such temporary repairs made as to render the buildings habitable for the winter.

The protection wall at Amet Island, to which reference was made in the report of last year, has been completed. The sum of \$4,642.19 was expended up to the 30th June last on this work.

A new lantern and revolving apparatus have been supplied to Beaver Island Lighthouse, and the power and brilliancy of the light greatly improved. New lanterns and lighting apparatus have also been supplied for several other lighthouses, and will be erected and put in operation next season.

The changes which have occurred in the keepership of the lights in this Division are specified by the Agent in his report, and it is not consequently deemed necessary to state them as in the case of the other Divisions.

The total cost of the maintenance of the lighthouses, fog whistles, buoys and beacons in this Division, including the humane establishments on Sable, St. Paul's and Scattarie Islands during the fiscal year ended 30th June last, amounted to \$142,202.58, and the amount expended during the same period out of the general appropriation for construction of lights, was \$42,214.55.

#### PRINCE EDWARD ISLAND.

The lights in this Division are under the charge of Mr. William Mitchell, Agent of this Department at Charlottetown, who also acts as Inspector of Lights and Buoys in that District. His report on the condition of the lighthouses will be found in Appendix No. 5 to this report.

There are twenty light stations in this Division, but at some of these stations range lights are in operation, thus making the total number of lights amount to 25. The number of light-keepers at the close of navigation was 20.

Reference was made in the report of last year to the new lighthouse in course of erection at West Point. This lighthouse was completed and put in operation on the 21st May last. The light is a powerful revolving one, of the catoptric order, elevated 66 feet above high water, and in clear weather will be seen at a distance of 13 miles. The light shows one red and three white flashes in  $1\frac{1}{2}$  minute, the flashes attaining their greatest brilliancy every 15 seconds. The tower is a square wooden building, 67 feet high, from base to vane, with dwelling-house attached. It is painted in alternate broad horizontal bands of red and white, and the lantern is painted red. The amount expended on this lighthouse to the 30th June last, as will be seen by Appendix No. 5, was \$6,935.58.

The new lighthouse at Wood Island, Indian Rocks, in the Straits of Northumberland, to which reference was made in the report of last year, has also been

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completed and the lights were put in operation on the 1st November last. The light is fixed white, elevated 80 feet above high water, and should be seen at a distance of 15 miles from all points seaward. The tower is a square wooden building, 40 feet high, with dwelling attached. The illuminating apparatus is dioptric of the fourth order. The amount expended on this lighthouse up to the 30th June last, was \$1,965.42, and the further expenditure will appear in the accounts of the present year.

The new lighthouse at Blockhouse Point, at the entrance to Charlottetown Harbour, near the site of the old light, has also been completed and the new light put in operation. The building is of wood, painted white, and consists of a square tower 42 feet high, with dwelling and signal mast attached. The main light is fixed white, and elevated 56 feet above high water, and should be seen at a distance of 12 miles. A red light is also placed in the same building, and on approaching from the sea, when in line with the white light, leads mariners to the Bell Buoy in Hillsboro Bay. The cost of the lighthouse up to the 30th June last, was \$926.23.

The new range towers at North Rustico and Tracadie, to which reference was made in last year's report, have been lately completed, but the lights will not be put in operation till next spring. The cost of these lighthouses will appear in the accounts of the present fiscal year.

The new lighthouse at New London, the contract for which was let in 1875, has also been completed, and the lights shown on the 1st October last. This light is a fixed white, with a range-light showing red. The amount expended on this lighthouse to the 30th June, was \$400.

The new lighthouse at Malpeque, Fish Island, the contract for which was let in 1875, has not yet been completed, but it is expected that it will be completed and put in operation on the opening of navigation next spring. The new lighthouse and range-tower at Sandy Island, Cascumpec, was completed late during the present season and the lights put in operation. The cost of this lighthouse will appear in the accounts of the present year. During the past season a contract was entered into with Mr. Peter Miller, of Ellerslie, for the construction of two range-light towers at Little Channel or Conway Inlet, for \$900. These towers will be completed and the lights put in operation next season.

The only changes that occurred in the keepership of the lights in this Division, consist in the appointment, by Order in Council of the 18th February last, of Mr. Lewis McDonald, as keeper of the lighthouse at North Cape, in the place of Mr. J. S. F. Perry, resigned; the appointment, by Order in Council of the 7th September, of Mr. James McMillan, as keeper of a new lighthouse at Wood Island, at a salary of \$200 per annum; and the appointment, by Order in Council of the 22nd August, of Mr. Wm. McDonald, as keeper of the new lighthouse at West Point, at a salary of \$300 per annum.

By reference to Appendix No. 5, it will be seen that the total expenditure on account of construction of new Lighthouses during the fiscal year ended 30th June 1st, was \$11,829.61; and for the maintenance of Lighthouses, Buoys and Beacons, \$13,730.53.

#### BRITISH COLUMBIA DIVISION.

By reference to Appendix No. 6, containing the report of the Agent of this Department at Victoria, B.C., it will be seen that two new lighthouses have been built and the lights exhibited; one at the entrance of Victoria Harbour, on Beren's Island, and the other on Entrance Island, near Nanaimo, Straits of Georgia.

The Light at Beren's Island, which was put in operation on the 5th March last, consists of a fixed blue light on the catoptric principle, is elevated 44 feet above high water, and can be seen in clear weather from six to seven miles. The building is a square wooden tower, 30 feet high from base to vane, with a dwelling attached, and is painted white. The sum of \$2,295.68 was expended on this lighthouse during the past fiscal year, making the total cost of the lighthouse \$3,218.38. Mr. Emanuel Cox was appointed keeper of this lighthouse, by Order in Council of the 8th March, at a salary of \$500.

The new lighthouse at Entrance Island, which was put in operation on the 8th June last, shows a fixed white, catoptric light, elevated 65 feet above high water mark, which should be seen at a distance of 14 miles. The building is painted white, and consists of a square wooden tower, 50 feet high from base to vane, with dwelling attached. The sum of \$5,131.37 was expended on this lighthouse during the past fiscal year, making its total cost amount to \$6,742.64. Mr. Michael Kenny was appointed, by Order in Council of the 18th March, keeper of this lighthouse, at a salary of \$600.

The lighthouses in British Columbia, numbering, with the two recently erected, six in all, and one lightship, are under the charge of fourteen light-keepers and assistants.

The total cost of maintenance of Lights, Buoys and Beacons in this Division, for the fiscal year ended 30th June last, amounted to \$17,175.97, and the amount expended from the general appropriation for construction of lighthouses was \$8,477.67.

#### OIL.

The oil required for the lighthouse service of the Dominion, with the exception of that of British Columbia, was supplied for the past season by Messrs. F. A. Fitzgerald & Co., of the Union Petroleum Company, London, Ont. In British Columbia dog-fish liver oil is used at the Race Rocks Light and Fraser River Lightship.

and is found to give a brilliant light and to answer every practical purpose, at a cost less than one half the price of colza oil, formerly used at the Light-Stations in that Province.

The oil delivered by Messrs. Fitzgerald during the past season was supplied under contract, and cost, delivered at Halifax and St. John, 27c. per gallon; at Quebec, 26c.; at Montreal, 25½c., and at Hamilton and Sarnia, 24½c. excise and other duties being paid by the contractors. The oil supplied under this contract was required to be double distilled standard white extra refined and non-explosive at a vapour test of 125° Fahr., and to have a specific gravity of between 44° and 48° Baume at a temperature of 60° Fahr., and to burn brilliantly without crusting or discolouring the wick. Notwithstanding the high requirements of this oil, as will be observed by reference to the report of the Agent of this Department at Halifax, it does not give general satisfaction to the lightkeepers in the Nova Scotia Division. The quantity supplied to the lights above Montreal was 17,142 gallons; to the lights in the Quebec District and on the north shore of New Brunswick and Prince Edward Island, 37,073½ gallons; to the lights on the Bay of Fundy, New Brunswick, 9,451½ gallons, and to the Nova Scotia lights, 47,527 gallons, making in all 111,194 gallons.

#### DOMINION STEAMERS.

The steamers under the control of the Department consist of the screw steamer "Napoleon III.," the "Lady Head" screw, the "Druid" paddle wheel, the "Newfield" screw, the "Sir James Douglas" screw, the "Glendon" screw, the "Riche-lieu" paddle wheel, and two small steam launches "Dolphin" and "Adele," employed in connection with the River Police at Quebec, and for preserving order in the shipping, under the requirements of the Harbour Commissioners. During the past-season, however, the "Adele" was not employed on the River Police service, but her engine and boiler were made of use in turning the lathes in the machine shop of the Quebec Agency.

The steamship "Napoleon III.," as will be observed by reference to the report of the Agent at Quebec, has been employed during the past season in carrying supplies to the light stations on the north shore of the River St. Lawrence, the Gulf and Straits of Belleisle; the north shore of New Brunswick and Prince Edward Island. Two trips were made to all the light stations in the Gulf, excepting those in New Brunswick and Prince Edward Island. A statement of the movements of this steamer from the 1st July, 1875, to the fall of 1876, will be found in the report of the Agent.

The steamship "Druid" has been employed during the past season in supplying the lights and fog-whistles from Point des Monts to Montreal, and in attending to the very important buoy service of the River St. Lawrence. A statement of the movements of this steamer will also be found in the report of the Agent.

The steamship "Lady Head" was transferred during the past season from the Nova Scotia Light Service to Quebec, and employed in the protection of the fisheries under Commander Lavoie. A report of her services will be found in the report of the Fisheries Branch.

The steamship "Newfield," as will be seen by reference to the report of the Agent at Halifax, was employed during the past season in delivering oil and other supplies to the lights and fog-whistles in Nova Scotia, and to those in New Brunswick situated in the Bay of Fundy. A statement of the movements of this steamer will be found in the report of the Agent.

The steamer "Glendon," which was employed in the fisheries protection service in the season of 1875, but found unsuitable for that service, was transferred in the month of May last to the agency at Halifax, where she has been employed in supplying coal to fog-whistles, carrying supplies to lighthouses, attending to the buoys in Halifax Harbour, and to other services. It will be seen by reference to the report of the Agent that Capt. Browne, R.N., who conveyed supplies to St. Paul's Island in September last, reports that the "Glendon" is a good sea boat; but that, owing to her boiler being in bad condition, her speed on that occasion did not exceed five knots. A summary of the movements of this vessel will be found in the report of the Agent at Halifax.

The steamer "Sir James Douglas," employed in the service of the Department in British Columbia, has performed the duties connected with the light and buoy service in that Province, and, in addition to this, has been employed in the service of the Canada Pacific Railway survey, conveying survey parties and provisions to the various stations on the coast. A statement of the movements of this vessel during the fiscal year ended 30th June last, will be found in the report of the Agent at Victoria, Appendix No. 6.

The steamer "Richelieu," formerly under the charge of the Montreal Trinity House, has been transferred to the Montreal Harbour Commissioners, and is not a charge upon the Government for maintenance.

A contract was entered into by the Department in April last, with Mr. E. W. Sewell, shipbuilder, Levis, Quebec, for the construction of a suitable steamer to maintain communication during the winter between Prince Edward Island and the mainland, for the sum of \$50,000. This vessel, called the "Northern Light," was built at Levis during the past season, was fitted out for the proposed service, and despatched on the 4th December, ultimo, to Charlottetown. The vessel is built of tamarack, rock elm, green heart and white pine, under the special survey of English Lloyds to Class A for ten years, and she is required under the specification to make a speed of 15 miles an hour in smooth water. She is also fitted as an efficient tow-boat to render assistance

and towage to stranded or ice-bound vessels during the fall or closing of navigation in the Gulf St. Lawrence. Her dimensions are as follows: length, 144 feet; extreme breadth, 25 feet; depth of hold, 16 feet; gross tonnage, 393 tons; registered tonnage, 267 tons. Her engines, which are compound surface-condensing, 120 horse power, were made at Levis by Messrs. Carrier, Laine & Co.

The expenditure on account of the Dominion steamers "Napoleon III," "Druid," "Lady Head," "Newfield" and "Sir James Douglas," will be found detailed in Appendix No. 7 to this report, by which it will be seen that the sum of \$30,152.29 was expended for maintenance of the "Napoleon III," and the sum of \$10,352.18 for special repairs; \$15,103.47 for maintenance of "Druid," and \$7,363.55 on general account for "Napoleon" and "Druid;" \$22,312.24 for maintenance of "Lady Head"; \$26,516.61 for "Newfield," and \$19,156.56 for the "Sir James Douglas," making, together with the sum of \$64,997.23 paid for the purchase of the "Newfield," and \$32,000 paid for purchase of the "Glendon," a total expenditure of \$215,954.13.

#### HARBOUR AND RIVER POLICE.

For the purpose of restraining crimping and preserving order among the shipping during the season of navigation, a River Police force has been maintained for some years past at the ports of Montreal and Quebec. Under the provisions of the Act 31 Vic., cap. 62, a tax of three cents per ton is imposed on vessels arriving at these ports for the maintenance of the force, vessels of 100 tons and under being required to pay the tax once in each year, and vessels over 100 tons twice. In Quebec the force was sworn in on the 1st May, and disbanded as usual on the 30th November. It consisted of the Chief Constable, who also holds the position of Shipping Master, and receiving for both offices a salary of \$1,200 per annum; one Assistant Chief Constable at \$2.40 per day; one Steersman, at \$2.10; five Coxswains, at \$1.60 each; 35 Constables, at \$1.30; an Engineer to manage the police steamer at \$50 per month, and an Assistant Engineer at \$25 per month. A reduction was made in the force from 50, the number employed during the previous seasons, to 45, including the Chief Constable, and an order for a reduction at the rate of 20 cents per diem was also made in the pay, as compared with that of the preceding season. In consideration, however, of the shipping at the port being considerably in excess of the previous year, this order was cancelled, and the men paid at the same rate as the year before. It will be seen by reference to the report of the Chief Constable, in Supplement No. 2 to this Report, that the small police steamer is of much service, performing during the day two-thirds of the duty on the river. A constant patrol is made on the river during the night by the police boats, each boat having a coxswain and six men. The provisions of the Shipping Act are strictly enforced by means of the River Police, and the Chief Constable states that he is informed by masters of vessels that there is

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no port where they or their crews are so well protected as in the port of Quebec. Three seamen who had been induced by crimps to act as runners, were arrested during the past season for going on board ships without permission, and were each sentenced on conviction to a term of imprisonment for two years in the Penitentiary. A crimp, who harboured a deserter, was punished with imprisonment for three months with hard labour. During the past season 737 persons were arrested by the River Police for various offences, a statement of which will be found appended to the report of the Chief Constable of Police.

The total amount expended at Quebec in connection with this service for the fiscal year ended 30th June, 1876, was \$27,136.68, while the dues collected for the same period amounted to \$20,790.12, showing an excess of expenditure over receipts of \$6,346.56. This expenditure included pay and clothing of the foree, maintenance of the police steamer, and other disbursements, a detailed statement of which will be found in Appendix No. 15 to this report. The expenditure for the preceding year was \$24,500.

The Water Police Force at Montreal during the past season consisted, as heretofore, of one Chief Constable, four Sergeants, and 20 Constables, and the remuneration allowed was as follows: The Chief Constable, \$3 per diem; the Sergeants, \$1.90 each; and the Constables, \$1.50 each. It will be seen by reference to the report of the Commissioner of Dominion Police on this force, in Supplement No. 2, that crimping at the Port of Montreal may be considered as almost eradicated, only two cases having occurred during the past season, while during the previous season ten arrests were made. The total number of persons arrested during the season was 438, showing a decrease of 322 as compared with the previous year.

The total expenditure on account of the Montreal Water Police for the past fiscal year, as will be seen by reference to Appendix No. 15, amounted to \$14,090, while the amount of harbour dues collected at Montreal was \$5,708.97, showing an excess of expenditure over receipts of \$8,381.03. The expenditure for this force during the preceding fiscal year was \$13,395.

The total amount expended at Quebec and Montreal on account of River Police Service for the past fiscal year was \$41,222.68, being an increase over the expenditure of the preceding year of \$3,327.68. The amount voted for this service for the fiscal year ended 30th June last, was \$42,290. The total amount collected at Quebec and Montreal amounted to \$26,499.09, which, deducted from the expenditure, shows the large deficiency of \$14,723.59.

The receipts and expenditure on account of this service during the past seven years are as follows:—



	Receipts	Expenditure
For Fiscal Year ended 30th June, 1870.	\$23,996 68	\$18,461 83
do	1871... 22,215 80	3
do	1872... 27,215 80	20,348 00
do	1873... 26,618 50	32,653 87
do	1874... 28,650 39	38,897 52
do	1875... 25,620 09	37,895 00
do	1876... 26,499 09	41,222 68
	179,835 61	206,879 63
Deduct receipts from expenditure.....		179,835 61
Excess of expenditure over receipts.....		\$27,044 02

#### SICK AND DISTRESSED MARINERS.

Reference was made in the report of last year to the amendment to the Act for the treatment and relief of sick and distressed mariners, by which vessels of a greater burden than one hundred tons register are required to pay the duty of two cents per ton three times in each year instead of twice as formerly. This amendment came into operation on the 8th April, 1875, and at that late period it could not be expected that any material increase would accrue to the revenue from the increase in the duty. During the year ended 30th June last, however, as will be seen by reference to Appendix No. 39, there has been an increase in the receipts as compared with the previous year, of \$3,486.20, the receipts of 1875 being \$37,801.46, and for 1876, \$41,287.66.

As the Sick Mariners Act does not apply to the Province of Ontario, no dues are collected at ports in that Province, and no expenditure for sick seamen in Ontario consequently appears in the Public Accounts. For some years past, however, a small grant of \$500 has been made towards the General and Marine Hospital at St. Catharines, and a grant of a similar amount to the General Hospital at Kingston, as sick seamen are received and cared for in these institutions.

In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, as will be seen by reference to the Appendices Nos. 29 and 30 amounted to \$27,281.24, of which sum \$770.02 was expended on account of shipwrecked and distressed seamen, and \$483.37 for sick seamen at ports other than those of Montreal and Quebec.

At the Port of Montreal sick seamen are cared for at the General Hospital, under an arrangement made by the Department, by which 90 cents per diem is paid for

each seamen, including not only board but medical attendance. The number of seamen treated at this Hospital for the year ended 30th November 1875, was 189, and the amount paid \$2,232. The collections of sick mariners dues at the Port of Montreal for the last fiscal year amounted to \$2,709.98.

At the Port of Quebec sick seamen are provided for in the Marine and Immigrant Hospital. The sum expended on account of this Hospital for the fiscal year ended 30th June last, was \$23,795.85, while the appropriation made by Parliament amounted to \$23,000. The sum of \$2,666.66, was received from the Government of Quebec, for the care and maintenance of residents of Quebec, the sum of \$146 from paying patients, and \$125 from rent of beach lots, making the total amount deposited to the credit of the Receiver General, \$2,937.66. The sum contributed, therefore, by the Dominion Government during the last fiscal year, on account of this Hospital, amounts to \$20,858.19, which includes the cost of maintaining sick immigrants as well as mariners, and estimating the cost of the immigrants, of whom there were 57 in the Hospital, having 1,343 days' treatment at \$2,655.05, the cost of sick mariners would amount to \$18,203.14. It would appear, however, from the report of the Hospital, Appendix No. 21, that during the year ended 30th June last, out of 1,157 patients, 706 were seamen, having 9,170 days' treatment; 57 were immigrants, having 1,343 days' treatment, while no fewer than 394 were residents of Quebec, having 12,046 days' treatment in the Hospital. The amount received, therefore, from the Government of Quebec towards the maintenance of residents appears to be altogether inadequate. A fair proportion of the cost of the Institution for the last fiscal year would be as follows: for seamen, \$9,672.76; for immigrants, \$1,416.66, and for residents, \$12,706.45. As a fair proportion of the cost of maintenance of the residents of Quebec has not been paid for some years back, and a reduction was made in 1875 in the allowance of \$4,000 made by the local Government to \$2,666.66, it will be necessary that a change be effected in the management of the Hospital, so that the large expenditure for sick seamen may be reduced. Taking into consideration the total number of days spent in the hospital, viz., 22,559, the cost of maintaining each patient per diem would amount to about \$1.05. The attention of the Government of Quebec, and also of the Corporation of the City of Quebec, has been drawn to the necessity of making some more equitable provision for the maintenance of residents, or of providing for them in some other way.

The collection of sick mariners' dues at the Port of Quebec during the past fiscal year amounted to \$14,025.46.

The sick mariners dues collected in the Province of Quebec for the fiscal year ended 30th June last, amounted to \$18,986.58, while the expenditure, estimating the actual charge to the fund, after deducting, as above stated, for cost of immigrants in the Marine Hospital at Quebec, at \$18,203.14, would amount to \$21,688.53, showing an excess of expenditure over receipts of \$2,701.95.

The expenditure on account of sick and disabled seamen in the Province of New Brunswick amounted during the past fiscal year to \$8,981.89, and for shipwrecked and distressed seamen to \$214.11, making a total expenditure of \$9,196, while the receipts amounted to \$8,962.34, showing an excess of expenditure over collections of \$233.66. In New Brunswick there are marine hospitals established at St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville, and returns are received weekly from the physicians in charge of these hospitals, as to the number of patients. From these returns it would appear that the average weekly number of patients in these hospitals is about as follows:—St. John Marine Hospital, 14; Miramichi, 5; St. Andrews, 2; Richibucto, about  $1\frac{1}{2}$ ; Bathurst and Sackville, 1.

By reference to Appendix No. 30, it will be seen that the expenditure on account of these hospitals for the past fiscal year was as follows:—St. John, \$4,917.84; Richibucto, \$397.84; Miramichi, \$1,397.71; St. Andrews, \$605.09; Bathurst, \$131.32; Sackville, \$1,024.78, while the expenditure at other ports in the Province, where no hospitals existed, amounted to \$507.31. A portion of the expenditure for Sackville Hospital properly belongs to the previous year, and a considerable sum has been expended in procuring a stock of medicine and other necessaries connected with the establishment of the hospital. The collections of sick mariners' dues at the Port of St. John amounted to \$4,528.96 during the past year.

In the Province of Nova Scotia, a marine hospital has recently been built at the Port of Sydney and put in operation, but no returns have as yet been received from it. A hospital has also been established at Yarmouth, but the keeper reports that no patients were received during the present year. At the other ports in the Province sick seaman are cared for by the Collectors of Customs, except at Halifax, where they are admitted into the Provincial and City Hospital under special arrangements made with the managers. The sum of \$5 is paid weekly for each patient, and the total amount paid the hospital for the last fiscal year was \$3,700.82. The amount of sick mariners' dues collected at Halifax during the same period was \$4,219.80, and the total amount of collections throughout the Province for the fiscal year was \$10,425.17, while the amount expended for sick seamen was \$12,038.52, and for shipwrecked and distressed seamen \$3,961.45, making the total expenditure \$15,999.97 and showing an excess of expenditure over receipts of \$5,574.80,

In the Province of Prince Edward Island, the expenditure on account of sick and disabled seamen amounted during the past fiscal year to \$1,389.31, and for shipwrecked and distressed seamen to \$96.78, making a total expenditure of \$1,486.09, while the collections to the Sick Mariners' Fund for the same period amounted to \$716.24, showing an excess of expenditure over receipts of \$769.76. The Marine Hospital at Charlottetown, the report of which will be found in Appendix No. 26, was maintained at a cost of \$1,189.87. Fifty seamen were admitted during the past fiscal year, the average weekly number of patients being three.

In the Province of British Columbia, the sum of \$3,418.33 was expended during the past fiscal year for sick and disabled seamen, and the collections to the Sick Mariners' Fund amounted to \$2,197.33 for the same period. The largest portion of the expenditure was incurred in the maintenance of the Marine Hospital at Victoria, which, as will be seen by reference to Appendix No. 27, is in a very efficient state. Forty-one patients were admitted into the institution during the past fiscal year; the average weekly number of patients being three.

During the past fiscal year the sum of \$2,579.94 was paid to the Imperial Board of Trade to reimburse expenses incurred in caring for shipwrecked and distressed seamen of Canada in foreign ports.

The total expenditure by this Department on account of sick, disabled, shipwrecked and distressed seamen, during the last fiscal year, including the grant of \$500 each to the hospitals at St. Catherines and Kingston, and the entire expenditure on account of the Marine Hospital at Quebec, amounting to \$60,951.57, and deducting the amount of sick mariners' dues collected from shipping, viz.:—\$41,287.66, the excess of expenditure over receipts amounts to \$19,663.91. Deducting, however, the sum of \$14,123.08, the fair proportion of the expense of maintaining immigrants and residents in the Marine Hospital at Quebec, the expenditure would be \$46,82.489, and the deficiency would amount only to \$5,540.83.

The amount of receipts and disbursements in connection with this service during the last eight fiscal years, were as follows:—

	Receipts.	Disbursements.
For Fiscal Year ended 30th June, 1869,	\$31,353 78	\$26,987 64
“ “ 1870	31,410 46	27,029 34
“ “ 1871	29,683 41	28,971 22
“ “ 1872	34,911 64	38,947 60
“ “ 1873	37,136 10	41,016 43
“ “ 1874	41,500 16	59,778 90
“ “ 1875	37,801 46	50,684 76
“ “ 1876	41,287 66	46,828 49
	285,084 67	320,251 38
		285,084 67
Balance to Debit of the Fund.....		\$35,166 71

#### IMPROVEMENT OF HARBOURS.

Under the provisions of the Act 32 and 33 Vic., cap. 41, a tax of ten cents per ton has been imposed for the improvement of harbours on all vessels arriving at the Ports of Bathurst and Richibucto, N.B., and Amherst and House Harbour, Magdalen Islands, and Cape Chatte, Quebec, which ports have been proclaimed under the operation of the Act.

The amount collected at the ports mentioned for the year ended 30th June, 1876, was as follows:—

Bathurst .....	9,720 tons	\$ 972 00
Richibucto ....	20,602 "	2,060 20
Amherst.....	4,348 "	434 80
House Harbour.....	934 "	93 40
Cape Chatte, Gaspé.....	204 "	20 40
	35,808	\$3,580 80

The amount collected for the year ended 30th June, 1875, was \$2,711.90.

No improvements appear to have been made during the last fiscal year at any of these ports except Richibucto, where the sum of \$10,853.42 was expended by the Department of Public Works in the building of a breakwater.

#### STEAMBOAT INSPECTION.

The report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December will be found in Supplement No. 2 to this report, together with statements showing the names of engineers examined, and to whom certificates had been granted or certificates renewed, the amount of fees paid for such certificates, the steamboats inspected, and the amount of duties and fees collected; also, statements showing the steamboats added to the number in the Dominion, and those broken up, lost, or rendered unfit for service during the year. From these statements it will be seen that during the year there have been issued 1,145 certificates, against 929 issued the previous year, showing an increase of 216 for the year just closed. A part of this increase is due to British Columbia, which was not included in the returns of last year. The certificates granted are classed as follows:—First-class engineers 62; second-class 163; third-class 202; first-class assistant, 301; second 166; third, 148; limited and confined to special steamers, 103. The sum of \$3,038 was received by the Chairman as fees for certificates, and deposited to the credit of the Steamboat Inspection Fund, being an increase of \$535 over the amount received for the year 1875.

The total number of steamers inspected during the calendar year was 689, having a gross tonnage of 111,953 tons, and 67,996 tons register. Of this number 202 were inspected in the West Ontario, Huron and Superior Division, 91 in the East Ontario Division, 124 in the Montreal Division, 53 in the Three Rivers Division, 88 in the Quebec Division, 108 in the Division of the Lower Maritime Provinces, and 23 in British Columbia Division. Of the 689 steamers inspected, 291 were paddle wheel, 397 screw, 262 passenger, 96 freight, and 331 tug steamers.

During the last calendar year there were added to the list of steamers in Canada 51 new steamers, with a gross tonnage of 3,643 tons, and 2,244 tons register. During the same period 27 steamers were lost, broken up or put out of service, having a gross tonnage of 4,592 tons and 3,169 register tonnage, and this will show a loss of gross tonnage of 1,949 tons and 925 tons register.

The principal increase in new steamers has been in the West Ontario, Huron and Superior Division, 16 out of the 51 having been built there.

The amount received during the last fiscal year on account of tonnage dues, inspection of steamboats, and certificates to engineers, was \$13,811.24, \$11,314.24 of which sum was for tonnage dues and inspection fees, and \$2,497 for certificates. This amount is \$1,200.66 less than the amount received for the year ended 30th June, 1875. This decrease is owing to the fact that a reduction was made by Order in Council of 13th February, 1875, in the rate of duty charged on the gross tonnage of steamers. Previous to the issue of this order the duty charged was at the rate of 10 cents per ton, but it was then changed to 7 cents per ton, as the large balance to the credit of the Steamboat Inspection Fund for the preceding five years appeared to warrant a reduction. The expenditure for the last fiscal year, as will be seen by reference to Appendix No. 9, amounted to \$13,081.86, which, deducted from the receipts, viz., \$13,811.24, leaves a balance to the credit of the Steamboat Inspection Fund of \$729.38.

Reference was made in the report of last year to the appointment of Mr. Thomas Westgarth as Steamboat Inspector for British Columbia, and his declining to accept the salary named. By Order in Council of the 8th March last Mr. Westgarth's salary was fixed at \$750, as owing to the extent of that Province a large portion of his time is occupied in the performance of his duties.

A statement of the different casualties which occurred to steamers during the past calendar year will be found in the report of the Chairman of the Board in Supplement No. 2 to this report. These casualties were not attended with loss of life, except in the case of the steamer "Gertrude" in British Columbia, which stuck on a rock in the Stickeen River, and one of the seamen was drowned in attempting to take a line from the steamer to the shore.

The receipts on account of this service for the last seven fiscal years, as will be seen by the accompanying statement, amounted to \$94,440.76, and the expenditure for the same period to \$70,998.97, showing a balance to the credit of the fund of \$23,441.79.

The following is a comparative statement of receipts and expenditure on account of Steamboat Inspection Fund for the past seven years:—

	Receipts.	Expenditure.
For Fiscal Year ended 30th June, 1870 .....	\$12,521 29	\$7,399 18
“ “ 1871 .....	10,369 96	8,321 00
“ “ 1872 .....	11,710 43	8,500 00
“ “ 1873 .....	15,412 75	11,205 54
“ “ 1874 .....	15,603 19	10,291 58
“ “ 1875 .....	15,011 90	12,199 81
“ “ 1876 .....	13,811 24	13,081 86
	<hr/>	<hr/>
	\$94,440 76	\$70,998 97
	70,998 97	
	<hr/>	<hr/>
Excess of receipts over expenditure.....	\$23,441 79	

#### CERTIFICATES TO MASTERS AND MATES.

The report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ending 31st December last, will be found in Supplement No. 2 to this report. During the past calendar year, as will be seen by reference to this report, the Board of Examiners have held meetings for the examination of candidates at the ports of Halifax, N.S., St. John, N.B., and Charlottetown, P.E.I. At the last named port a Board of Examiners was constituted on 22nd June last, and consists of the Chairman, with Captain Roderick Cameron and Captain Frederick William Hyndman, R.N., as Examiners. At the port of Quebec, owing to the fact that no candidates applied for examination, no meetings were held during the past year. Sixteen meetings were held at Halifax, fifteen at St. John, and four at Charlottetown. At Halifax the number of masters who succeeded in passing and obtaining certificates of competency was 34, and the number of mates 24, while 19 candidates failed as masters, and 22 as mates. At the port of St. John, 53 candidates passed a successful examination as masters, and 26 as mates; while 36 failed as masters, and 11 as mates. At the Port of Charlottetown, five candidates passed a successful examination for the grade of master. It will thus be seen that, during the past year, out of 147 candidates that presented themselves at the ports named for examination as masters, 92 succeeded in passing, and 55 failed, and that out of 73 that applied for examination as mates, 50 passed and 23 failed.

The number of candidates who have passed and obtained masters' certificates since the Act went into operation, viz., 16th September, 1871, to the 31st December, 1876, is 746, and the amount paid for these certificates, at the rate of \$10 each, \$7,460. During the same period 200 candidates received certificates of competency as mates, and the amount paid at \$5 each was \$1,000.

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

During the past calendar year 43 certificates of service for the grade of master and 16 for that of mate have been granted.

The total number of certificates of service issued since the Act came into operation is 791 for the grade of master, and 271 for that of mate, making a total of 1,062 certificates granted. These certificates, as stated in previous reports, are granted to masters and mates who are unable or unwilling to undergo examination for certificates of competency, and who have held situations as masters and mates previous to the 1st January, 1870, and can produce certificates of experience and general good conduct. The fee charged for certificates of service is at the rate of \$5 for masters and \$3 for mates.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last, was \$2,021.97, and the amount expended on account of this service, as will be seen by reference to Appendix No. 10 to this report, was \$4,672.08. The amount voted by Parliament for this service was \$5,500, leaving an unexpended balance of \$827.92, which reverted to this Treasury.

As stated in the report of last year the subsidy formerly allowed for maintaining schools of navigation at Halifax, St. John and Quebec has been discontinued, and no subsidy paid since 1st November, 1875. The schools in St. John and Halifax are comparatively well attended, and the service at these ports might be considered self-sustaining, and it was not deemed advisable to subsidize a school, out of the general revenue for the port of Quebec. During the late session of the Local Legislature of the Province of Quebec, an appropriation was made for the maintenance of a Marine School at the Port of Quebec, and Mr. Seaton, who had charge of the School when subsidized by the Dominion Government, has been engaged by the Local Government to conduct the School.

The Chairman of the Board of Examiners has suggested, as will be seen by reference to his report, that it would be of advantage to permit second mates who are trading to England, to pass a voluntary examination to enable them to clear in the grade of second mates at British ports, which they are now unable to do, no certificate for such a grade being recognized by the Act. As it is at present, these persons are under the necessity of clearing in British ports as boatswains, taking their proper position after the vessel has gone to sea.

#### WRECKS AND CASUALTIES.

The casualties to British, including Canadian, and to foreign sea-going vessels, reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the last calendar year,



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were 327, representing a tonnage of 116,779 tons register, and the amount of loss and damage so far as ascertained was \$1,885,996. The number of lives reported lost in connection with these disasters was 244, viz: 144 in Canadian waters, and 120 in waters other than those of Canada.

On the inland waters of Canada the disasters reported to the Department as having occurred during the year ended the 31st December last, were eleven.

The lives reported lost in connection with casualties to vessels on the inland waters were 13; six by the loss of the barque "F. C. Street" while on a voyage from Port Colborne to Toronto, in May, and seven by the loss of the "Maggie Hunter," which foundered on a voyage from Oswego to Toronto in October last. No lives were reported lost by casualties to Canadian vessels on the inland coasts of the United States of America, and the amount of loss and damage is estimated at \$69,888, representing a tonnage of 2,120 tons register.

On the evening of the 15th April last the ship "Neptune," 1,630 tons register, of the Black Ball Line, belonging to New York, stranded on the south side of Sable Island, during a dense fog, while on a voyage from Liverpool, England, to New York, with a general cargo. There was a heavy sea at the time and the ship rolled severely, putting her rails under water, rendering useless the efforts of the master and crew to get her off. About 4 p.m. the ship was abandoned, the crew leaving in three boats, one in command of the master, the other two in command of the chief mate and third mate, respectively. The master's boat contained fourteen persons including his wife and four children, the youngest of which was only eight months old. While attempting to get to the north side of the island the boat drifted out to sea, and for three days and nights their only food was raw ham and a little water. They finally succeeded in beaching the boat on the north-east bar of the island, when they were taken to the Humane Station and cared for by the Superintendent. The lifeboat at the station put off to the ship, but found it impossible to board her on account of the high sea. They succeeded, however, in saving one man who had remained on board when the boats left the ship. The two boats commanded by the mates succeeded in reaching the Island, and all were safely landed except one man who was lost while attempting to land. The master, with his family and crew, were subsequently taken off the Island by the American fishing schooner "Venetia," and taken to Halifax. The vessel became a total loss; she was valued at \$80,000, and the cargo was estimated at \$40,000. She was a wooden ship, built in 1855, and was classed A 1<sup>s</sup> in American Lloyds in 1873.

The American ship "Ironsides," of New York, from Liverpool, England, bound to St. John, N.B., went ashore on the north-east bar of Sable Island, about 12 miles from the lighthouse, during a thick fog on the afternoon of the 7th of June last. The vessel became a total loss, and was valued at \$20,000. Her tonnage was 1,415 tons register. No lives were lost in connection with this disaster, and the master and crew

were subsequently taken off the Island to Halifax. The vessel was built of wood in 1855, and was classed in American Lloyds A 1<sup>2</sup> for 5 years in 1873.

On the morning of the 29th of June last, the barque "Norma," of St. John, N.B., bound from Musquash, N.B., to Liverpool, England, struck during a fog on the north-west bar of Sable Island. The captain and crew landed on the Island, and remained until the 6th of July, when they left for the mainland in an open boat and succeeded in making land in the Strait of Canso after a dangerous voyage. The vessel is supposed to have drifted off as she could not be seen when the fog lifted. She was 561 tons register and was valued at \$16,800; she was built of wood in 1864, and was classed A1 for 5 years in American Lloyds in 1873. Towards the evening of the 16th of October last, during a heavy gale, a large schooner was seen on the north-west bar of Sable Island, the sea breaking half-mast high over her. Every effort was made by the staff of the Humane Establishment to render assistance, but without success, owing to the breakers compelling them to desist in their efforts to go out on the bar after dark to the assistance of the crew. When the next morning arrived the vessel was not to be seen, nor were there any traces of her to be found, and it is supposed she went to pieces. During the next few days five bodies were washed ashore, and from papers found on one of them, the vessel is supposed to have been the "N. B. Reeves" of Calais, Maine, with a cargo of fish from Newfoundland. In the pockets of one of the drowned men a letter was found addressed to Delmont F. Ober, schooner "N. B. Reeves" Narragansett Pier, R. I., and also a letter from his sister, dated at Lowell, Mass., January 18th, 1876. There were also found some tax receipts for taxes paid the City of Calais, Maine.

On St. Paul's Island only one wreck occurred during the year 1876, viz:—the wooden barque "Glenroe" of Pictou, N.S., stranded on the 5th June during a dense fog. She was valued at \$30,000, and was bound from Tralee, Ireland, for Richibucto, N.B., in ballast; no lives were lost by the disaster. The vessel became a total loss, and the passengers consisting of the owner, his wife and two female servants, and the crew were cared for by the Superintendent of the Humane Station on the Island. Her tonnage was 546 tons register, and she was only one year old, and was classed A1 in American Lloyds. The captain attributes the casualty to his mistaking the fog alarm on the Island for a ship's fog horn, and that an easterly current had carried him out of his course. The vessel was wrecked on the southern end of the Island.

The Norwegian barque "Zanrak" was lost at Scatterie Island on the 17th of June last, during a thick fog. The vessel became a total loss. The crew, 13 in number, were all saved, and were on the Island for five days.

The wooden barque "W. J. Hatfield" of Yarmouth, N.S., was totally lost on the 28th of January last, when 11 days out on her voyage from Philadelphia to Bremen. It appears that the vessel met heavy weather and was thrown on her beam ends. By this casualty 14 lives were lost. Two of the crew were saved by jumping overboard,

and were picked up by the boats of the Norwegian barque "Floke," but no further assistance could be rendered the crew in consequence of the state of the weather. The vessel was 10 years old, and of 891 tons register, and valued at \$25,000. The cargo was valued at \$12,000, and consisted of petroleum oil. The vessel was classed  $\frac{3}{4}$  G, 1, 1, at French Lloyds in 1873.

The Yarmouth brigantine "S. N. Collymore" built of wood, of 221 tons register, was lost at sea on the 23rd of May last, when twenty days out, while on a voyage from Trinidad to St. John, with a cargo of molasses. It appears that during a thick fog the vessel was run into by the American barque "National Eagle," and turned bottom up. The captain's wife and three of the crew were lost, and the captain and the rest of the crew saved themselves by clinging to the bow of the "National Eagle." The vessel was three years old and was valued at \$13,000. It appears that after drifting around she was subsequently found bottom up, outside of Yarmouth, her port of registry, and she was towed into the harbour and righted, and was subsequently repaired and made seaworthy. The cargo was valued at \$12,000, and was totally lost. The vessel was classed A1<sup>2</sup> in American Lloyds.

The schooner "Katie," of Prince Edward Island, 60 tons register, 10 years old, and valued at about \$1,200, sailed from Port Hawkesbury, Cape Breton, for Boston, on the 2nd of April last, with a crew and 63 passengers, and has not since been heard of. A bottle was subsequently picked up at Torbay, Nova Scotia, with a piece of paper in it, on which were some words relating to a vessel which was, at the time of writing, in a sinking condition. The paper was forwarded to a Mr. Martin, of Auld's Cove, N. S., who had a brother on board the "Katie," and he identified the writing as his brother's. It is supposed that the vessel foundered in a violent gale, which sprang up on the second day after the vessel sailed, and it is thought that about 70 persons perished by this casualty.

The ship "Lake St. Clair," 1,061 tons register, owned by the Canadian Shipping Company, of Montréal, sailed from New York for Glasgow with a cargo of grain and a crew of 30 persons, on the 19th of January last, and has not since been heard of. She was an iron ship and valued at \$67,500, and it is supposed she foundered at sea. She was classed A 1 in English Lloyd's in 1875.

On the 25th of July last the wooden ship "N. W. Blethen," 1,092 tons register, of Yarmouth, Nova Scotia, sailed from Baltimore for London, with a cargo of grain. On the 31st of the same month the vessel was struck by a squall and capsized. She was thrown over, and it is supposed the cargo shifted, as she continued to go over gradually until completely on her beam ends. The crew were all lost, the only persons saved being the captain, his wife and two children, who succeeded in getting on some of the drift stuff, and were rescued 56 hours afterwards by the American ship

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"C. E. Payne," of New York. This fine ship was only two years old, and was valued at \$60,000, and the cargo was valued at \$50,000. By this disaster 17 persons were lost. She was classed in French Lloyd's  $\frac{3}{4}$  L. 1, 1, in 1874.

The Yarmouth barque "G. W. Jones," owned by A. C. Robbins, of Yarmouth, N. S., 679 tons register, 6 years old, built of wood, and valued at \$20,000, sailed from Glasgow in ballast, on the 8th of January last, with a crew of 12 persons, and has not since been heard of. It is supposed she foundered, and that all on board perished.

The British barque "A 1," of Scarboro', 933 tons register, foundered in the Gulf of St. Lawrence, off Anticosti Island, on the 16th of May last, in consequence of being damaged by ice while on a voyage from Newcastle, England, to Montreal. No lives were lost by this casualty. She was a new iron ship, and was valued at \$90,000.

The brigantine "Bessie," 135 tons register, of Halifax, N. S., sailed from Malaga with a cargo of fruit for Halifax, on the 23rd of November, 1875, and has not since been heard of. She was four years old and was valued at \$8,000, and is supposed to have had nine persons on board of her. The cargo was valued at \$20,000.

The wooden ship "J. V. Troop," of St. John, N. B., 1,232 tons, classed in French Lloyd's for 10 years in 1869, was stranded on the 15th of January last at Peak's Beach, at the mouth of the Delaware River, United States of America, while on a voyage from Callao to New York with a cargo of guano. The vessel was damaged to the extent of \$30,000, while the cargo was supposed to be but slightly injured. No lives were lost by this casualty. The vessel was subsequently taken off and repaired, and on the 10th of March she set sail from New York for Bristol with a cargo of grain and tallow. When the vessel was 10 days out she encountered heavy weather and listed to starboard. The mizzen mast was cut away and part of the cargo thrown overboard, but the vessel leaked so badly that the crew had to abandon her, she having at the time 10 feet of water in her hold. She became a total loss, estimated at \$50,000. The value of the cargo is not known, but it is supposed it was valued at \$60,000. By this casualty one life was lost, the rest of the crew being rescued by the American barque "Smyrniote," of Boston.

The brigantine "Martie B.," of Liverpool, N. S., 276 tons register, was in the harbour of Arecibo, Porto Rico, in September last, when a hurricane arose which compelled her to put to sea to avoid being driven ashore. As she has not since been heard of it is presumed that she foundered with all on board, nine in number. She was a wooden vessel one year old, and was valued at \$11,000.

The barque "Templar," of Yarmouth, Nova Scotia, of 778 tons register, sailed from Montreal on the 3rd of September last for Cork, Ireland, with a cargo of grain. She encountered very heavy weather when in the vicinity of the banks of Newfound-

land, and was thrown on her beam ends and dismasted. She was towed into Halifax damaged to the extent of \$12,000, and the cargo was injured to the extent of \$1,000. The vessel was five years old, and was classed in French Lloyd's  $\frac{3}{4}$  G. 1 1. No lives were lost by this casualty.

The wooden ship "Maria Stoneman," of Yarmouth, N. S., 959 tons register, six years old, classed in French Lloyds in 1873, was thrown on her beam ends by stress of weather, on the 1st of February last, when three days out on a voyage from Philadelphia to Dublin with a cargo of grain. The mizzen mast was cut away and the ship righted and arrived at her port of destination. The damage sustained by the vessel was \$3,000, and the cargo was injured to the extent of \$1,000. No lives were lost by this casualty.

The steam barge "Herald," of Montreal, 46 tons register, sprung a leak in April last while on a voyage from Cleveland, Ohio, to Port Stanley, with a cargo of coal. The crew succeeded in bringing the vessel to anchor off Port Stanley, but, as she did not steer well, owing to her leaky condition, the master was afraid to enter the harbour, and, fearing she would sink, the crew took to the boats and tried to come ashore, but before they got half way to land their boat swamped, there being a heavy sea running at the time. The dangerous situation of the crew was seen from the shore by Captain Pollock, who at once launched the life-boat of the propeller "Alma Munro," which was quickly manned by a volunteer crew, as follows, viz.: Captain Pollock, James Williams, Charles Landers, William Barrett, Patrick Gorman and Daniel May, all good sailors. They succeeded in taking all the crew off the swamped boat except the captain, who, it appears, could not get into the life-boat before the wind and sea swept her to leeward. The life-boat then landed the rescued men, and tried to return for the captain, but, before they could get her through the breakers, Captain Holley, who had held fast to the boat, which in the meantime had capsized, had drifted to within about 100 feet of the shore. A Captain Sweeney and a Mr. D. McAllister now took a line and waded out, and succeeded in getting hold of Captain Holley and brought him ashore in a very exhausted condition. Much praise is due to all these brave men who so nobly risked their lives in trying to save the perishing crew, which they succeeded in doing. The vessel eventually foundered in about thirty feet of water; and it was stated that she was not properly caulked. She was a wooden vessel, built in 1870, and was valued at \$5,000. The cargo was estimated at \$900.

The wooden barque "T. C. Street," of St. Catharines, Ontario, was struck by a squall and capsized on the 17th of May last, while on a voyage from Port Colborne to Windsor in ballast. By this casualty six lives were lost; the master, second mate and four of the crew being rescued by the American steam tug "G. W. Nolton." The vessel was only a partial loss, the damage being estimated at \$4,000. She was seven years old, of 362 tons register, and was classed A 2 in the Lake Underwriters Association of Toronto.

The schooner "Maggie Hunter," of St. Catharines, Ontario, 169 tons register, left Oswego, U. S., in October last, bound for Toronto with a cargo of coal, and has not since been heard of. By this casualty seven lives are supposed to have been lost. The vessel was originally built in 1859, but had very extensive repairs made to her during the spring of 1876, and was valued at \$10,000.

The three masted schooner "Belle McPhee," of Owen Sound, 121 tons register, foundered about 8 miles north of Nottawasaga Light in the Georgian Bay, on the 17th of May last, while on a voyage from Owen Sound to Collingwood, with a cargo of wheat. She encountered floating ice during a fog, which stove in her bows. No lives were lost by this casualty, the crew, 6 in number, escaping in the boats. The vessel was four years old, and was valued at \$10,000, and was classed in the Lake Underwriters' Association of Toronto. The cargo was valued at \$10,000.

The total number of casualties reported to the Department as having occurred during the calendar year to sea-going and inland vessels was 338, and in connection with them 257 lives were reported to have been lost. The aggregate number of tons represented by these disasters is 118,799 register tonnage, and the total loss arising from them is estimated at \$1,955,884. This amount includes the damage sustained by the cargoes as well as by the vessels. A comparison of these figures with the figures for the year ended 31st December, 1875, will show that the number of casualties reported, the amount of tonnage represented, and the number of lives lost are much larger in 1876 than in 1875, while in 1875 the loss in money is in excess of the loss in 1876.

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

Year.	Casualties.	Tonnage.	Lives Lost.	Damage.
For the year ended the 31st December 1870	335	82,008	210	\$ 901,000 00
do do ..... 1871	274	81,035	81	2,100,000 00
do do ..... 1872	290	99,109	237	2,507,338 00
do do ..... 1873	350	99,523	413	2,844,133 00
do do ..... 1874	308	106,862	109	2,029,965 00
do do ..... 1875	286	99,427	78	2,458,521 00
do do ..... 1876	338	118,899	257	1,955,884 00

It will be seen by the above statement, that the loss of life in connection with the wrecks of the past year has been very considerable. The Returns showing the names of the vessels lost, their age and registered tonnage, and the nature and cause of the casualties, will be found in Supplement No. 2 to this report;

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

but these returns do not show all the wrecks or loss of life which occurred on the coast or in the waters of the Dominion, or to Canadian ships in other waters, as there are many cases of wrecks during the year in which the Department has not been able to obtain reliable information up to the present date.

#### SHIPPING MASTERS AND SHIPPING OF SEAMEN.

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

The following is a list of the Shipping Masters appointed since the 1st January last, with the date of appointment:—

Mr. Charles W. Clements, for the Port of Yarmouth, appointed 19th January, 1876.

Mr. John J. Brown, for the Port of Chatham, N.B., May 19th, 1876.

Mr. Joseph Creighton, for the Port of Lunenburg, July 1st, 1876.

Mr. Robert Jacob Ingraham, for Sydney, N.S., on 19th May, in the room of Mr. William W. Oliver, who left the country.

Mr. James E. Hitchins, for Little Glace Bay, on 6th June, in the room of Mr. Roderick McNeil, who had left that port.

The following is a summary of the reports received from the Shipping Masters at some of the principal ports of the Dominion:—

The Shipping Master at St. John shipped during the past year 4,170 seamen, for which he received, at the rate of 50c. each, \$2,085.00; and discharged 1,377, receiving, at 30c., \$513.10, making his total receipts \$2,598.10, out of which he paid for assistant and incidental expenses, \$308.76, leaving the net income of his office \$1,789.34.

The Shipping Master at Halifax shipped during the last calendar year 2,547 seamen, for which he received, at the rate of 50c. each, \$1,273.50; and discharged 1,807, for which he received \$542.10, making in all a total sum of \$1,815.60, out of which, after deducting his expenses, \$1,035, he had as remuneration \$780.60.

At Montreal, the Collector of Customs who acts as Shipping Master, in accordance with the 9th Section of the Act, which provides that at ports where no separate shipping office has been established, the Chief Officer of Customs may act as Shipping Master if so directed by the Governor in Council, shipped during the last calendar year 614 seamen, and discharged 368, for which he received as fees \$417.40.

At the Port of Quebec the total number of seamen shipped from the 1st January to the 31st December last was 1,728, of which number 547 belonged to British, 989 to the Dominion, and 192 to foreign vessels; 691 seamen were discharged during the same period, of which 288 belonged to British and 403 to Dominion ships. The total amount of fees received, including receipts from articles and forms sold, amounted to

\$1,119.24, and deducting the amount expended for assistance in the office and incidental expenses, viz., \$876.02, the balance on hand at the close of the calendar year amounted to \$243.22, which reverted to the Treasury, as the Shipping Master receives a salary for the joint duties of Shipping Master and Chief Constable of the River Police force.

At the Port of Liverpool, N. S., where a shipping office has been established, 514 seamen were shipped and 333 discharged, and fees to the amount of \$356.99 received by the Shipping Master.

At Pictou, N.S., 523 seamen were shipped and 296 discharged, and fees to the amount of \$350.30 received.

At Charlottetown, P.E.I., 787 seamen were shipped and 354 discharged, and fees to the amount of \$580 received by the Shipping Master.

At Yarmouth, N.S., 712 seamen were shipped and 503 discharged, and fees to the amount of \$506.90 received.

#### PILOTAGE AUTHORITIES.

As stated in the report of last year, the Trinity House of Quebec, which for many years formed the Pilotage Authority for the Port of Quebec, was dissolved on the 1st January last, by the provisions of the Act 38 Vic., Chap. 55., and its powers and authorities, transferred to and vested in the Quebec Harbour Commissioners. The officers of the Trinity House were by Order of Council of the 27th April last, owing to the abolition of that corporation, placed on the superannuated list, as follows. Mr. Vital Tétu, Master, aged 76 years; actual service eight years, ten years added, allowance granted on \$1,000 salary and 18 years' service, \$345.60. Mr. Francis Gourdeau, Harbour Master, aged 64; actual service 27 years, eight years' added, superannuation allowance on \$1,600 salary and 35 years' service, \$1,075.20. Mr. John Smith, Superintendent of Pilots, aged 69 years, actual service 27 years' added eight years, superannuation allowance on \$1,200 salary and 35 years' service, \$806.40. Mr. A. Lemoine, Secretary Treasurer, aged 57 years, service 35 years, salary \$1,600, allowance \$1,120. Mr. A. Lindsay, Assistant Secretary-Treasurer, aged 45 years, service 24 years, salary \$1,200, allowance \$783.36. A gratuity of \$384, equal to two years' salary, was allowed to Mr. P. Chatigny, Messenger; and \$1,000 as two years' salary to Mr. E.C. Sullivan, Assistant Harbour Master, who had 26 years' service. The report of the Harbour Commissioners, as Pilotage Authority for the district of Quebec, will be found in Supplement No. 2 to this Report, but the annual statement of the Decayed Pilot Fund, which is now under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 42 to this Report. From this statement it appears that on the 31st December last, the Decayed Pilot Fund, stood as follows:—



Money invested.....	\$53,710 22
On hand, in Savings Bank.....	7,543 52
In Treasurer's hands .....	171 30
	61,425 04
Deduct arrears due on pensions.....	121 33
	\$61,303.71

The number of pilots on the active list on the 31st December last, was 189, being six less than reported last year, and the total number of apprentices was 49, being a decrease of five in the number for last year. Of the pilots on the active list, four were in charge of steamers and other vessels, and two in charge of lightships. Six pilots were pensioned during the year, four died, two were suspended, and eight apprentices were indentured to the Corporation of Pilots during last year.

The number of infirm or decayed pilots on the list is 55. The pensions range from \$96 to \$160, but the greater number receive \$96 per annum. Four pilots were temporarily relieved to the amount of \$156.53; 68 widows received pensions at the rate of \$80; 14 at \$64; eight at \$48, and 15 at \$40 each; and 18 children of pilots received pensions ranging from \$20 to \$48. The amount paid for pensions during the year was \$13,117.54, and the percentage or contribution of pilots to the fund amounted to \$11,195.31, and the sum of \$10,284.45 was received from capital paid in, interest paid in, etc. The total receipts for the year amounted to \$21,479.76, and the expenditure to \$21,308.46.

The pilotage receipts from 281 foreign vessels amounted to \$30,475.59, and from 835 British vessels to \$117,748.63, making the total receipts for the past year \$148,224.22. The dividend received from the general earnings of each pilot for last season amounted to \$652, while that for the previous season, amounted to \$565. The expenditure of the Corporation of Pilots amounted to \$25,638.94, not including the dividends to pilots.

The pilotage authority reports that on complaint of the corporation of pilots four pilots were found guilty of infringement of regulations, and each fined \$20 and costs. In six cases complaints were preferred against pilots for want of care and skill in allowing collisions and strandings, and three of these pilots have been suspended, one for one month, one for nine months, and one for one year.

#### MONTREAL.

The Harbour Commissioners of Montreal, are the legally constituted Pilotage Authority for this District, and possess the powers for this purpose formerly vested in the Montreal Trinity House. The report of the Commissioners for this district will be found with other reports in Supplement No. 2, but the statement of Decayed

Pilotage Fund will be found in Appendix No. 43 to this report. From the report, it appears that there are at present 44 pilots on the active list, and that no new pilots were received in 1876, but two old pilots were licensed for a term of one year, in accordance with the 36th Section of the Pilotage Act of 1873. The number of apprentices was 20.

The amount received for poundage, being five per cent. of the earnings of the pilots, was \$1,737.43, and the gross earnings of the pilots, \$34,748.60. In addition to this, the further sum of \$1,644.58 was received as interest on investments, making the total receipts \$2,382.01. The disbursements were \$1,245, paid as pensions to old and infirm pilots, and widows of deceased pilots. From the report on the Decayed Pilot Fund it will be seen that the amount at the disposal of the Fund is steadily increasing, the securities exhibiting an increase of \$1,000, and the cash in the City and District Savings Bank of \$1,137. There are 21 pensioners on the Fund. Three pilots receiving pensions died during the year, but in the case of two of these the pensions were continued to the widows. The Fund now amounts to \$28,716.86, and of this amount \$21,000 is invested in Montreal Harbour Bonds, \$2,000 in Montreal Water Works Bonds, \$1,620 in Dominion Stock, and the balance of \$4,096.86 deposited in Banks. The usual pension paid amounts to \$60 per annum.

During the past year, although several casualties to vessels occurred in this District, none of them were of a serious character, and, in the opinion of the Commissioners, did not call for the infliction of any penalties upon the pilots complained against.

ST. JOHN, N.B.

By the returns received from this Authority (see Supplement No. 2) it will be seen that the sum of \$26,112.68 was received as dues for the year ended 31st December, last. These dues were received from 546 vessels, of which 364 were British, and 182 foreign. There are 40 licensed pilots at this port, and seven apprentices. From the statement of receipts and expenditure made by the Secretary, it appears that the receipts from licenses granted to pilots, and the proportion of pilotage dues deducted from vessels clearing, collected under the amended regulations, amounted to \$2,800.20; and the expenses, including salary of Secretary Treasurer, office rent, legal services, &c., to \$1,118.15, leaving a balance to the credit of the Pilot Fund of \$1,682.05.

HALIFAX, N.S.

From the returns received from the Pilotage Authority at this port, it appears that the sum of \$13,634 was collected from vessels as pilotage dues, and \$275 received from pilots for licenses, &c., making the total receipts \$13,909. The sum of \$12,622.08 was paid to pilots, and the sum of \$790 for salary of Secretary Treasurer, office rent, &c., leaving a balance to the credit of the Fund of \$496.92. The number

of vessels entering inwards, that paid pilotage dues, was 733, viz: 659 British, and 74 foreign. The number entering outwards was 265, of which 230 were British, and 35 foreign. There are 19 licensed pilots at this port.

PICTOU, N.S.

At this port there are 16 licensed pilots. \$2,912.04 was received during the past year, of which amount \$2,544.38 was received from British, and \$368.02 from foreign ships. The total amount of dues collected was paid to the pilots.

MIRAMICHI, N.B.

In this District there are 26 licensed pilots. During the past season 291 vessels reported inwards, and 282 outwards, of which 224 were British, and 349 foreign vessels. The total amount of pilotage dues received was \$16,059.22, of which \$6,170.88 was received from British, and \$9,888.34 from foreign vessels.

CHARLOTTE CO., N.B.

In this District there are four licensed pilots. The pilotage dues received during the past year amounted to \$526.75, of which \$311.75 was received from British and \$215 from foreign vessels.

SYDNEY, C.B.

The Pilotage District of Sydney embraces the Ports of Sydney, North Sydney, South Bar, Lingan, Little Glace Bay and Port Caledonia. There are 27 pilots duly licensed to pilot for Sydney and North Sydney Harbour, and five who are licensed to pilot their own vessels only within the district, six are licensed to pilot for the Port of Lingan only, ten for the Ports of Little Glace Bay and Port Caledonia only, and three to pilot their own vessels only in little Glace Bay. The total number of vessels, paying pilotage dues at these ports during the past year was 798, having a tonnage of 277,380 tons. The dues collected amounted to \$11,865.58. The total receipts of the Pilotage Authority were \$12,148.58, out of which \$11,272.30 was paid to the pilots, \$600 to six collectors as salaries, and \$265 for other expenses, leaving a balance on hand of \$11.28.

BRAS D'OR LAKE.

This District includes Great and Little Bras D'Or, and has eight licensed pilots who are required to pilot vessels of every description within and throughout the pilotage district. The sum of \$20 was received for licenses to pilots. No statement of dues received by pilots has been forwarded.

RICHIBUCTO, N.B.

At this Port there are 13 licensed pilots. The number of vessels that entered inwards and outwards paying pilotage dues was 52, viz: 36 British and 16 foreign. The sum of \$1,950 was collected as dues, but this is only an approximate estimate as the dues are collected by the pilots themselves. 13 licenses were issued for which the sum of \$26 was collected by the Commissioners, and the sum of \$10 was expended.

Pilotage Authorities have been established, one for the Counties of Digby and Annapolis, one for Kings and Hants Counties, one at Shediac, and one for British Columbia, but no returns have been received from these districts for the past year.

The Pilotage Authority for Richmond County, N.S., has reported that no pilots have been appointed since the establishment of the Authority, and consequently no returns can be made.

The Pilotage Authority for Restigouche County, N.B., appointed by the Order in Council of the 21st July last, report that owing to the late date of their appointment they did not think it advisable to take action for the past season.

#### HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 2, to this Report will be found reports of the Harbour Commissioners at Toronto, Montreal, Quebec and Picton for the calendar year.

The Report presented by the Harbour Master of Toronto to the Harbour Commissioners for that Port shows that last year navigation opened there on the 11th of April, and closed on the 19th of December. It appears that, owing to the continued dullness in shipping and in railway competition, there was a slight decrease—viz., \$230.01—in the receipts from Harbour dues under those of the previous year. The receipts from that source for the last year amounted to \$10,391.10, while for the year 1875 they amounted to \$10,621.11. The total revenue for last year amounted to \$13,297.10, and the total expenditure to \$5,769.99—the revenue being \$1,569.01 more, and the expenditure \$19,901.19 less than those of the previous year. Of 2,278 vessels which entered the Harbour of Toronto during 1876, 1,419 were sailing vessels, 651 were steamboats, and 208 propellers. There was thus a falling off of 161 vessels from the number in 1875. 62 vessels (being an increase of 15 over 1875) with a tonnage of 12,458 tons, remained in the Harbour during the winter. The expenditure on harbour works during the past year was trifling, no dredging having been done.

The Report of the Harbour Commissioners of Montreal, embracing those of the Harbour Master, the Harbour Engineer, the Superintendent of Pilots (an office created during the past year) and the Captain of the Chain Tug, for last calendar year, will likewise be found in Supplement No. 2. From the returns made by the Harbour Master, it appears that during the past season, 602 sea-going vessels, having a total tonnage of 391,180 tons, arrived in port. The number for the previous year was 642, with a gross tonnage of 386,112 tons, showing a decrease in point of number of vessels of 40, and an increase in point of tonnage of vessels of 5,068

tons. The number of inland vessels which entered the Port of Montreal last year was 6,083, having a gross tonnage of 786,083 tons, as against 6,178 that entered in 1875, with a gross tonnage of 811,410 tons.

The revenues of the Montreal Harbour Commissioners during last calendar year amounted to \$240,848.34 against \$248,025.75 for the previous year, showing a decrease of \$7,177.41. The receipts from other sources, including proceeds of sale of debentures of \$403,000, receipts from the Dominion Government on account of new channel operations of \$204,000, interest amounting to \$12,088.96 and sundries to \$1,387.42, making the total receipts \$861,324.72; while the total expenditure on account of improvements, interest on harbour debt, payment of debentures, etc., amounted to \$674,846.54. It will be seen by the report of the Secretary that the operations during the past season in deepening the ship channel between Montreal and Quebec have been actively engaged in, \$146,994.28 having been expended, as against \$149,423.59 during the previous season.

The Report of the Harbour Commissioners for the Port of Quebec, with accompanying statements, will be found in Supplement No. 2. It will be seen by these documents that the total revenue of the Commissioners during the past year, arising from rents of wharves, tonnage and other dues amounted to \$88,126.11, while for the preceding year it amounted to \$66,316.44. Of this revenue \$34,869.02 was received as tonnage dues, \$21,042.22 as export, import and harbour dues, and the balance as rents of property, etc. The total expenditure, exclusive of that connected with the lifting barge, amounted to \$31,252.97. The total value of the assets of the Commissioners, including wharves and other properties, amounted to \$937,432.29, and the liabilities, consisting of Quebec Harbour Bonds, to \$723,199.50.

The Commissioners report that on the 20th November last tenders were invited for the building of a wall and embankment to form the North Quay of the proposed South Tidal Harbour; also for the North Quay of the proposed South-east Dock; for dredging out and forming a channel parallel to both walls; for the construction of crib-work, and also of a bridge over the proposed entrance in the north wall of the South Tidal Harbour. These tenders are to be received till 1st February next. No decision has as yet been arrived at respecting the location of the proposed graving dock.

During the past year the harbour has been improved by the removal of several obstructions by the lifting barge, among which were three nests of anchors and chains, containing 47 anchors and nearly 1,500 fathoms of chain. A quantity of these anchors and chains, to the value of \$839.98, has been sold, and a large quantity still remains on hand. The expenditure in connection with the lifting barge during the last season amounted to \$15,301.79.

The Report of the Harbour Commissioners for the Port of Pictou, in the Province of Nova Scotia, for the calendar year ended 31st December, ult., will likewise be found in

Supplement No. 2, together with an account of their receipts and disbursements. From this account it appears the sum of \$1,500 was handed over by the Collector of Customs received by him as harbour dues; \$749.72 from the Wharfinger as wharf dues, and \$94.66 was received as interest on bank deposits. With the cash in the Commissioners' hands at the beginning of the year, viz., \$2,711.52, these receipts amounted to the sum of \$5,055.90. From that amount \$565.08 was expended during the year on a wharf block erected at New Glasgow; \$856.65 on an iron travelling crane for use of the public wharf, referred to in last year's report; \$300 for Wharfinger's and Secretary's salaries, and several other sums to pay for sinkers for buoys, repairs to wharf, etc., leaving a balance of \$2,830.57 at the end of the year in the hands of the Commissioners.

By Order in Council of the 29th September last, in view of the large interests involved, the harbours and piers, and breakwaters built by the Dominion and under its control at present, excepting such as are connected with canal works, were transferred over and placed under the special charge and control of this Department.

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

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

Mr. Angus H. McDonald for Port Mulgrave, Nova Scotia, on the 23rd March, at a salary not to exceed \$200 of the fees to be collected by him from vessels entering the harbour.

Mr. Angus Buchanan, for Neil's Harbour, Victoria County, N.S., on the 11th March, the salary not to exceed \$100 per annum of the fees to be collected by him.

Mr. Fulgence Ancoin, for the Port of Cheticamp, Inverness County, N.S., on 15th April; salary not to exceed \$100 of the fees.

Mr. Thomas Dancy, for the Port of Goderich, Huron County, Ont., on 22nd April; salary not to exceed \$300 of the fees.

Mr. Thomas Eric Peck, for the Port of Nanaimo, B.C., on 22nd April; salary not to exceed \$500 of the fees, in the room of Mr. John F. Sabiston, superseded.

Mr. John Keswick, for the Port of Buctouche, N.B., on 20th April; salary not to exceed \$100 of the fees, in the room of Mr. Horatio Edward Dixon, superseded.

Mr. Absalom Kelso Christie, Harbour Master for the Ledge of St. Stephens, N.B., at a salary from fees of \$100, having moved without the limits, Mr. Charles Young was appointed in his place at same salary.

Mr. William Rufus Wood, Harbour Master, Shediac, N.B., at a salary of \$300 from the fees of office, having resigned, Mr. Alexander McQueen was appointed on the 19th May at the same salary.

Mr. Peter DeGrace, for the Port of Shippegan, Gloucester County, N.S.; salary not to exceed \$100 of the fees.

Mr. William Walsh, for the Port of Cape Canso, Guysboro County, N.S., on 6th June; salary not to exceed \$100 of the fees.

Mr. James A. Pettis, for the Port of Grand Manan, Charlotte County, N.B., on 18th Sept.; salary not to exceed \$100 of the fees.

Mr. Matthew Dripps McKenzie, for the Port of Indian Bay, Shelburne County, on 25th Oct.; salary not to exceed \$150 of the fees.

Mr. Isaac Johns, for the Port of Burrard Inlet, B.C., on 4th Dec.; salary not to exceed \$400 of the fees.

Mr. William Murphy, for the Ports of North-west Cove, Coleman's Cove and Aspologan Harbour, all in Lunenburg County, N.S., on 29th Dec.; salary not to exceed \$200 of the fees.

#### METEOROLOGICAL OBSERVATIONS.

In Supplement No. 3 to this Report will be found the sixth annual report of the Meteorological Office, being for the year ended 31st December last, along with tabular statements of temperature, rain-fall, &c., at the various Meteorological Stations in the Dominion. It will be seen by this report that the operations of the Meteorological Office have been somewhat extended during the past twelve months both as regards the collection of climatological data and the prognostication of the weather. There are ten chief stations in the Dominion, fifteen reporting telegraph stations, four reserve stations, thirty-eight drum stations, and seventy-nine ordinary stations, and the list of these stations with the names of the observers will be found in the report.

Various additional stations for collecting climatological data have been added to those mentioned in the last report, the following being of the most importance:— At Kingston readings of the temperature have, since last summer, been taken every two hours, night and day, by the non-commissioned officers of "A" Battery. Reports have been received from various stations in the North-West Territories started under the superintendence of the officers and non-commissioned officers of the Mounted Police. Twenty rain-gauge stations have been established in British Columbia. Six stations have been established in the vicinity of Lake St. John, on the application of the President of the Quebec and Lake St. John Railroad. These are under the direction of the curers of various parishes. Altogether there are about 120 stations within

the Dominion in connection with the Meteorological Office, of which number over eighty are unpaid. In addition to this, observations are taken at several stations in Newfoundland, reports of which are forwarded by the Postmaster General of that Colony.

The Head Masters of the High Schools in Ontario now report directly to the Meteorological Office, instead of through the Education Department of Ontario as formerly. Since the establishment of the service in 1871 a courteous interchange of reports of observations, &c., has been carried on, both by telegraph and mail, with the Chief Signal Office at Washington, and notices of the probable approach of storms have been and still are sent from Washington to Toronto. Arrangements were made early in the year with the Chief Signal Officer by which a considerable number of telegraphic reports are now handed three times a day to an agent of the meteorological office at Buffalo and telegraphed to Toronto. Arrangements have also been made by which, since August last, further additional reports of observations at United States stations have been furnished daily and forwarded directly from New York.

It is of great importance that storm warnings should be issued with as little delay as possible, as frequently in the past, owing to the closing of the telegraphic offices at 8 p.m., warnings despatched in the evening have not reached their destination till the following morning. Since the beginning of September last warnings have generally been issued from Toronto without waiting for the receipt of the telegram from Washington, and the result has been that scarcely any of the telegrams have reached their destination after the commencement of the storm.

The following is a table showing the percentage of verified storm warnings which have been issued since September last from the Meteorological Office at Toronto.

	No. issued.	No. verified.	Percentage verified.
Lakes .....	153	118	77.1
St. Lawrence River and Gulf....	71	45	63.4
Ocean .....	117	103	88
	—	—	—
Total for Dominion.....	351	266	78

It will be seen that the percentage of verification of warnings for the St. Lawrence is considerably below that at other places. This is in part due to the want of sufficient telegraph reports from the north.

In connection with storm warnings, the Board of Inland Marine Exchange at Toronto passed the following resolution at a late meeting:—"The Marine Exchange cannot close its meetings for 1876 without putting on record its appreciation of the services rendered by the Meteorological Department during the past season, in accurately forecasting the weather. This year has been marked by a very few



marine disasters, and while it would be too soon to say how much of this is due to the confidence sailors are beginning to place in the storm signals, it seems not unlikely this cause may have contributed to immunity from shipwrecks."

During the summer, and to the close of navigation, a chart of the weather, with probabilities for the ensuing 24 hours, has been issued by the officer at Toronto, at 10 a.m., and furnished daily, Sundays excepted, to the Marine Exchange Board for public inspection. Since October these probabilities have appeared in the Toronto papers, and lately they have been furnished to the Telegraph Companies, and forwarded by them for publication in the various newspapers in Ontario and in Montreal. It is proposed shortly to extend these probabilities so as to include the Maritime Provinces. The verification of these probabilities has been as follows:—In October, with two exceptions, all were fully verified. In November the number of predictions issued was 130, and of these 103 were fully, 12 partly, and 10 not verified; or 92½ per cent. verified and 83 per cent. completely so. In December the number of predictions issued was 151; of these 128 were fully, 19 partly and 4 not verified, or 97½ per cent. verified and 84½ per cent. completely so.

By reference to Appendix No. 16 to this report, it will be seen that the sum of \$37,000, being the full amount of the appropriation made by Parliament, was expended on this service during the fiscal year ended 30th June last. This expenditure may be classified as follows:—For salaries, Central Office, \$6,548.50; chief stations, \$4,440; telegraph stations, \$5,404.70; drum stations, \$1,677.90; instruments and apparatus, \$5,532.50; fittings and repairs, signal masts and year books, &c., \$1,630.57; telegraphy, \$9,196.47; miscellaneous expenses, \$2,569.27.

#### OBSERVATORIES.

In Supplement No. 3 will be found the Report of the Director of the Magnetic Observatory, Toronto, for the calendar year ended 31st December last. It will be seen from Appendix No. 17 that the sum of \$4,812.31 was expended in connection with this Observatory during the past fiscal year, and the sum of \$4,800 was voted by Parliament. During the year just closed, as will be seen by the report, the general nature of the work has continued as in former years, and correct time determined for the Magnetic and Metereological Observatories, and for the regulation of the clocks and watches in Ontario. For some years past the Observatory has given time daily to Toronto by the striking of all the fire alarm bells at a fixed instant.

The report of Mr. C. H. McLeod, Director of the Montreal Observatory, for the calendar year ended 31st December last, will be found in Supplement No. 3. This Observatory is in connection with McGill College, and Mr. McLeod acts also as Metereological Observer in connection with the central office at Toronto, it being one

of the chief meteorological stations. Observations are taken at equal intervals of three hours both day and night, and three observations daily are telegraphed to Toronto.

The sum of \$2,400 is annually voted by Parliament for the maintenance of the Observatory at Quebec, of which Commander Ashe, R.N., is Director. The report of this observatory for the last calendar year will be found in Supplement No. 3. Routine duties are carried on as usual, and "time" was given not only to the shipping but sent in various directions to those who required it. Meteorological observations were forwarded three times a day to Toronto.

The Observatory at St. John, N.B., is under the supervision of Mr. Geo. Hutchison, and kept by Mr. John B. Longley. It has been operated satisfactorily during the past year. The time ball is placed on the top of the Custom House, and dropped daily at 1 p.m., Sundays excepted, from the roof of the Custom House Building; the signals made by the keeper of Partridge Island Station are seen, and repeated and given to the news-rooms.

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

#### MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1876, was 7,192, measuring 1,260,893 tons register tonnage, showing an increase, as compared with 1875, of 240 vessels and 55,328 tons.

Assuming \$30 a ton to be a fair average value, it will give the value of the registered tonnage of the Dominion on the 31st December, 1876, as being \$37,826,790. This includes old and new vessels, sailing vessels, steamers and barges.

It will be seen by the comparative statement of the registered tonnage of the Dominion, since 1873, that the increase in the registered tonnage of the Dominion for 1876, is 8,126 tons in excess of the increase which took place in 1875. The increase in 1875 was 47,202 tons, and in 1876 was 55,328 tons.

From the statement of new vessels which follows, it will be seen that the number of new vessels built and registered in the Dominion in 1876, was 416, measuring 127,700 tons, as compared with 480, measuring 151,012 tons in 1875, showing a falling off, in 1876, of 64 vessels, and 23,312 tons.

In addition to the new vessels built and registered during 1876, there were four vessels, measuring 3,201 tons, built in the Dominion, which were built for registration outside of the Dominion of Canada. Adding the tonnage of these vessels to the

new tonnage registered during the year, it will give a total of 420 vessels, measuring 130,901, as the tonnage built in the Dominion for the year ended the 31st December, 1876. Estimating the average value of the new vessels at \$45 per ton, it will give a total value of the new tonnage, built in 1876, as \$5,890,545.

A statement follows which has been compiled from the *Repertoire General* for 1876 and 1877, from which it appears that the tonnage on the register books of the British Empire, including Canada and her other Colonies, was 8,023,971 tons. The United States of America comes next with a tonnage of 2,880,038, but this does not include the tonnage trading on the inland lakes and rivers of that country. Norway stands next on the list with a tonnage of 1,450,323 tons, followed by Italy, with a tonnage of 1,355,005.

From this statement it would appear that Canada, with her 1,260,893 tons of shipping follows Italy, and stands fifth on the list. Germany stands sixth on the list, with a tonnage of 1,052,317, and is followed by France with 944,648 tons. With the exception of Canada, these figures do not include the inland tonnage of the sailing vessels of these countries, or of steamers under 100 tons register; but even with that fact taken into account, Canada appears fairly to be entitled to rank fifth among the ship-owning countries of the world.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books at the different Ports of Registry in the Dominion on the 31st December, 1876.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham .....	151	13,322
Dorchester .....	13	10,310
Sackville .....	6	2,434
St. Andrews .....	179	18,374
St. John.....	805	280,073
<b>Total.....</b>	<b>1,154</b>	<b>324,513</b>

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

PROVINCE OF NOVA SCOTIA.

Name of Port.	Vessels.	Tons.
Amherst .....	6	5,299
Annapolis.....	67	21,446
Arichat.....	140	8,389
Barrington .....	21	1,326
Baddeck.....	9	557
Digby.....	151	17,655
Guysboro'.....	40	1,909
Halifax.....	999	113,636
Liverpool.....	113	12,934
Londonderry .....	8	3,228
Lunenburg.....	207	13,179
Maitland.....	24	19,427
Pugwash.....	19	1,497
Parrsboro .....	81	11,338
Pictou.....	96	33,285
Port Hawkesbury.....	35	1,614
Port Medway.....	10	620
Sydney.....	100	8,024
Shelburne .....	120	13,742
Windsor.....	203	86,863
Weymouth.....	3	933
Yarmouth.....	415	152,351
<b>Total.....</b>	<b>2,867</b>	<b>529,252</b>

PROVINCE OF QUEBEC.

Gaspé.....	43	2,181
Montreal .....	962	119,114
Magdalen Islands .....	33	1,197
New Carlisle .....	29	1,602
Quebec.....	833	104,177
Percé.....	3	231
<b>Total.....</b>	<b>1,902</b>	<b>228,502</b>

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

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Amherstburg.....	12	407
Belleville.....	7	679
Bockville.....	8	334
Brighton.....	8	538
Chippawa.....	3	153
Cramahe.....	5	595
Chatham.....	17	2,242
Cobourg.....	6	728
Darlington.....	3	373
Dunnville.....	19	1,984
Dundas.....	2	245
Goderich.....	17	1,324
Hamilton.....	32	10,481
Kingston.....	195	23,810
Kingsville.....	1	101
Napanee.....	20	2,934
Newcastle.....	1	168
Ottawa.....	66	8,015
Port Burwell.....	27	5,513
Port Dover.....	22	1,770
Port Colborne.....	7	764
Port Hope.....	27	3,120
Port Rowan.....	7	1,127
Port Stanley.....	7	1,466
Picton.....	41	5,128
Owen Sound.....	9	934
Saugeen.....	2	89
Sarnia.....	14	4,106
Sault Ste. Marie.....	3	127
St. Catharines.....	121	25,667
Toronto.....	67	8,670
Windsor.....	42	5,866
Whitby.....	2	333
Wallaceburg.....	35	2,408
Morrisburg.....	3	380
Oakville.....	11	1,378
<b>Total.....</b>	<b>889</b>	<b>123,947</b>

PRINCE EDWARD ISLAND.

Charlottetown.....	338	50,692
<b>Total.....</b>	<b>338</b>	<b>50,692</b>

BRITISH COLUMBIA.

Victoria.....	40	3,809
<b>Total.....</b>	<b>40</b>	<b>3,809</b>

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

## MANITOBA.

Name of Port.	Vessels.	Tons.
Winnipeg.....	2	178
Total.....	2	178

## RECAPITULATION.

New Brunswick.....	1,154	324,513
Nova Scotia.....	2,867	529,252
Quebec.....	1,902	228,502
Ontario.....	889	123,947
Prince Edward Island.....	338	50,692
British Columbia.....	40	3,809
Manitoba.....	2	178
Total.....	7,192	1,260,893

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

PROVINCES.	1873.		1874.		1875.		1876.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	1,147	277,850	1,144	294,741	1,133	307,926	1,154	324,513
Nova Scotia .....	2,803	449,701	2,787	479,669	2,786	505,144	2,867	529,252
Quebec .....	1,842	214,043	1,837	218,946	1,831	222,965	1,902	228,502
Ontario .....	681	89,111	815	113,008	825	114,990	889	123,947
Prince Edward Island.....	280	38,918	312	48,388	335	50,677	338	50,692
British Columbia.....	30	4,095	35	3,611	40	3,685	40	3,809
Manitoba.....					2	178	2	178
Total.....	6,783	1,073,718	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893

STATEMENT showing the Number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1876.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham.....	11	2,125
Dorchester.....	3	2,748
St. Andrews.....	4	1,014
St. John.....	43	25,153
Total.....	61	31,040

PROVINCE OF NOVA SCOTIA.

Amherst.....	3	2,554
Annapolis.....	10	3,502
Arichat.....	2	320
Barrington.....	6	647
Digby.....	3	369
Guy'sboro'.....	3	158
Halifax.....	26	3,991
Liverpool.....	9	634
Lunenburg.....	31	1,788
Maitland.....	8	7,201
Parrsboro'.....	8	875
Pictou.....	15	6,322
Port Hawkesbury.....	1	68
Port Medway.....	5	178
Sydney.....	6	434
Shelburne.....	15	2,607
Windsor.....	17	13,157
Weymouth.....	2	892
Yarmouth.....	24	13,074
Total.....	194	58,771

PROVINCE OF QUEBEC.

Gaspé.....	5	185
Montreal.....	10	1,102
Quebec.....	36	16,513
Total.....	51	17,800

STATEMENT showing the number of New Vessels Built and Registered in  
the Dominion, etc. — *Continued.*

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Belleville .....	1	17
Chatham .....	1	10
Cobourg .....	1	81
Hamilton .....	1	325
Kingston .....	8	1,334
Napanee .....	3	445
Ottawa .....	8	833
Port Hope .....	3	107
Picton .....	2	185
Owen Sound .....	1	5
Sarnia .....	1	122
St. Catherines .....	9	874
Toronto .....	4	764
Windsor .....	3	236
Wallaceburg .....	1	59
<b>Total .....</b>	<b>47</b>	<b>5,397</b>

PRINCE EDWARD ISLAND.

Charlottetown .....	62	14,571
<b>Total .....</b>	<b>62</b>	<b>14,571</b>

BRITISH COLUMBIA.

Victoria .....	1	12
<b>Total .....</b>	<b>1</b>	<b>12</b>

MANITOBA.

Winnipeg .....		
<b>Total .....</b>		

SUMMARY.

New Brunswick .....	61	31,040
Nova Scotia .....	194	58,771
Quebec .....	51	17,800
Ontario .....	47	5,397
Prince Edward Island .....	62	14,571
British Columbia .....	1	121
<b>Manitoba .....</b>		
<b>Total .....</b>	<b>416</b>	<b>127,700</b>



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

Provinces.	1874.		1875.		1876.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	99	42,027	65	33,483	61	31,040
Nova Scotia .....	175	84,480	177	67,106	194	58,771
Quebec .....	73	20,796	102	22,825	51	17,800
Ontario .....	50	10,797	53	7,760	47	5,397
Prince Edward Island .....	88	24,634	83	19,838	62	14,571
British Columbia .....	5	276			1	121
Manitoba .....						
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered .....	490	183,010	480	151,012	416	127,700
Add new vessels which left Quebec for registration in Germany .....	6	7,746			3	2,721
Add new vessels which left Quebec for registration in Germany .....					1	480
<b>Total .....</b>	<b>496</b>	<b>190,756</b>	<b>480</b>	<b>151,012</b>	<b>419</b>	<b>130,901</b>

STATEMENT showing the Sea-going Tonnage and Tonnage of Steamers over 100 tons register of each of the Maritime States of the World, for 1876, taken from the *Repertoire Général*, for 1876 and 1877.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Colonies .....	3,299	3,362,992	2,216,606	20,265	5,807,365	8,023,971
American .....	605	789,728	489,517	7,288	2,390,521	2,880,038
Norwegian .....	122	55,874	39,420	4,749	1,410,903	1,450,323
Italian .....	114	97,582	62,929	4,601	1,292,076	1,355,005
German .....	226	226,888	176,322	3,456	875,995	1,052,317
French .....	314	334,334	219,600	3,858	725,048	944,648
Spanish .....	230	176,250	118,262	2,915	557,320	675,582
Dutch .....	126	134,600	85,703	1,432	399,993	485,696
Russian .....	151	105,962	69,107	1,785	391,952	461,059
Swedish .....	219	88,660	59,549	2,121	399,128	458,677
Greek .....	11	7,133	4,636	2,121	426,905	431,541
Austrian .....	78	81,269	53,703	983	338,684	392,387
Danish .....	87	60,697	40,957	1,348	188,953	229,910
South American .....	81	59,623	40,162	273	95,459	135,621
Portuguese .....	26	22,277	15,698	456	107,016	122,714
Turkish and Egyptian .....	30	28,264	19,144	305	48,289	67,433
Central American .....	6	3,132	2,058	153	57,944	60,002
Belgian .....	35	40,700	28,598	54	23,344	51,912
Asiatic .....	11	10,877	6,598	42	16,019	22,617
<b>Total .....</b>	<b>5,771</b>	<b>5,686,842</b>	<b>3,748,539</b>	<b>58,205</b>	<b>15,552,914</b>	<b>19,301,453</b>

## COASTING TRADE OF CANADA.

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

It having been ascertained that the following countries, viz., Italy, Germany, the Netherlands, Sweden and Norway, and Austro-Hungary, allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels, the ships of Italy, by Order in Council of the 13th August, 1873; those of Germany, by Order in Council of the 14th May, 1874; those of the Netherlands, by Order in Council of the 9th September, 1874; those of Sweden and Norway, by Order in Council of the 5th November, 1874; and those of Austro-Hungary, by Order in Council of the 1st June, 1876, were admitted to the coasting trade of Canada. Application having been made for the admission of the vessels of Denmark to the Canada coasting trade, enquiries have been instituted, and as these are of a satisfactory nature, it is probable that Danish vessels will, at an early date, be allowed to participate in the coasting trade of this country.

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

## REWARDS FOR SAVING LIFE.

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

## ESTABLISHMENT STAFF AT OTTAWA.

In Appendix No. 40, a statement is given showing the names of the members on the Establishment Staff of the Department at Ottawa, the rank held by each, and the amount of salary and bonus they severally received, during the fiscal year ended 30th June, 1876.

On the 6th March, 1876, an Order in Council was passed, whereby Mr. Arthur Chisholm, who had held the position for upwards of two years previously of a Third class Clerk and Stenographic Writer, at a salary of \$600 per annum, received an increase of \$200 per annum, for discharging the duties of your Private Secretary' such increase taking effect from the 1st day of the month named.

On the 15th December, 1876, Mr. Frederic Edmund Anthony Gautier, who held the position of a Third-class Clerk, at \$550 per annum, left the Department to assume the duties of Aid-de-Camp and Private Secretary to His Honour the Lieutenant Governor of Quebec.

## OUTSIDE SERVICE.

The number of Persons employed in the Outside Service on the 31st December, 1876, was as follows:—

Superintendent of Lights and Light Keepers, etc., in Ontario and above Montreal.....	101
Officers of Agency in City of Quebec and Light Keepers, Fog-Whistle Keepers, etc., at and below Montreal, in Province of Quebec.....	167
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, etc., in New Brunswick.....	71
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, Attendants at Humane Establishments, etc., in Nova Scotia.....	136
Agent and Light Keepers in Prince Edward Island.....	21
Agent and Light Keepers in British Columbia.....	15
Officers and Crews of Dominion Steamers and Vessels.....	136
Examiners of Masters and Mates and Clerk to Chairman of Board.....	10
Inspectors of Steamboats and Clerk to Chairman of Board.....	9
Harbour and River Police, Montreal and Quebec.....	75
Officers and Servants in Marine Hospitals.....	75
Shipping Masters.....	18
Harbour Masters.....	83
Officers of Observatories, Meteorological Observers, etc., receiving pay.....	73
Receivers of Wreck.....	24
Fishery Overseers and Guardians in Ontario.....	83
Commander of the Fisheries Protection Vessel and Crew.....	26
Fishery Overseers and Guardians in Quebec.....	90
Inspector of Fisheries, Overseers and Wardens in Nova Scotia.....	239
Inspector of Fisheries, Overseers and Wardens in New Brunswick.....	110
Fishery Overseers and Water Bailiffs in Prince Edward Island.....	32
Inspector of Fisheries in British Columbia.....	1
Fishery Overseer in Manitoba.....	1

Making a total of.....

1,596

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While for the previous year the number was 1,511. In addition to the former number of 1,596, there are 77 Registrars of Shipping who act under the directions and control of this Department, but are at the same time Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity as Registrars. There are 69 Measurers and Surveyors of Shipping, at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office many of them hold a position in the Customs service. Also, in addition to the above, by Orders in Council of 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a Shipping Master, is to receive the fees, make half-yearly returns to this Department, and act in that capacity under its instructions

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

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1877.

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## PRELIMINARY REPORT

ON THE

# CANADIAN FISHERIES.

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To the Hon. A. J. SMITH,

*Minister of Marine and Fisheries.*

SIR,—In compliance with your wish, I beg to submit a preliminary report on the FISHERIES SERVICE OF CANADA for the past year. This report is incomplete as regards those details which are necessarily derived from the statements of the various Fishery Officers, some of whom have not yet reported their operations. But the financial account of our transactions is not only completed to the end of the fiscal year expired on the 30th June last, but is also brought down to the present date.

### CONDITION AND PRODUCE.

The depressed condition of commercial business throughout the country has somewhat affected certain branches of our fishing industry; but the general effect of prevalent depression on the productive value of the fisheries has been comparatively slight. The whole value of the produce of the fisheries for 1876, exclusive of British Columbia and Manitoba, from which no returns have been received, amounts to about \$11,019,451. This sum exceeds the value of last year's produce by upwards of half a million of dollars.

### EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ending 30th June, 1876, and the current expenses and collections from 1st July to 31st December, 1876. The expenditure for the period first above named is sub-divided for the several Provinces and services, as follows:—

#### ONTARIO.

Fishery Overseers' salaries and disbursements.....	\$12,815 73	
Fish-breeding.....:.....	12,920 90	
		\$25,736 63

## QUEBEC.

Fishery Overseers' salaries and disbursements.....	\$14,282 65	
Fish-breeding.....	10,058 06	
Fisheries' protection vessel, maintenanc.....	17,832 82	
“ “ “ repairs and outfitting.....	6,000 00	
		<u>48,173 53</u>

## NOVA SCOTIA.

Fishery Overseers' salaries and disbursements.....	\$14,655 76	
Fish-breeding.....	7,194 01	
		<u>21,849 77</u>

## NEW BRUNSWICK.

Fishery Overseers' and Inspector of Fisheries' salaries and disbursements.....	\$10,080 37	
Fish-breeding.....	1,882 41	
		<u>11,962 78</u>

## PRINCE EDWARD ISLAND.

Water Bailiffs' salaries.....	461 02	
		<u>461 02</u>

Total expenditure..... \$108,183 73

And for the subsequent half-year as below:—

Ontario, Fishery Overseers' salaries and disbursements.....	\$7,866 86
Quebec do do .....	9,554 87
Nova Scotia do do .....	7,604 98
New Brunswick do do .....	5,159 00
Fisheries protection steamer "Lady Head".....	11,699 96
Fish-breeding.....	15,070 06
Prince Edward Island and Manitoba.....	1,290 56
British Columbia.....	400 0

Total.....\$58,646 29

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

## ONTARIO.

Rents, license fees, fines and confiscations.....	\$4,596 71
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## QUEBEC.

Rents, license fees, fines and forfeitures.....	6,440 90
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## NOVA SCOTIA.

Taxes on nets, fines and forfeitures.....	442 60
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## NEW BRUNSWICK.

Rents, taxes on nets, fines and forfeitures.....	\$2,030 91
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## BRITISH COLUMBIA.

Rent of fishing station.....	105 00
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Total.....	<u>\$13,616 12</u>
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Of this sum, \$45 has been credited by the Department of Finance to Casua Revenue.

The receipts for the next six months are as follows:—

Ontario, rents and fees, fines and confiscations.....	\$2,779 80
Quebec do do .....	3,448 70
Nova Scotia do do .....	420 00
New Brunswick do .....	534 17
Total.....	<u>\$7,182 67</u>

Lease and License dues being payable invariably in advance, they are easily collected, and no arrears accrue. The whole amount collected in the last fiscal year is less than the sum received for the previous year. This decrease is due partly to the reduced rate of license fees charged for salmon fishing stations, and partly to the fact that some of the best angling rivers on the North Shore, such as the Mingan, the Romaine, and the Natashquan, were unoccupied last season, and consequently no rents were derived therefrom.

## LICENSES ISSUED.

There were 689 Fishery Licenses issued in Ontario; 606 in Quebec; 55 in New Brunswick, and 14 in Nova Scotia, making together 1,364.

## STAFF OF FISHERY OFFICERS.

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

ONTARIO—Fishery Overseers ( <i>ex officio</i> Magistrates) and Fishery Guardians.....	80
QUEBEC—Fishery Overseers ( <i>ex officio</i> Magistrates) and Fishery Guardians .....	85
NOVA SCOTIA—Inspector, Fishery Overseers ( <i>ex officio</i> Magistrates) and Fishery Wardens.....	234
NEW BRUNSWICK—Inspector, Fishery Overseers ( <i>ex officio</i> Magistrates) and Fishery Wardens.....	100

PRINCE EDWARD ISLAND—Fishery Overseers, ( <i>ex officio</i> Magistrates) and Water Bailiffs.....	18
MANITOBA—Fishery Overseer ( <i>ex officio</i> Magistrate).....	1
Commander and crew of Fisheries Protection Steamer "Lady Head".....	24

Additions to the Staff were made in 1876 as follows:—

Ontario.....	3
Quebec.....	5
Nova Scotia.....	5
New Brunswick.....	10
British Columbia.....	
Prince Edward Island.....	14
Crew of Fisheries Protection Steamer "Lady Head".....	2

Making altogether 582 Fishery Officers now employed in the Outside Service.

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

### REPORTS OF FISHERY OFFICERS.

Detailed reports of the various Fishery Officers engaged in the service will be printed in the Appendices. They will embrace particulars of the year's business in each fishery district; and also give details respecting the quantity and value of fish caught in sub-divisions of the respective fishery districts, together with much interesting matter relative to the condition of every fishing, the state of the rivers, the observance of fishery laws, and proceedings taken for violations of the same.

### SALMON ANGLING.

The total sum accruing as rents under leases of angling privileges is \$3,295.

The salmon caught by anglers with artificial flies numbered 2,880. The extreme heat of the past summer and consequent low water interfered with the sport of angling, although most of the streams were full of fish. The local Fishery Overseers and Wardens report that during the autumn months the spawning beds were covered with breeding fish and salmon fry was abundant. It is impossible to state the whole expenditure in rents, outfit, expenses, &c., which sportsmen incurred; but it is probable that the outlay of private persons on the thirty-two rivers fished by these angling parties was about \$30,000.



## FISH CULTURE.

The Dominion Government has now seven public establishments devoted to the artificial reproduction of fish, as follows:—

At Newcastle, Ontario.

“ Sandwich, do

“ Tadousac, Quebec.

“ Gaspé Basin, do

“ Restigouche, do

“ Bedford, Nova Scotia.

“ Miramichi, New Brunswick.

The total expenditure on account of these several establishments for the fiscal year ended 30th June, 1876, amounted to \$32,055.38. A statement in detail of this expenditure will be found among the appendices.

At Newcastle, Ontario, over a million and a half of vivified salmon eggs were deposited in a healthy state on the hatching troughs in the fall of 1876, together with 150,000 whitefish eggs and about 10,000 California salmon presented by the United States Fisheries Commissioner, Professor S. F. Baird. Upwards of eight millions of whitefish eggs were successfully laid down in the Sandwich establishment. The Tadousac establishment has one million of salmon eggs in excellent condition, together with 30,000 sea trout spawn and 5,000 California salmon ova. The establishment at Gaspé Basin has 920,000 salmon eggs on the rills which, at the latest dates, were doing well. The number of salmon ova deposited at the Restigouche establishment was 720,000, and at Miramichi 640,000. The suddenness of winter and early formation of ice in the Restigouche and Miramichi rivers unfortunately prevented the gathering of a large stock of spawn. The establishment at Bedford Basin, near Halifax, has over a million of salmon eggs in a thriving condition. The total number of ova now in these establishments, which will be hatched during the spring of 1877, and distributed amongst the rivers of each of the Provinces, thus amount to 13,975,000—say 14,000,000. This is a most gratifying prospect.

The whole number of young fish distributed during the spring of 1876 from the hatching of 1875 was 10,000,000. The reports of the several persons in charge of the Fish-breeding Establishments will show in detail how this large quantity of fry was apportioned.

Whenever the unfurnished returns are complete, I shall have the honour to describe the year's transactions at greater length.

I have the honour to be, Sir,

Your obedient servant,

W. F. WHITCHER,

*Commissioner of Fisheries.*

APPENDICES

TO THE

NINTH ANNUAL REPORT

OF THE

Department of Marine and Fisheries.

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## APPENDIX No 1.

## REPORT OF THE TOUR OF INSPECTION AND SUPPLY BY THE SUPERINTENDENT OF LIGHTHOUSES IN THE DISTRICT ABOVE MONTREAL.

OTTAWA, 1st September. 1876.

SIR,—In accordance with your instructions, I beg to report in detail concerning my annual tour of supply and inspection of the Lights between Montreal and Fort William in Lake Superior.

The coal oil arrived at Montreal at 7 p.m., and was on board the Propellor "City of Montreal," at 9 p.m. of the 6th of July. We did not start, however, from Montreal till daylight of the following morning. We arrived at 9 a.m., of the 7th at

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

(JOHN NORTON, *Keeper*),

who has also charge of the Lachine Lightship, which, however, he hires a man to attend. The light is a fixed white catoptric, furnished by one base-burner fountain lamp on an iron circle, with one 14½-inch reflector. The glass is 15½ x 14 inches. The lantern is of wood, three feet in diameter. The lighthouse is a white square wooden building 21 feet high from base to top of tower, and 12 feet square.

*The Lightship*

is an iron vessel painted red, with a white iron tower 19 feet high from deck to platform of lantern. There are two base-burner lamps, one showing up and one down the river. Both lighthouse and lightship are in good repair, but will require painting next spring.

LAKE ST. LOUIS LIGHTSHIP NO. 2.

(OLIVIER MADORE, *Keeper*.)

The light is a fixed white catoptric, containing two dual-burner fountain lamps, and two 15-inch reflectors, one looking up and one of the same kind looking down the lake. The lamps are placed on circles. The glass is 16 x 24 inches. The lantern tower and lightship are of the same size and description as the preceding one. The lower cabin, down stairs, requires a new floor. The cabin on deck leaks and requires covering.

*Buoy.*

Near this lightship a buoy which was carried away by the ice, I have ordered to be replaced as soon as the water subsides.

POINT CLAIRE LIGHTSHIP NO. 2,

(BENJAMIN GLOUDE, *Keeper*.)

The light is a fixed white catoptric, containing three mammoth flat-wick lamps, with flat reservoirs on cast-iron stands. The glass is 30 x 20 inches. The lantern is

of iron, and six feet in diameter. The lighthouse is a white wooden building, 21 feet high by 14 feet square at base. The boat was so badly damaged by the late high water that it was not worth repairing, so I have replaced it with a new one. The pier is too low, the water having risen two feet over the floor of the lighthouse. The building should be raised with jack-screws. Two sides of the pier require to be sheathed with boiler plate, to prevent the ice from cutting any more of the planks, as they were last spring. During the floods, the planks on the top of the pier which had not been spiked down, floated away and were lost. I have had them replaced and spiked down. The light is well kept.

## POINT CLAIRE LIGHTSHIP NO. 1.

(MOISE LECLERC, *Keeper.*)

The light is a fixed white catoptric, having one mammoth flat-wick and one base-burner lamp, both on tin stands, and two 15-inch reflectors. The lantern is  $3\frac{1}{2}$  feet in diameter and is made of iron. The glass is 17 x 21 inches. The lantern is set up on a tower on the end of the keeper's dwelling, and is 21 feet from the pier. The light is well kept. The pier was broken by the ice on the south side and requires repairing immediately. A new reflector is required. The lighthouse is in good repair.

## LAKE ST. LOUIS LIGHTSHIP, NO. 3.

(OLIVIER VEAUDRY, *Keeper.*)

The light is a fixed white catoptric, containing two dual-burner fountain lamps, with two 15-inch reflectors on an iron circle. The glass is 16 x 24 inches. The lantern is of iron, five feet in diameter. The lightship is a little larger than the No. 2 lightship. It is in good repair and well kept.

## BEAUHARNOIS CANAL AND RANGE LIGHTS.

(JOSEPH MELOCHE, *Keeper.*)

They are both fixed white catoptric lights, the main one containing two base-burner lamps and two 16-inch reflectors on an iron circle. The glass is 14 x 16 inches. The lantern is six feet in diameter. The lighthouse is a white square wooden building, measuring 27 feet from the ground to top of the tower; it is well kept but requires painting. The range light is of the same description as the main light, and contains three base-burner lamps and three 16-inch reflectors. It also requires painting, which was ordered to be done.

At 3.30 a.m. of the 8th July we arrived at

## GROSSE POINT AND THREE RANGE LIGHTS.

(WILLIAM SHANNON, *assisted by* GEORGE SHANNON, *Keepers.*)

These lights are situated at the upper entrance of Beauharnois Canal. In the main one there are three base-burner fountain lamps with three 15-inch reflectors on an iron frame. The lantern is four feet in diameter, and of iron. The main light and one of the range lights are painted red, the other two are painted white and contain each one base-burner lamp. They are all well kept, but require painting and two require repairing. Also the bridge leading to the range lights from the shore requires repairing. The pier and main lighthouse require raising by building a pier from the water's edge with new timbers, also a new apron.

## COTEAU LANDING.

(ELIE B. PRIEUR, *Keeper.*)

This is a temporary light on the pier. A lighthouse is required. The light which is furnished by a ship's lantern and a sun-burner is red, and of the dioptric order.

## MCKIE'S POINT.

(ALEXANDER McDONALD, *Keeper.*)

The lighthouse was burned this spring, and at present there is a temporary light containing four base-burner lamps hoisted on a pole until the light is rebuilt.

## PORT LEWIS.

(DAMASE CAZA, *Keeper.*)

There are three mammoth flat-wick lamps, and three 20-inch reflectors on cast-iron stands. The lighthouse is a white square wooden building 28 feet high, and is well kept. A store is required; also, the lighthouse should be painted.

## CHERRY ISLAND.

(E. S. JOHNSON, *Keeper.*)

There are three mammoth flat-wick lamps with fountains on iron frame. The glass is 17 x 21. The light is 38 feet from the ground. The lighthouse and dwelling require painting.

## LANCASTER BAR.

(GEORGE H. JOHNSON, *Keeper.*)

There are two mammoth flat-wick lamps, and two 20-inch reflectors on tin stands. The glass is 17 x 21. The lantern is 4 feet 6 inches in diameter. The light is 26 feet from the pier, and is situated on the end of the keeper's dwelling. The lighthouse requires painting and levelling. The pier has been damaged by the ice, and requires 50 cords of stone on it. The light is well kept.

## LANCASTER PIER.

(THOMAS HILL, *Keeper.*)

There are three dual-burner fountain lamps on iron circles. The one showing up and the one showing down have 15-inch reflectors. The one showing across has no reflector. The glass is 14 x 15 inches. The lantern is six feet in diameter. The place is very well kept. The pier will want 120 cords of stone to protect the lighthouse.

## HAMILTON'S ISLAND.

(JOHN HAMILTON, *Keeper.*)

There are two mammoth flat-wick lamps on cast-iron stands, and two 20-inch reflectors. The glass is 30 x 36 inches. The lantern is six feet in diameter. The lighthouse is a white wooden building 35 feet high and 17 feet square; it is very well

kept. The lighthouse leaks and requires to be clap-boarded and battened. The keeper, Mr. Hamilton, has built a kitchen 16 x 18 feet immediately adjoining the lighthouse, as it was very much needed, and as it is worth what he asks for it, two hundred dollars, I think he should be allowed that amount. Some ventilating holes are required to be cut through the wooden floor under the lantern, as at present the iron ventilators are useless.

## STONEHOUSE POINT.

(KENNETH McLACHLAN, *Keeper.*)

There are three mammoth flat-wick lamps on cast-iron stands. The glass is 30 x 36 inches. The lantern is six feet in diameter. The light is 35 feet from the ground, and is situated on the end of the keeper's dwelling, which is 16 x 28 feet long. Some ventilating holes are required in the lantern floor. The lighthouse requires boarding, battening and painting. The place is well kept.

*Bell Buoy.*

A bell is required on the the two black buoys just below Windmill Point, as it will render them of service during the night as well as during the day. The cost will not exceed five dollars, so I ordered it to be done by Mr. Kean, the keeper of the lighthouse at Windmill Point.

At 7.30 p.m., of the 9th July we arrived at

## WINDMILL POINT.

(BERNARD KEAN, *Keeper.*)

There are three mammoth flat-wick lamps on cast-iron stands, and three 20-inch reflectors. The glass is 28 x 36 inches. The lantern is seven feet in diameter. The light is 64 feet high from the ground, the tower being 57 feet high. The place is well kept.

At 5.30 a.m., of Monday the 10th July, we supplied

## COLE, SHOAL.

(RICHARD ELLIOTT, *Keeper.*)

There are three base-burner lamps on circle, and one 14-inch and two 20-inch reflectors. The glass is 14 x 17 inches. The lantern is six feet in diameter. The tower is 22 feet high, built of wood, painted white, and rests on a pier 34 feet long. It requires painting, which was ordered to be done. The light is well kept.

## GRENADIER ISLAND.

(ALBERT ROOT, *Keeper.*)

There are three base-burner fountain lamps on square frames, and two 13-inch reflectors, and one 15-inch one. The glass is 14 x 16 inches. The lantern is six feet in diameter. The lighthouse requires painting, so we left paint and oil for the purpose. A couple of iron hooks to be put into the rock to which to tie the steamers, are much required, so I ordered the keeper to have it done. The place is very well kept.

## LINDOE ISLAND.

(JOHN WALLACE, *Keeper.*)

There are three base-burner lamps and two 13-inch reflectors on an iron circle. The lantern is  $3\frac{1}{2}$  feet in diameter. The glass is  $14 \times 16$  inches. The light is 28 feet from the ground. The place is well kept. The kitchen leaks and requires re-shingling. A small store-house  $16 \times 20$  is also required. The light and dwelling require painting.

## GANANOQUE NARROWS AND JACK STRAW SHOALS.

(CORNELIUS COOK, *Keeper.*)

There are three base-burner lamps, and three 16-inch reflectors on semi-circular frames. The glass is  $14 \times 16$  inches. The lantern is of iron, six feet in diameter. It is well kept. The lighthouse at Gananoque Narrows requires painting, and the pier at Jack Straw Shoals is sinking, and requires repairs. The keeper should be allowed house-rent at the rate of \$80 a year, as he has no dwelling, and is obliged to live in a rented house. He states that this plan would suit him as well as to build him a dwelling, and I think it would be more economical.

## SPECTACLE SHOAL AND RED HORSE ROCK.

(JOHN BUCK, *Keeper.*)

In the former there two dual-burner fountain lamps on a circle, and no reflectors. The lantern is three feet in diameter; glass  $14 \times 16$  inches. The tower is 22 feet high from the ground, and 14 feet square, while the light is 28 feet high. It is very well kept. Red Horse Rock Lighthouse is of the same description, and has the same number of lamps and no reflectors. They are both on piers, and are under the care of the same keeper. As they require painting, I left paint and oil for the purpose, and the painting is now in progress.

## BURNT ISLAND.

(JOSEPH MERVIN, *Keeper.*)

There are three base-burner fountain lamps, two showing up and one down, and two 14-inch reflectors. The lantern is three feet in diameter. Size of glass,  $14 \times 16$  inches. The lighthouse is a white square wooden building 22 feet high by 14 feet square. The lighthouse requires puttying and painting. The place is very well kept.

## WOLFE ISLAND.

(ROBERT GILLESPIE, *Keeper.*)

There are three dual-burner fountain lamps, and three 16-inch reflectors, on an iron circle. Size of glass,  $14 \times 16$  inches. The lantern is of iron, six feet in diameter. The light is 28 feet from the ground. The place is very well kept. The drain from the cellar requires to be taken up and repaired. The storehouse requires re-flooring and re-shingling, and some other small repairs. The lighthouse requires painting. I have ordered the keeper to have all these things attended to.



## BROWN'S POINT.

(PATRICK McAVOY, *Keeper.*)

The light is furnished by three mammoth flat-wick lamps, and three 20-inch reflectors, on cast-iron stands. The lantern is six feet in diameter. The size of the glass is 30 x 36 inches. It is very well kept, but requires painting.

We arrived at Kingston at 2 a.m. of the 11th July, and remained there, taking on lime, paint, oil and other supplies, until 6.30 p.m. of the same day.

## SNAKE ISLAND.

(NATHANIEL ORR, *Keeper.*)

This light is a fixed white catoptric, furnished by six base-burner fountain lamps on two circles. There are three 21-inch, two 15, and one 16-inch, reflectors. The ruby glass is 14 x 16 inches. The lantern is of iron, six feet in diameter. The light is very well kept. A big storm drove the ice down on to the pier last Good Friday, and tore off a portion of the planking and iron sheathing from the front and side of it. The ice then piled up and tore some of the railing off. This damage will be repaired before the fall storms come on, being now in progress.

## NINE MILE POINT.

(ALBERT DUNLOP, *Keeper.*)

This is a fixed white catoptric, having seven mammoth flat-wick lamps, three with fountains and four with reservoirs, and seven 20-inch reflectors. The lantern is of iron, seven feet in diameter, and has a stone floor. The glass is 12 x 14 inches. The lighthouse is a round stone whitewashed building, 35 feet high. There is a wooden bell-tower near the lighthouse, which is very useful in foggy weather. The lighthouse has lately been repaired, and is now in good repair and well kept.

At 1 a.m. of the 12th July, we supplied

## PIGEON ISLAND.

(AMBROSE DAVIS, *Keeper.*)

This is a revolving white catoptric, containing two mammoth flat-wick reservoir lamps and two 21-inch reflectors. The lantern is of iron, four feet in diameter. Size of glass, 21 by 44 inches. The lighthouse is of wood, painted white, built on the end of the keeper's dwelling, and is 35 feet high. We found the place well kept. The inside of the building requires re-plastering and re-ceiling, and the outside of it requires painting. The slide for the boat also requires repairing.

## POINT PLEASANT.

(JOHN PRINYER, *Keeper.*)

This is a fixed white catoptric, containing nine base-burner fountain lamps on circle, and nine 16-inch reflectors. The lantern is made of iron, and is five feet in diameter. The glass is 21 x 28 inches in the lantern, and  $12\frac{1}{2}$  x  $13\frac{1}{2}$  in the lighthouse windows. The lighthouse is an octagonal white wooden building, in good repair, and very well kept. A cistern is needed, so we left the cement for it, and ordered the keeper to have it made. The pier is rotten and requires repairs immediately.

## FALSE DUCKS.

(FREDERICK SWETMAN, *Keeper.*)

The lighthouse is furnished with fifteen base-burner lamps with outnains, and fifteen 15-inch reflectors, on circles. The lantern is eight feet in diameter, and has a stone floor. The glass is 12 x 14 inches. The lighthouse is a white round stone building, 61 feet high. The lamps are about five feet higher. The place is well kept, and in good repair.

## POINT PETER, LONG POINT.

(JAMES BURLINGHAM, *Keeper.*)

There are ten dual-burner fountain lamps, arranged on three circles, and ten 14-inch reflectors. The lantern is eight feet in diameter, of iron, and has a stone floor. The glass is 12 x 14 inches. The lighthouse is a white round stone building, 60 feet high. The place is well kept. The lighthouse requires pointing and whitewashing. The roof of the tower requires re-leading immediately, as the stone platform is cracked and exposed to the weather. A new clock cord, 120 feet long, is required, as the present one is cut in several places.

## SALMON POINT.

(PETER HUFF, *Keeper.*)

There are three mammoth flat-wick lamps on cast-iron stands, and two circular-burner lamps of the same kind, and five 20-inch reflectors. The glass in the lantern, which is 30 x 36 inches, is white, but the light is rendered red by five panes of ruby glass 21 inches square, suspended in front of the reflectors. The lantern is made of wood and has a wooden floor, and is consequently exposed to take fire. It should be covered with iron or zinc. The tower is 29 feet high, from the ground, while the light is about five feet higher. We delivered the supplies to Mr. Louis Hudgins, the late keeper, and after doing so, Mr. Peter Huff made his appearance with his official appointment, when Mr. Hudgins arranged with him to hand-over the lighthouse property to him on the day following our visit.

At 1 a.m. of the 13th July we supplied the

## SCOTCH BONNET.

(LAFAYETTE BENTLEY, *Keeper.*)

The light-house is furnished with ten base-burner fountain lamps on three circles. There are ten 15-inch reflectors. The lantern is of iron 9 feet in diameter and has a stone floor. The glass is 14 x 18 inches. The tower is a white circular stone building, with dwelling attached. The place is well kept and in good repair.

## PRESQU'ILE MAIN LIGHT.

(WM. H. SHERWOOD, *Keeper.*)

There are ten base-burner fountain lamps on two circles, four on the upper and six on the lower one, and ten 14-inch reflectors. The lantern is of iron, nine feet in diameter with glass 10½ x 13 inches. The light-house is an octagonal stone building, whitewashed, and 46 feet high from the ground to top of tower, and was put in good repair last fall. It will require whitewashing, however, this season. The pier around the lighthouse requires some repairs. The duties of the station are very well carried out.

## PRESQU'ISLE RANGE LIGHTS.

(GEORGE B. SIMPSON, *Keeper.*)

There are two in number, both white, square, wooden buildings, 14 feet high, with small red iron lanterns on them. There is a base-burner fountain lamp on iron frame with a 15-inch reflector on each. The glass is 14x16 inches. The floors are covered with canvas and painted. They are well kept. One of the range lights has just been thoroughly repaired and the other is in good repair. A porch is required to keep the snow off the door of the dwelling.

## WELLER'S BAY.

We brought the lantern and lighting apparatus for the two lights at this place for which they were both ready. The one nearest the water is 22 feet high, covered in, and painted white all the way down. The other farther back is 35 feet high, and made with open trellis work, and is painted red. I found the material and workmanship good.

At one a.m. of the 14th July we supplied

## GULL ISLAND.

(ROBERT RODDICK, *Keeper.*)

There are nine base-burner and five circular-burner lamps. Some of the reflectors require resilvering immediately. There are only three good 20-inch reflectors. The lamps are furnished with flat reservoirs attached to two iron frames. The lantern is of iron, eight feet in diameter, and has a brick floor. The glass is 12 x 15 inches. The tower is a circular stone building, whitewashed, and 45 feet high from top of tower to base, which is surrounded by a pier. The pier on the west side requires to be raised a couple of feet. Also an oil house, 12 x 16, is needed on the north end of the main pier.

We laid at Toronto from 6 p.m. of the 14th July until 1 p.m. of the 15th. On the morning of the 15th July we went in a small boat to supply

## GIBRALTAR POINT AND BELL TOWER.

(GEORGE DURMAN, *Keeper.*)

There are eleven mammoth flat-wick lamps and nine 15 and two 18-inch reflectors, on two large reservoirs made of copper. The lantern is made of iron seven and a half feet in diameter, and has wood floor covered with lead. The lighthouse tower is circular built of stone 65 feet high and white washed. The light is much obscured by the thickness of the iron window sashes. It can be much improved this winter by sawing out some of the frames and putting in larger glass. There is also a bell tower here with a bell worked by machinery. This bell tower is 32 feet high and 15 feet square at base. The platform of the bell tower is 24 feet square. The tower requires to be raised 10 feet, and also to be painted.

## OAKVILLE HARBOR.

(R. K. CHISHOLM, *Keeper.*)

There are four dual-burner lamps, and four 15-inch reflectors on an iron frame. The lantern is five feet in diameter, and is made of wood, with a wooden floor covered with zinc, which requires to be renewed. The glass is 12 x 15 inches in size. The place is well kept and in good repair.

## BURLINGTON BAY MAIN LIGHT.

(THOMAS CAMPBELL, *Keeper.*)

There are six base-burner fountain lamps, and six 20-inch reflectors on two iron frames. One lamp shows towards Hamilton and five show out. The lantern is made of iron, has an iron floor, and measures eight feet across. The glass is  $14\frac{1}{2} \times 18$  inches. The tower is a white round, stone building 60 feet high. There is a storm-signal drum attached. The place is well kept. The range light, which is under the care of the same keeper, has two base-burner fountain lamps on a frame, and one 20 and one 16-inch reflectors. The lantern is three feet in diameter, with glass  $14 \times 16$ . The light is 28 feet high from the pier. It is also well kept. The dwelling requires extensive repairs which are now in progress.

We reached Hamilton on the evening of Saturday the 15th of July, and took on board 112 barrels of coal oil. We left Hamilton on Sunday afternoon, and reached Port Dalhousie at 9 p.m., of the 16th July.

## PORT DALHOUSIE.

(WM WOODALL, *Keeper.*)

The light is a fixed white catoptric, containing eight dual-burner, and two circular burner lamps, and nine 16 and one 20-inch reflectors, on three iron frames. The lantern is nine feet in diameter, made of iron, and has an iron floor. The glass is  $14\frac{1}{2} \times 18\frac{1}{2}$  inches. The tower is a circular wooden building, painted white, and 39 feet high. The place is very well kept and in good repair.

Since delivering the supplies at this place the lantern and lighting apparatus have been badly damaged by fire caused by the explosion of one of the circular-burner lamps. It has been temporarily repaired, and on my return I left the materials for re-painting the building.

By nine a.m., of the 18th July we had gone through the Welland Canal and supplied

## PORT COLBORNE AND RANGE LIGHT.

(DAVID FORTIER, *Keeper.*)

The main light is a fixed white catoptric, containing ten dual-burner fountain lamps on three iron frames. There are six 15-inch, two 16, one 18 and one 20-inch reflectors. The lantern is of iron, has an iron floor, and is eight feet in diameter. The glass is  $18 \times 14\frac{1}{2}$  inches. The tower is 44 feet high, and is a white circular wooden building. The range light contains one base-burner, and one 15-inch reflector. As has already been reported, these two lighthouses are perfectly rotten, and although I have given orders to have the range light temporarily repaired by being propped up, they will barely last through this fall. On a windy day the keeper scarcely dares go up into them to light them.

## MOHAWK ISLAND.

(R. H. SMITHERS, *Keeper.*)

This is a revolving white catoptric, containing nine base-burner and one circular-burner lamps with fountains, and ten 15-inch reflectors on three iron frames. The lantern is made of iron, eight feet in diameter, and has an iron floor. The glass is  $18\frac{1}{2} \times 14\frac{1}{2}$  inches. The lighthouse is a white circular stone building, 62 feet high, with dwelling attached. The place is well kept, and both lighthouse and dwelling have just been put in thorough repair.

## PORT MAITLAND.

(FERGUS SCHOLFIELD, *Keeper.*)

This is a fixed white catoptric, having four mammoth flat-wick lamps on cast-iron stands, and four 20-inch reflectors on an iron table running around the lantern. The lantern is made of iron, has an iron floor, and measures seven feet across. The glass in lantern is 36 inches square. The lighthouse is a strong frame building, well bolted together, with a small room under the lantern closed in, and the rest open work. The lantern is 31 feet high from the pier. It is very well kept.

At 9 a.m., of the 19th July we supplied

## LONG POINT, LAKE ERIE.

(H. H. WOODWARD, *Keeper.*)

This is a revolving white light, containing six mammoth flat-wick fountain lamps, and six 20-inch reflectors, on two square frames, three on each side. The lamps have flat reservoirs. The lantern is made of iron, with zinc floor, and is eight feet in diameter. The glass is 12 x 14 inches. The lighthouse is a white, octagonal wooden building, 60 feet high. The lighthouse and dwelling require painting and other repairs, which I ordered to be done. Owing to the extremely high water this year, the lighthouse would have been undermined, and perhaps overturned, were it not for the pier which was built there last year. The place is very well kept. We brought off a lot of lamps no longer of service there, but which will be of use for some other light.

## PORT BURWELL.

(ALEXANDER SUTHERLAND, *Keeper.*)

There are three base-burner fountain lamps, and three 15-inch reflectors on an iron frame. The lantern is made of wood, has a wooden floor covered with zinc, and is five feet nine inches in diameter. The glass is 30 x 36 inches. The lighthouse is a white octagonal wooden building, 45 feet high. The place is very well kept indeed.

## PORT STANLEY.

(CHARLES EAD, *Keeper.*)

The light is a fixed white catoptric, composed of a lantern containing four mammoth flat-wick lamps, and four 14-inch reflectors hoisted between two masts. These posts on which the lantern is hoisted, are very rotten, and will hardly last this season out. It is well kept. There is a new pier 85 feet long and 30 feet wide and about five feet six inches above the present high water mark, being constructed at the end of the old pier. The new pier is now all ready for a lighthouse, which is much required.

At 8 a. m. of the 20th July we supplied the

## RONDEAU HARBOUR.

(THOMAS HARRISON, *Keeper.*)

We left the supplies here, and made a special report to the Department at Ottawa. We were obliged by the stormy weather to remain in Rondeau Harbour all day. At daylight next morning we started for Point Pelee Reef, where we arrived at 10 a. m. of the 21st July.

## POINT PELEE REEF.

(JAMES EDWARDS, *Keeper.*)

This is a revolving white catoptric, containing six mammoth flat-wick lamps, with flat reservoirs, and six 20-inch reflectors on two iron frames. Three lamps show one way, and three show the other way. The size of the glass is  $14\frac{1}{2} \times 18$ . The lantern is nine feet in diameter, and has an iron floor. The tower is an octagonal wooden building, painted white, and 54 feet high. The revolving apparatus, and everything about the place are well kept, and have lately been put in good repair, with the exception of the reservoirs of the lamps, which are all leaky. They are 13 inches square; four new copper ones are required.

## PELEE ISLAND.

(JAMES CUMMINS, *Keeper.*)

This is a fixed white catoptric, containing four circular and eight dual-burner fountain lamps, on iron circles, and four 14, four 15 and four 18-inch reflectors. The lantern is made of iron, eight feet in diameter, and has a stone floor. The glass is  $12 \times 14$  inches. It is in good repair, and middling well kept. As the water breaks in on the pier with great force it requires to be filled in with stone, which I ordered the keeper to have done.

## MIDDLE ISLAND.

(L. S. BROWN, *Keeper.*)

This is a fixed red catoptric, containing four mammoth flat-wick lamps and four 20-inch reflectors, on cast iron stands. The lantern is of wood with floor covered with sheet iron. The glass in the lantern is  $30 \times 36$  inches, and the light is rendered red by four panes of ruby glass hung up in front of the reflectors. I found the lighthouse in good repair and well kept. Mr. Brown, the keeper, has been absent for some time, the light being in charge of William Grubb, with whom we left the supplies.

At four a.m. of the 22nd July we reached

## BOIS BLANC ISLAND.

(ANDREW HACKETT, *Keeper.*)

The light is a fixed white catoptric, containing six mammoth flat-wick lamps and six 18-inch reflectors, on two iron circles. Three of the lamps have flat reservoirs and three have fountains. The lantern is made of iron, is eight feet in diameter, and has a stone floor. The glass is  $12 \times 14$  inches. The building is of stone, round and whitewashed, and is 40 feet high from base to platform. I found the lamps burning beautifully and the place in good order. This keeper also has charge of the range lights, which are placed on the other end of the island. One shows red and the other white, and each contains one mammoth flat-wick lamp. The pier on the end of the island requires immediate attention.

We reached Chatham on the night of the 22nd, and remained there the following day, Sunday, and a part of Monday the 24th. On the way down the Thames we supplied

## RIVER THAMES AND RANGE LIGHT.

(THOMAS CARTIER, *Keeper.*)

The main light is a fixed white catoptric, containing five mammoth flat-wick lamps with fountains and five 16-inch reflectors, on two iron circles. The lantern is of iron, seven feet in diameter, with cast-iron floor, having ventilators in each piece of casting.

I would recommend that all new lanterns be provided with similar ventilators. The glass is 28 x 36 inches. The lighthouse is a circular stone building, painted white, and is 44 feet high from ground to platform. The range light, the lantern for which is supported on a wooden trellis work 30 feet high, contains two dual-burner lamps with fountains and one reflector. The glass is 27 inches square. They are both very well kept indeed.

On the morning of the 25th July we arrived at

GODERICH.

(GEORGE McDONALD, *Keeper.*)

This light is situated on a high hill, and is of the catoptric order, and contains ten base-burner fountain lamps and ten 15-inch reflectors, on two iron circles. The lantern is of iron, eight feet in diameter, and has a lead covered floor. The glass is 18 x 20 inches. The lighthouse is a circular stone building, whitewashed, and measures 20 feet from ground to platform of lantern. The place is very well kept. There are two lights on the east pier under the charge of Mr. McDonald. The outside one shows a red light and the inside one a white light. There are two mammoth flat-wick lamps in the outside light and one mammoth flat-wick lamp in the inside one. The roof of dwelling required shingling which I ordered to be done.

POINT CLARK.

(JOHN YOUNG, *Keeper.*)

This light is a flashing white dioptric, containing one mammoth circular burner lamp with oil reservoir above the lamp. The lantern is of iron, ten feet in diameter, and has an iron floor. The glass is 32 inches square. The tower is a circular stone building, whitewashed, 80 feet high from base to platform of lantern. The light is about seven feet higher. It is well kept.

At two a.m. of the 26th August we supplied

KINGARDINE PIER LIGHT.

(WILLIAM KAY, *Keeper.*)

We left the supplies in care of the keeper. The light is a fixed red catoptric, and has five mammoth flat-wick lamps and five 18-inch reflectors. The lantern is of wood, six feet in diameter, and has an iron covered floor. The ruby glass is 18½ x 19½ inches. It is well kept. A small lantern is required for the range light.

On the morning of the 26th July we supplied

CHANTRY ISLAND.

(DUNCAN MCG. LAMBERT, *Keeper.*)

This light is a fixed white dioptric. The illuminating apparatus is composed of five base-burners, on a flat tin reservoir. The glass is 32 x 27½ inches. The building is of stone, whitewashed, measuring 75 feet from the ground to lantern platform. The light is 87 feet from the ground. This lighthouse is the best kept on the upper lakes.

At 6.30 a.m. of the 27th July, we arrived at

## MICHAEL'S BAY.

This light was kept by the Mill Company, who employed a man by the name of J. W. Chisholm to attend to it, but the charge has now been assumed by the Government. It is a fixed white catoptric light, containing one mammoth flat-wick lamp and two convex 30-inch reflectors. The glass is 17 x 21 inches. The lantern is made of iron, four and a half feet in diameter, and has a wooden floor, which is neither painted nor covered with metal. The tower is 22 feet high, and is only middling well kept. A new lamp has been ordered from Collingwood.

## ISLE OF COVES.

(B. B. MILLER, *Keeper.*)

This light is a white flashing dioptric, of the second order, having one mammoth circular-burner lamp, with a reservoir for oil above it. The lantern is made of iron, 10 feet in diameter. The glass is 32 x 31½ inches and 32 x 27½ inches. The lighthouse is a white circular stone building, 80 feet high from ground to top of tower.

We were obliged to lay over all of one day and part of one night at Tobormoray harbour, on account of the inclemency of the weather. This is an excellent harbour of refuge, much used by the vessels trading in Georgian Bay. Ten iron bolts and rings on each side of the harbour are much required, as there are sometimes as many as a dozen vessels obliged to seek shelter here at one time. A small light, which might be cheaply kept by one of the fishermen living there, would also be of great service.

At 6 a.m. of the 28th July, we supplied

## GRIFFITH ISLAND.

(VESEY C. HILL, *Keeper.*)

This is a fixed white dioptric, and contains one circular-burner lamp, with reservoir below. The lantern is eight feet in diameter, made of iron, and has an iron floor. The glass is 28½ x 31½ inches. The tower is a circular stone building, white-washed, and is 50 feet high to platform. It is only middling well kept. The sill around the outside of the lantern requires to be covered with water-lime and painted. The dwelling and lighthouse both require painting and whitewashing. The keeper is old and not very strong, and, moreover, finds it almost impossible to get any person to remain there to assist him. He would like to be superannuated, or removed to some more accessible station.

## PRESQU'ISLE, GEORGIAN BAY.

(JOHN MCKENZIE, *Keeper.*)

This is a fixed white light, for the purpose of guiding steamers to the important wood dock at that point. It contains three mammoth flat-wick lamps, and three 16-inch reflectors, on cast-iron stands. The lantern is made of wood and is six feet in diameter, and has a wooden floor covered with sheet iron. The lighthouse is a white square wooden building, 22 feet high. It is very well kept.

## NOTTAWASAGA ISLAND.

(GEORGE COLLINS, *Keeper.*)

This is a revolving white dioptric light of the 2nd order, having one circular lamp with reservoir above. The lantern is ten feet in diameter, made of iron. The place is beautifully kept. The glass is 32 x 27½ and 32 x 31. The water is so high that in stormy weather it dashes with great violence against the lighthouse.

At 8 a.m. of the 29th July we reached Collingwood where we remained till 6 p.m. of the same day getting lumber, tanks, &c. That night we supplied



## CHRISTIAN ISLAND.

(JOHN HOAR, *Keeper.*)

This is a fixed white dioptric light of the 4th order, containing one mammoth flat-wick lamp on tin reservoir. The lantern is of iron five feet in diameter and has an iron floor. The glass is 21 x 28 inches. The lighthouse is a round white stone building fifty feet high. I found it very well kept indeed. The roof of the kitchen requires re-shingling, which I ordered to be done.

At 2 a.m. of the 30th July we supplied

## GIN ROCK.

(ISRAEL MUNDAY, *Keeper.*)

It is a fixed white catoptric light, containing four mammoth flat-wick lamps and four 20-inch reflectors on cast-iron stands reposing on a round iron table. The lantern is of iron seven feet in diameter and has an iron floor. The glass is 28 x 36 inches. The lighthouse is built on the end of the keeper's dwelling and is 25 feet high. The ventilator holes in the floor of the lantern are not cut through. The roof of the antern leaks and requires painting, which was ordered to be done.

We arrived at Penetanguishene at 5 a.m. on the same day and delivered to the contractor there of the lighthouse, the lantern and lighting apparatus and two barrels coal oil. The lighthouse is a small white wooden building twelve feet high, and situated on the end of the prison dock. We remained at this place until six o'clock of Sunday evening, when we started for Parry Sound at the entrance of which is

## MINK ISLAND, PARRY SOUND.

(WILLIAM MCGOWAN, *Keeper.*)

This light which is a fixed white catoptric is situated on an island at the entrance of Parry Sound. It contains four mammoth flat-wick lamps and four 18-inch reflectors on tin stands. The lantern is of iron, four feet in diameter with glass 21 x 44 inches. The lighthouse is built on keeper's dwelling which is of wood, painted white and 32 feet high. I found it beautifully clean and well kept.

At 9 a. m. of the 31st July, we supplied

## BYNG INLET.

(JOSEPH LAMONDET, *Keeper.*)

Who has been in charge for the last three years. There are four base-burner fountain lamps, and four 16-inch reflectors on their stands. The lantern is of iron, four and one-half feet in diameter. The glass is 13 x 21 inches. The tower consists of a trellis work, 73 feet high, braced with iron wire rope, bolted into the rock. The lantern requires to be raised three or four inches, and the platform to be boarded over and then covered with canvas, and painted. The top of the lantern requires puttying and painting. The position is a very exposed one, and the light is one of the most difficult ones on the lakes to keep, as in stormy weather there is no shelter for man or boat at the lighthouse.

A small room is much required at the base of the tower to shelter the keeper in stormy weather, when he cannot get on shore. He requires a new boat, which I ordered him to get, as he has an opportunity of getting it very cheap.

## FRENCH RIVER RANGE LIGHTS.

(EDWARD B. BORRON, *Keeper.*)

There are four lights here, two on a small island at the mouth, and two several miles up the river. They are all under the care of the same keeper, who employs a man to keep the outer two. All four consist trellis work, from 15 to 25 feet high.

No 1 contains three mammoth flat-wick lamps, and three 16-inch reflectors on cast-iron stands. The lantern is of wood, three and one-half feet in diameter. The glass, of which there are four panes, is 30 inches square.

No. 2 contains one sun-burner lamp, and has no reflector. The lantern is of wood, four feet in diameter, and has one pane of glass 30 inches square.

No. 3 has also one sun-burner lamp, and one reflector. The lantern is two feet four inches in diameter, and has two panes of glass eighteen inches square.

No 4 has one sun-burner lamp in a two-and-a-half foot lantern, which has one pane of glass eighteen inches square. They are all well kept.

## LONELY ISLAND.

(DOMINIC SOLOMON, *Keeper.*)

It is a fixed white catoptric, containing five mammoth flat-wick lamps and five 18-inch reflectors on cast tin stands. The lantern is of iron, six feet in diameter, and has a wooden floor. The tower is a white square structure on the end of the keeper's dwelling, and is 34 feet high. It is well kept, and in good repair.

On the morning of the first of August we supplied the

## KILLARNEY LIGHTS, (TWO-)

(PHILEMON PROULX, *Keeper.*)

In the upper one there are two dual burner fountain lamps, and one 14-inch reflector on iron circle. The lantern is of iron, four and a-half feet in diameter. The glass is 17 x 21. The lighthouse is a white square wooden building, 14 feet high, while the light is 19 feet from the ground. The lower light has the same number of lamps, reflectors, &c., as the upper one. They are both very cleanly kept, but require puttying and painting. The keeper of this light has been absent from his post for over two years to obtain, I am told, medical treatment, during which time the lights have been kept by his two sons, who tell me that they expect him home very soon.

At 2 o'clock the same afternoon we supplied the

## LITTLE CURRENT LIGHTS, (TWO.)

(DONALD MCKENZIE, *Keeper.*)

These are two small buildings 13 feet high, having four and a-half feet iron lanterns, containing each two base burner lamps, and one 16-inch reflector on iron circle. The glass is 17 x 21 inches. They are well kept. The sills under the one

on shore are rotten, and require to be replaced, and the clapboards are so badly warped and checked, that the lighthouse will require clapboarding and painting.

That evening we supplied

CLAPPERTON ISLAND,

(BENJAMIN B. BAKER, *Keeper.*)

It is a fixed white catoptric having three dual burner lamps and two 16-inch and one 15-inch reflectors on iron circles. The lantern is of iron, four and a-half feet in diameter. The glass is 21 x 13 inches, and 21 x 17 $\frac{1}{4}$  inches. The tower is a white square wooden building 15 feet high, the light being 21 feet from the ground. The place is well kept.

At 5 a.m. of the 2nd August, we supplied

MANITOULIN ISLAND,

(JOHN MILLER, *Keeper.*)

It is a fixed white catoptric containing three mammoth flat-wick lamps, and one base burner lamp on cast iron stands. There are three 18-inch and one 20-inch reflectors. The lantern is made of wood, has an iron floor, and is six feet in diameter. The glass is 30 x 36 inches. The tower which is 28 feet high, is situated on the end of the keepers' dwelling. It is very well kept.

We landed at Duck Island the lantern for the lighthouse in course of construction there, as well as the oil and supplies. At 8:30 p.m. of the 2nd August, we delivered the supplies at

SULPHUR ISLAND,

(WM. SHEPHERD, *Keeper.*)

This is a fixed white catoptric furnished with two mammoth flat-wick and one base burner lamps, and one 15-inch, one 16-inch, and one 18-inch reflectors, on tin stands. The lantern is of iron, four feet in diameter. The glass is 17 x 21 inches, and 13 x 21 inches. The lighthouse is a white square wooden building 20 feet high. A complete set of four mammoth flat-wick fountain lamps and reflectors to hang on reflector irons with circle and centre rod to match is required immediately. The centre rod is to be of 1 $\frac{1}{2}$ -inch round iron, eight feet four inches long. The circle is to be small enough to hold the four lamps inside of a four feet lantern, to be ordered from Chanteloup.

At 1 a.m. of the 3rd of August we ran into

THESSALON RIVER,

where we left the supplies for the small light kept by the mill company. We then went to the Bruce Mines, where we remained till 10 a.m. of the same day. We arrived at the Sault Ste. Marie on the evening of the 3rd August, and left next morning for

POINTE-AUX-PINS

(W. G. FOOTE, *Keeper.*)

This is a fixed white catoptric light situated on a point about three-quarters of a mile above the wharf. It contains three base-burner fountain lamps, and three 16-inch reflectors on cast-iron stands. The lantern is iron, 6 feet in diameter, and

has an iron floor. The glass is 30 x 36 inches. The tower is a white square wooden building, 22 feet high. It is well kept and in good repair. The keeper requires a boat, as the water is too high to go to it by land.

At 8 p.m. of the 4th August we supplied

CORBAY POINT, BATCHEWANA BAY,

(DAVID CRAWFORD, *Keeper.*)

The light is a fixed white catoptric, containing two dual-burner and two circular-burner lamps on cast-iron stands, and two 16 and two 20-inch reflectors. The lantern is of iron, 7 feet in diameter, and has an iron floor. The glass is 28 x 36 inches. The building is octagonal, white, and made of wood, and situated on the keeper's dwelling. The lantern leaks, so we left material to have it repaired.

We supplied, on Saturday, the 5th August,

MICHIPICOTEN ISLAND.

(PETER McINTYRE, *Keeper.*)

This is a fixed white dioptric, furnished with three mammoth flat-wick lamps, and three 20-inch deep reflectors, on cast-iron stands. The lantern is of iron, 6 feet in diameter, and has an iron floor. The glass is 30 x 36 inches. The tower is octagonal, of wood, painted white, and situated on keeper's dwelling, and is 35 feet high from ground to floor of lantern. The table on which the lamps stand should be covered with galvanized iron. The place is well kept, and is in good repair.

AGATE ISLAND.

Under the care of same keeper as the immediately preceding light. There are two mammoth flat-wick lamps, and two 16-inch reflectors on cast-iron stands. The lantern is of wood, and has a wooden floor, and is 6 feet in diameter. The glass is 31 x 37 inches. It is a white square wooden building, 22½ feet high. The place is also well kept. The inside of lantern and the lamp table require to be covered with zinc or galvanized iron.

We then started to take on the lanterns and lighting apparatus for Battle and Lamb Islands at Nepigon, where we arrived on Sunday afternoon. We then came down the Bay and anchored all night, as it was too rough to land the lantern at Battle Island. At daylight on Monday morning, the 7th August, we went out and landed the lantern at Battle Island, where we found the material for the building, but no one to take charge of it, so we covered the lantern with the contractors' lumber, according to instructions from the department, which occupied us till noon. We then went to Lamb Island, where we left the supplies and lantern for the revolving light there. While passing St. Ignace, I noticed that discontinued lighthouse and the dwelling in apparent good order.

At 10 p.m. on the 7th of August, we supplied

PORPHYRY POINT.

(DONALD ROSS, *Keeper.*)

This is a fixed white catoptric, containing four circular-burner lamps and four twenty-inch deep reflectors, on cast-iron stands, resting on a round zinc-covered table. The lantern is of iron, six feet in diameter, and has an iron floor. The glass is 30 x 36 inches. The tower, which is a white wooden octagonal building, situated on the keeper's dwelling, is thirty-four feet high from base to lantern platform. The place is very well kept.

After supplying this light, we went on to Prince Arthur's Landing, as the water was much too rough to attempt landing at Thunder Cape Light. At 2 a.m. of the 8th August, we reached Prince Arthur's Landing, where we remained until the sea got calmed down enough for us to enter Kaministiquia River, which we did at 6.30 p.m. of the same day.

## KAMINISTIQUIA RIVER RANGE LIGHTS.

(DANIEL MORISON, *Keeper.*)

There should be two lighthouses at this place, but one of them has been burnt down. I understand that the department is about to have it replaced immediately. The lower one has a Grand Trunk Railway head-light on it containing a circular burner lamp. The upper one is temporarily replaced with a triangle and small lantern on it. We left with Mr. McIntyre the lantern for the new light.

As the weather was still too stormy to land at Thunder Cape, we returned to Silver Islet, where we remained until 4 p.m. of the 8th of August, when, the wind having gone down, we started for Thunder Cape, where we arrived at 5 p.m. of the same day.

## THUNDER CAPE.

(DUNCAN MCEACHEN, *Keeper.*)

This is a revolving white catoptric, containing two mammoth flat-wick lamps and two 20-inch reflectors, on iron frame. The lantern is eight feet in diameter, made of iron, and has an iron floor. The glass is 28 x 36 inches. The tower is built of wood, 30 feet high, situated at the end of keeper's dwelling, and is painted white. The place is very well kept and in good repair.

We returned to Kingston on the 21st August.

## TELEGRAPH ISLAND, BAY OF QUINTE.

(JOHN MASON, *Keeper.*)

This is a fixed white catoptric, containing two base-burner lamps and two 18-inch reflectors, on cast iron stands. As there were 70 gallons of oil on hand, I did not deliver any. The lantern is five feet in diameter, and of wood. The lighthouse is a white square wooden building, with dwelling attached. The light can be seen ten miles. Size of glass 21 x 44½ inches. When I visited that station I found the island all under water, and no place to land or to keep a boat in safety. A stone wall is required to be built around a portion of the island, and filled in with earth—all of which the keeper offers to do for \$100 in a satisfactory manner. As it requires immediate attention, I think he should be instructed to do it. The lighthouse is in good repair.

## VICTORIA ISLAND, UPPER OTTAWA.

(FRANCOIS LAVAN, *Keeper.*)

This is a fixed white catoptric, containing two base-burner lamps and two 16-inch reflectors, on cast iron stands. The lantern is of wood, five and-a-half feet in diameter. The lighthouse is a white square wooden building, 20 feet high and 14 feet square. The light can be seen six miles. Size of glass 30 x 30 inches. The light is well kept. A fence is required around the lighthouse, which I have ordered the keeper to have done at a cost of \$36.

## CAMPBELL'S ISLAND, UPPER OTTAWA.

(ALEX WILSON, *Keeper.*)

This is a fixed white catoptric, containing two base burner lamps and two 16-inch reflectors. The lantern is of wood, and is five and-a-half feet in diameter. The lighthouse is a white square wooden building, 20 feet high and fourteen feet square. The light can be seen at a distance of six miles. The place is well kept. The lighthouse requires painting, which I ordered the keeper to have done.

## DEEP RIVER, UPPER OTTAWA.

!(OWEN SMITH, *Keeper.*)

This is a fixed white catoptric, containing two base-burner lamps and two 16-inch reflectors, on cast iron stands. The lantern is of wood, five and-a-half feet in diameter. The lighthouse is a white wooden building, 20 feet high and 14 feet square. The place is well kept. The glass is 30 x 30 inches. The lighthouse requires painting, which I ordered the keeper to have done.

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

DARIUS SMITH,  
*Superintendent of Lights.*

STATEMENT of Expenditure on account of Construction of Lights above  
Montreal, for the Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
<i>Pointe à Cadieux.</i>			
Jos. White.....	Contract for building .....	1,195 00	
do .....	Extras .....	92 60	
Jos. Tomlinson .....	Expenses inspecting during building .....	39 00	
E. Chanteloup.....	Lantern, lighting apparatus, &c.....	472 71	
<i>Nouveau Monde</i> .....	Advertising for tenders .....	6 12	
<i>La Gazette de Sorel</i> .....	do do .....	5 60	
W. P. Anderson .....	Expenses inspecting on completion .....	29 00	1,840 03
<i>Lamb and Battle Island.</i>			
<i>Irish Canadian</i> .....	Advertising for tenders .....	3 50	
Jos. White.....	On account of contract .....	2,050 00	
E. Chanteloup.....	Glass, &c .....	177 00	2,230 50
<i>Duck Island.</i>			
St. Catharine News.....	Advertising for tenders.....	3 84	
Ottawa Free Press.....	do do .....	7 50	
Toronto Weekly Advertiser.....	do do .....	5 00	
Collingwood Bulletin ..	do do .....	3 20	
Globe Printing Co .....	do do .....	13 60	
<i>Irish Canadian</i> .....	do do .....	7 00	
Kingston British Whig ..	do do .....	5 88	
E. Chanteloup .....	On account of cast-iron lantern .....	580 00	626 02
<i>Port Maitland.</i>			
E. Chanteloup .....	Lantern and lighting apparatus.....	986 65	
Jos. Tomlinson .....	Travelling expenses.....	50 00	1,036 65
<i>French River.</i>			
E. Chanteloup.....	Lamps and reflectors .....		191 00
<i>Amherstburg Range Lights.</i>			
Haney & Parry .....	Building two Range Lights .....	814 00	
E. Chanteloup.....	Lanterns, &c., for do .....	298 25	1,112 25
<i>Rondeau Light.</i>			
J. Cameron & Co.....	Advertising for tenders.....	3 36	
Toronto Sun.....	do do .....	5 60	
Essex Record .....	do do .....	2 80	
J. R. Gemmell .....	do do .....	2 80	
Hamilton Times.....	do do .....	3 08	
E. Devine .....	do do .....	2 80	
R. J. Sutton .....	On account of contract .....	2,000 00	
E. Chanteloup.....	do lantern .....	580 00	
do .....	do do Range Light.....	92 00	2,692 44
<i>Weller's Bay Range Lights (2).</i>			
George Young.....	Advertising for tenders.....	2 40	
W. C. Scott .....	do do .....	2 40	
F. F. Atkin. ....	do do .....	2 40	
Love & Harper .....	Contract for building.....	1,200 00	
do .....	Extras .....	60 00	
E. Chanteloup.....	On account of two lanterns .....	184 00	1,451 20
Carried forward.....			11,180 09

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

		\$ cts.	\$ cts.
Brought forward.....			11,180 09
<i>Gin Rock Light.</i>			
G. Harvey.....	Balance of contract for building.....	740 00	
do .....	Extras .....	20 00	
do .....	Allowance for replacing lantern.....	10 00	
David Morron.....	Travelling expenses and allowance for inspecting.....	120 00	
G. Beck & Co.....	Freight and charges on glass .....	5 17	
<i>Irish Canadian</i> .....	Advertising for tenders.....	3 50	
			898 67
<i>General Account.</i>			
E. Chanteloup ... ..	Plate glass for Gloucester Bay Light.....	76 00	
J. Tomlinson, jun .....	189 days labour as Draftsman .....	189 00	
H. S. Treherne.....	32 do do .....	64 00	
J. A. L. Waddell.....	143 do do 62 at \$1.00; 81 at \$1.50..	183 50	
E. J. McLaughlin.....	Photographing plans .....	117 00	
Jos. Tomlinson .....	Travelling expenses .....	131 02	
<i>Sun and Evening Na-</i> <i>tional</i> .....	Advertising for tenders, Gull Island .....	8 00	
G. Wilson.....	do do Port Hope <i>Guide</i> .....	3 12	
Receiver General .....	To pay Indian Branch for Land, Michael's Point .....	10 00	
E. Chanteloup .....	2 lanterns for Southampton Harbour .....	184 00	
do .....	1 do Kaministiquia River .....	92 00	
do .....	1 do Penetanguishene.....	92 00	
do .....	1 do Goderich .....	92 00	
			1,241 64
Total Construction.....			13,320 40

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

JOHN TILTON,  
*Accountant.*



STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, for the Fiscal Year ended 30th June, 1876.

			\$	cts.	\$	cts.
John Buck .....	12	months' salary as Keeper of Light, Spectacle Shoal.....	553	00		
Lafayette Bentley.....	12	months' salary as Keeper of Scotch Bonnet.....	435	00		
Cornelius Cook.....	12	do do Gananoque Narrows .....	395	00		
James Cummins .....	12	do do Pelee Island.....	429	69		
Thos. Cartier.....	12	do do River Thames.....	429	69		
George Collins.....	12	do do Nottawasaga.....	588	00		
R. Campbell.....	12	do do L'Original.....	100	00		
D. Crawford.....	12	do do Batchewana Bay.....	345	63		
R. K. Chisholm.....	12	do do Oakville Pier.....	197	50		
George Durnan.....	12	do do Gibraltar Point.....	529	69		
J. C. Darke.....	12	do do Muskoka or Fox Island.....	209	83		
Ambrose Davis.....	12	do do Pigeon Island.....	300	00		
Albert Dunlop.....	12	do do Wine Mile Point.....	395	00		
James Edwards.....	12	do do Point Pelee Reef.....	493	75		
Richard Elliott.....	12	do do Cole Island.....	246	88		
Charles Ead.....	12	do do Port Stanley.....	247	50		
David Fortier.....	12	do do Port Colborne.....	395	00		
Wade G. Foote.....	12	do do Pointe-aux-Pins.....	148	13		
Robert Gillespie.....	12	do do Wolf Island.....	246	88		
Joseph Geegan.....	12	do do McTavish Point.....	100	00		
Benjamin Glode.....	12	do do Point Claire Light Ship No. 1.....	296	25		
Andrew Hackett.....	12	do do Bois Blanc.....	617	15		
Veay C. Hill.....	12	do do Griffith Island.....	429	69		
John Hoar.....	12	do do Christian Island.....	429	69		
Louis Hudgins.....	12	do do Salmon Point.....	296	25		
John Hamilton.....	12	do do Hamilton's Island.....	120	00		
Thomas Hill.....	12	do do Lancaster Pier.....	428	94		
E. S. Johnson.....	12	do do Cherry Island.....	441	69		
G. H. Johnson.....	12	do do Lancaster Bar.....	296	88		
William Kay.....	12	do do Kincardine.....	150	47		
Bernard Kean.....	12	do do Windmill Point.....	148	13		
Moise Le Clerc.....	12	do do Point Claire Light Ship No. 2.....	296	25		
R. Mc G. Lambert.....	12	do do Chantry Island.....	429	69		
D. A. Lambert.....	12	do do Asst do.....	172	81		
Alfred Laberge.....	12	do do Green Shoal.....	247	00		
Francis Levan.....	12	do do Victoria Island.....	100	00		
Olivier Madore.....	12	do do Light Ship No. 2, St. Louis.....	296	25		
Joseph Meloche.....	12	do do Beauharnois Light.....	222	19		
Henry Morgan.....	12	do do Port Dover.....	256	75		
John Mason.....	12	do do Telegraph Island.....	197	50		
Antoine Mongeon.....	12	do do Wade Shoal.....	100	00		
John Miller.....	12	do do Manitoulin Island.....	395	00		
Wm. McBeath.....	9	do do Isle of Coves.....	540	36		
B. B. Miller.....	3	do do do.....	180	07		
Peter McIntyre.....	12	do do Michipicoten Island.....	629	57		
Donald McKenzie.....	12	do do Little Current.....	345	63		
Alex. McDonald.....	12	do do McKie's Point.....	172	81		
D. McEachen.....	12	do do Thunder Cape.....	493	75		
Joseph Mervin.....	12	do do Burnt Island.....	246	88		
Wm. McGowan.....	12	do do Parry Sound.....	296	25		
G. N. McDonald.....	12	do do Goderich.....	395	00		
John McKenzie.....	12	do do Owen Sound.....	100	00		
Kenneth McLachlan.....	12	do do Stonehouse Point.....	197	50		
John Norton.....	12	do do Lachine Pier Light Ship.....	444	37		
Nathaniel Orr.....	12	do do Snake Island.....	489	69		
Philemon Proulx.....	12	do do Killarney.....	493	75		
John Prinyer.....	12	do do Point Pleasant.....	296	25		
W. A. Palen.....	10	do do Point Peter.....	358	07		
James Burlingham.....	2	do do do.....	65	83		
Charles Patton.....	3	do do Clapperton Island.....	86	40		
B. B. Baker.....	9	do do do.....	259	23		
E. B. Prieur.....	12	do do Côteau Landing.....	140	00		
Robert Roddick.....	12	do do Gull Island.....	493	75		

Carried forward .....

19,879 91

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

			\$	cts.	\$	cts.
Brought forward.....					19,879	91
Albert Root.....	12	months' salary as Keeper of Grenadier Island.....	246	88		
Donald Ross.....	12	do do Porphyry Point.....	395	00		
Wm. Shannon.....	12	do do Grosse Point.....	429	69		
George Shannon.....	12	do Ass't do Grosse Point.....	172	82		
Frederick Sweetman.....	12	do do False Ducks.....	429	69		
Fergus Schofield.....	12	do do Port Maitland.....	345	63		
Alex. Sutherland.....	12	do do Port Burwell.....	203	73		
W. H. Sherwood.....	12	do do Main Light.....	320	94		
Wm. Shepherd.....	12	do do Sulphur Island.....	321	25		
G. B. Simpson.....	12	do do Range Light Buoys.....	370	32		
Dominic Solomon.....	12	do do Lonely Island.....	444	37		
R. H. Smithers.....	12	do do Mohawk Island.....	405	00		
Owen Smith.....	12	do do Deep River Island.....	100	00		
Thos. Campbell.....	12	do do Burlington Bay.....	296	25		
Oliver Veaudry.....	12	do do Light Ship No. 3, St. Louis Lake.....	296	25		
Hy. H. Woodward.....	12	do do Long Point.....	429	69		
Wm. Woodall.....	12	do do Port Dalhousie.....	296	25		
John Wallace.....	12	do do Lindoe Island.....	246	88		
Alex. Wilson.....	12	do do Campbell Island.....	148	13		
John Young.....	12	do do Point Clark.....	429	69		
L. S. Brown.....	12	do do Middle Island.....	100	00		
E. D. Charlebois.....	12	do do Point aux Anglais.....	197	50		
C. Gauthier.....	12	do do Ste. Placide.....	100	00		
A. Caron.....	12	do do Caron's Point.....	100	00		
A. Deschamps.....	12	do do St Ann's.....	100	00		
Patrick McAvoy.....	12	do do Brown or Knapp's Point.....	100	00		
D. McKillop.....	3	do do McKillop's Point.....	25	00		
Damase Caza.....	9	do do McKillop's Point.....	75	00		
Felix Valois.....	8½	do do Point Acadieux.....	141	73		
E. Borron, jun.....	9½	do do French River.....	397	74		
Israel Mundy.....	9½	do do Gin Rock.....	229	60		
Hugh Manson.....	11½	do do Bar Point Light Ship.....	475	56		
D. Morrison.....	2	do do Fort William Range.....	24	69		
Matthew Murphy.....	2	do do Duchéne Rapids.....	16	66		
R. Christie.....	12	do do Byng Inlet.....	250	00		
Darius Smith.....	12	months' salary as Superintendent of Lights.....	1,176	00		
Receiver General.....		Superannuation Tax on salaries.....	352	86		
J. Tomlinson.....		Travelling expenses.....	133	00		
George Bailey.....		Repairing lanterns.....	4	00		
O. Dandurand & Co.....		Towelling, sheeting, flannels, &c.....	356	80		
Morland, Watson & Co.....		Hardware, rope, brooms, &c.....	328	63		
Lymans, Clare & Co.....		Drugs, medicines, paints, brushes, &c.....	308	57		
E. Atwater & Co.....		Glass.....	85	45		
<i>Le National</i> .....		Advertising for tenders.....	12	46		
J. Henderson.....		Hardware, &c., French River.....	41	07		
E. Chanteloup.....		Chimneys, wicks, burners, oil-cups, lamps, &c.....	2,617	84		
do.....		New lantern for River Thames Light.....	867	87		
J. C. Darke.....		Repairing lighthouse tower, fencing land, &c.....	146	11		
		Replacing buoys on Lake Simcoe.....	149	56		
H. M. Cleland.....		Hardware, Nottawasaga Light.....	175	75		
G. Corbett & Sons.....		Anchors, iron bolts, &c., for French River.....	142	00		
Joseph Wilson.....		Taking buoy out of ice at St. Joseph.....	45	00		
W. R. Wadsworth.....		Snndry supplies for French River.....	204	65		
A. Hackett.....		do Bar Point Lightship and Detroit River.....	289	94		
Penny, Wilson & Co.....		Advertising.....	14	98		
David & Beansoleil.....		do.....	15	10		
Montreal <i>Courier</i> .....		do.....	7	50		
E. R. Carpenter.....		Soda, lime, oil, &c., French River.....	7	20		
Joseph Geegan.....		Repairs to McTavish Point Light.....	40	44		
M. Graburn.....		Pay-list for labour erecting range lights at French River.....	440	00		
do.....		Travelling expenses.....	50	00		
W. Shepherd.....		Balance for fence round Sulphur Island Light.....	20	00		

Carried forward.....

36,574 6½

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

		\$ cts.	\$ cts.
	Brought forward .....		36,574 63
<b>E. Stephens &amp; Co.</b> .....	Groceries and provisions, French River.....	73 94	
<b>F. A. Fitzgerald &amp; Co.</b> .....	Oil for lights { 8,382 galls., at 27c. \$2,263 14 11,113 " 26c.. 2,889 38		
	5,152 52		
	Less demurrage..... 50 12		
<b>Francis Robert</b> .....	Charter of steamer "City of Montreal" .....	5,102 40	
<b>Darius Smith</b> .....	Pay-list for labour.....	2,540 00	
do .....	Travelling expenses .....	848 28	
<b>John McMeir</b> .....	Lumber, \$56.25; stovewood, \$33; labor, &c, \$55.75. Lancaster Bar.....	145 00	
<b>George Barr</b> .....	Firewood for Nottawasaga .....	10 50	
<b>N. Spoor</b> .....	do Pigeon Island.....	20 00	
<b>Jno. Richards</b> .....	Hardware, &c., Salmon Point.....	6 49	
<b>Jas. McEachen</b> .....	Firewood for Chantry Island.....	6 00	
<b>J. Chaffey</b> .....	Lumber, &c., French River .....	24 91	
<b>Albert Dunlop</b> .....	2 years and 56 days' ringing fog-bell .....	115 10	
<b>F. Schofield</b> .....	Placing temporary light, Port Maitland .....	67 06	
<b>R. Roddick</b> .....	Lamp tubes, for Gull Island Light .....	7 20	
<b>Jno. Mason</b> .....	Building two piers, Telegraph Island Bay .....	30 00	
<b>A. L. Smith</b> .....	Travelling expenses, &c., to Aylmer, Sand Point, Victoria Island, Deep River, &c.....	33 40	
do .....	Paid sundry accounts for repairs, glass, lime, &c.....	12 35	
<b>Darius Smith</b> .....	Paid for firewood, hardware, turpentine, oil, paint, brushes, cotton, freight, &c.....	1,133 62	
<b>A. Caron</b> .....	Freight and cartage .....	7 83	
<b>J. James</b> .....	Pumps, Nottawasaga Island .....	13 00	
<b>Heath &amp; Gunn</b> .....	Medicines .....	20 75	
<b>Oldrieve &amp; Horn</b> .....	Canvas, Fox Island.....	40 00	
<b>R. M. Horsey</b> .....	Lead, paint, oil, turpentine, &c.....	115 53	
<b>Hugh McCormick</b> .....	Boat for keeper, Sand Point Light .....	24 00	
<b>Donald Ross</b> .....	Loss of provisions in stolen boat, Porphyry Light .....	18 00	
<b>E. Laverdure</b> .....	Paints, brushes, oil tanks, trays, &c.....	432 35	
<b>W. Watts</b> .....	Boat and oars for French River .....	40 00	
<b>A. Stirling</b> .....	18 days' salary as clerk .....	23 40	
<b>S. James</b> .....	Freight and cartage of oil .....	7 37	
<b>T. Campbell</b> .....	Caulking lighthouse .....	21 00	
<b>G. Collins</b> .....	Digging well, Nottawasaga Island Light .....	6 50	
<b>John Prinyer</b> .....	White lead, oil, paint, &c., Point Pleasant .....	48 25	
<b>R. Campbell</b> .....	Freight of supplies and painting, L'Original Light... ..	13 95	
<b>L. Sicotte</b> .....	Cedar, use of boat, &c., Grosse Point .....	24 90	
<b>D. McNaughten</b> .....	Cross-cut saw, Lancaster Bar Light.....	5 00	
<b>Andrew Bridge</b> .....	Postages and telegrams.....	34 84	
<b>G. N. Macdonald</b> .....	Freight of lanterns, &c., and labour.....	27 10	
<b>A. Loberge</b> .....	Painting and repairs to Wade Shoal.....	17 60	
do .....	Replacing buoy, lumber, &c., Green Shoal.....	30 51	
<b>Jno. F. Parson</b> .....	Row boat, Presqu'Isle Light.....	35 00	
<b>John B. Smith</b> .....	Materials for repairs, Gibraltar Point.....	382 92	
<b>Jas. Foster &amp; Sons</b> .....	do do .....	79 16	
<b>G. N. Davis</b> .....	Glass and iron for Range Lights, Goderich Pier .....	48 25	
<b>H. B. Rathburn &amp; Sons</b> .....	Winter sashes, Telegraph Island Light.....	5 25	
<b>F. A. Carroll</b> .....	Freight on oil .....	0 90	
<b>Elijah Moore</b> .....	Repairs to Goderich Light .....	16 75	
<b>Haney &amp; Parry</b> .....	Contract for rebuilding Port Maitland Light Pier....	4,544 73	
do .....	Oak planking, &c. ....	100 00	
<b>H. H. Woodward</b> .....	Repairs to breakwater, Long Point.....	722 94	
<b>W. B. Frue</b> .....	Iron and lumber, for Thunder Cape Light .....	64 92	
<b>Corporation of Kingston</b> .....	$\frac{3}{4}$ of 378 M. gas consumed in lighting clock in 1872, '73 and '74, at \$3.50.....	992 25	
do do .....	Allowance to keeper for the above three years, at \$100 .....	300 00	
<b>Jno. Lister</b> .....	97 days superintending Port Maitland Light .....	145 50	
<b>Jas. Cummins</b> .....	Superintending building breakwater, Point Pelee, 149 days, at \$1 .....	149 00	
<b>G. B. Simpson</b> .....	Materials and building boat-house, Presqu'Isle.....	113 50	
	Carried forward .....		58,409 61

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

		\$	cts.	\$	cts.
		Brought forward.....			58,409 61
D. Allard.....	Materials for stone barrows .....		6 12		
L. S. Brown .....	Cutting timber and repairs to Middle Island Light...	139	03		
F. L. Love .....	Repairing light, Isle of Coves.....	80	00		
Jno. A. Cameron .....	Lumber and hardware, Batchewana Bay.....	37	65		
S. Elliott .....	15 cords stone, Cole's Shoal.....	60	00		
J. B. Thayer.....	Paint, nails, lime, Presqu'Isle Light .....	11	85		
H. Simpson .....	Lime do .....	2	50		
W. H. Sherwood .....	Cartage do .....	3	80		
J. M. Appleton .....	Lumber, Nottawasaga Island .....	21	77		
J. Paré & Bros.....	Turpentine and paint, Lachine Lights .....	1	05		
T. Chapman .....	Iron work do .....	135	65		
C. Deschamps .....	Cedar for buoys do .....	9	36		
Capt. S. Filgate .....	Putting light ships in winter quarters.....	80	00		
Dymont & May .....	Lumber, Sulphur Island .....	38	57		
Adam Ammons .....	Powder, drills, blasting, &c., Scotch Bonnet.....	30	58		
Andrew Cochrane .....	Freight do .....	1	35		
Nicholls & Co.....	Turning iron shaft for light do .....	8	50		
Rice, Lewis & Son .....	Manilla rope, Gibraltar Point.....	5	07		
W. Warren .....	Lime, Gibraltar Point.....	4	90		
R. J. James.....	Painting and glazing, Gibraltar Point .....	55	00		
A. Hamilton .....	Paint, oil, glass, &c.....	68	13		
Stewart & Gallagher..	Lathing, plastering and building chimneys.....	197	74		
L. Allard .....	Lumber, Point Claire.....	6	12		
McMurchy & Andrews.	Windows, Grenadier Island.....	7	70		
J. Tharrett.....	Carpenters' work, Grenadier Island .....	3	56		
A. & H. Hackett.....	Allowance for keeping lights on Colchester Reef, '75	700	00		
F. Valois.....	Boat, freight on oil, Point Acadieux.....	16	80		
H. P. O'Connor.....	Expenses, prosecuting trespassers, Chantry Island...	56	62		
D. Reed .....	Repairing crib-work, Goderich Breakwater .....	266	50		
G. N. McDonald .....	Overseeing above work.....	6	00		
Jacob S. Johnston .....	Lumber for Salmon Point Light.....	69	34		
J. N. Carter .....	Hardware do .....	31	45		
John Kerr.....	Gas for Kingston city clock.....	330	75		
Kingston Corporation.	Towards salary of Keeper of city clock, year ending 31st December, 1875 .....	100	00		
G. B. Abrey .....	Surveying and furnishing plans for Lighthouse at Michael's Point.....	50	00		
Widow late P. Jubin- ville .....	Balance for work at Point Claire Breakwater .....	73	14		
Steamer "Chicora" .....	Passage of three men, Collingwood to Little Current	13	50		
T. McAuley & Co.....	Stationery.....	10	15		
N. Smith .....	Passages and boat hire.....	74	95		
C. Gauthier .....	Painting and cartage, St. Placide.....	8	35		
Robt. Gillespie.....	Work and materials, Burnt Island Light.....	8	50		
Taylor Bros.....	Hardware do .....	5	72		
Jonathan Ferguson .....	79 days' labour, \$138.25; team hire, \$25.25, Salmon Point.....	163	50		
Love & Harper.....	Lumber, Salmon Point.....	26	65		
G. Newland & Son.....	11 anchor stones, Kingston Harbour.....	38	50		
A. Laberge .....	Labour and cartage, Green Shoals.....	43	75		
J. McLaren & Co.....	Lumber do .....	21	35		
R. Blackburn.....	Nails do .....	3	64		
G. Dicey .....	Six days' labour do .....	12	00		
P. McIntyre .....	Labour and materials, Michipicoten Island.....	50	00		
A. Hackett .....	Maintaining buoys, Detroit River.....	223	24		
W. McBeath .....	Boarding workmen, four weeks and six days.....	14	57		
T. Scott.....	Fares from Collingwood to Cole Island and Owen Sound, \$3.....	62	00		
Joseph Wilson.....	Placing and lifting buoys, St. Joseph's, North Channel	513	20		
Nouveau Monde .....	Advertising for steamer.....	10	24		
R. Roddick .....	Building pier at Gull Rock Light.....	300	00		
G. Tubby .....	Services at French River .....	45	00		
J. E. Yeaman .....	do do .....	66	00		
J. S. Fraser.....	Firewood, Lancaster Bar.....	6	75		
D. A. Fraser.....	228½ cords stone, \$5.50, Lancaster Bar.....	1,196	75		
Neil McGillis .....	Plaster, nails, glass, &c., do .....	10	89		
Carried forward.....				64,055	41.

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

		\$ cts.	\$ cts.
	Brought forward.....		64,055 41
G. B. Simpson .....	Erecting triangle for temporary light, \$30; and making and placing new buoy, \$31.10, at Presqu'Isle .....	61 10	
Alex. Wilson .....	Lumber for Salmon Point.....	8 27	
G. Crawford .....	Building boat house, Wolfe Island Light.....	51 83	
Wm. Shepherd.....	Building addition to Sulphur Island Light.....	100 00	
Isaac Johnstone .....	20 cords stone, \$4.50, Lancaster Bar and Crabbe Island.....	90 00	
T. Duchesneau.....	Timber and planking, Point Claire.....	47 52	
Jos. Letang.....	Bolts and spikes do .....	30 00	
E. St. Jean .....	46½ toises stone, Point Claire Breakwater, \$10.....	465 00	
G. Collins.....	Additional repairs to Nottawasaga Light .....	19 90	
Pierre Caron .....	Rent of land, St. Ann's.....	12 00	
H. Leonard.....	Ironwork for buoys .....	23 60	
N. Smith.....	Timber do .....	14 40	
A. Gunn & Co.....	Rent of store at Kingston.....	50 00	
do .....	Cartage and storage .....	63 20	
T. Cartier .....	Freight of lantern, River Thames Light .....	60 40	
Andrew Hackett.....	Services of tug for Bar Point Lightship.....	91 75	
J. R. Gemmell.....	Advertising to deliver supplies .....	20 06	
R. Christie .....	Sundries for buoy service, Byng Inlet.....	37 52	
V. C. Hill .....	Boat for Griffith Island Lighthouse.....	60 00	
B. B. Miller.....	do Isle of Coves do .....	60 00	
G. T. Railway Co.....	Dockage, Lachine Lightship .....	15 00	
T. Chapman.....	Grappling and shackles, Lachine Lightship.....	45 70	
E. Monarque.....	Raising anchors and replacing Lachine Lightship.....	275 00	
Pare Bros .....	Oil, varnish and glass do .....	16 21	
S. St. Denis.....	Lumber, Point Claire Lightship.....	24 00	
Jas. Milne.....	Charter of Tug conveying men and machining to Isle of Coves Light.....	110 00	
W. H. Sherwood.....	Building boat-house, Presqu'Isle Light .....	30 00	
L. Debreuil.....	Repairing pier and materials, Cherry Island .....	48 04	
A. Root.....	Boat-house, and repairs to dwelling, Grenadier Island .....	80 00	
E. J. B. Pense.....	Advertising tenders for steamers .....	4 16	
W. McRossie.....	Lumber for False Ducks Light.....	46 84	
A. Hackett.....	Sundries for Bar Point Light.....	234 50	
Israel Munday.....	do Gin Rock.....	2 20	
St. Lawrence & Ottawa Railway Co.....	Freight of supplies.....	12 64	
T. F. Allin.....	Use of tug and placing buoys at False Ducks Light.....	65 00	
H. Marlton.....	Lumber for boat-house, Goderich Light.....	13 36	
D. Morrison.....	Two years' salary, 1874 and 1875, as Keeper, Kaministiquia River Lights, Lake Superior.....	296 25	
Str. "Vulcan".....	Towing, Bar Point Lightship.....	200 00	
H. Manson.....	Oil, wicks, chamois, &c., for Bar Point Lightship.....	99 67	
Hamilton Times Co.....	Advertising for charter of steamer.....	3 64	
James Brown.....	Cedar for buoys, Grosse Point .....	10 80	
Louis Depocas.....	Iron work do .....	5 70	
John Meadows.....	Building boat slide, Lancaster Bar.....	18 00	
Henry Denjou.....	Placing buoy, Snake Island.....	6 00	
George Russell.....	Lumber, Point Pelee Reef.....	11 80	
James Mooney.....	Delivering lumber and sand, Point Pelee Reef.....	19 00	
S. Wigle & Son.....	Boiled oil, paint, iron, steel, &c. do .....	73 10	
H. Simpson.....	Repairing platform, Presqu'Isle Range Light .....	30 56	
Blyth & Kerr.....	Tube, reflectors and chimneys.....	77 15	
W. Hearn.....	Balance of account for lamps.....	8 49	
J. K. Ward.....	Lumber for No. 1 Light, Ottawa River.....	11 06	
J. B. Legault.....	Glass, rope, paint, &c., Point Claire Pier.....	11 00	
A. A. Wilson.....	Paint .....	5 25	
Neil McGillis.....	Zinc, nails and labour, Cherry Island .....	3 00	
A. McNown.....	Rope and lantern, McKie's Point.....	2 10	
A. Arselin.....	Timber and scantling do .....	2 00	
W. McRossie.....	do Nine Mile Point.....	22 65	
J. Muckleston & Co.....	Paint, oil, nails, &c., do .....	32 48	
Thos. McAuley & Co.....	Stationery.....	5 00	
	Carried forward.....		67,399 30

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

		\$	cts.	\$	cts.
	Brought forward.....			67,399	34
Edward Foster.....	Stovepipes, weather vane, &c., Point Pelee Reef.....	18	25		
W. McBeath.....	Timber for repair ng Isle of Coves Light.....	85	00		
A. Laberge.....	Replacing fence and repairing damage by flood, Green Shoal.....	126	89		
Neil McLean.....	Painting floor, &c., Kincardine Light.....	7	00		
E. R. Carpenter.....	Lime juice, French River.....	2	08		
J. McIntosh & Son.....	Iron bolts, hardware, &c.....	220	00		
Andrew Hackett.....	Anchor and chain for lightship, Amherstburg.....	393	17		
G. Watson.....	Coal oil tanks, piping, &c.....	27	52		
D. F. Britton.....	Lumber for boat-house, Burnt Island.....	41	13		
M. Murphy.....	Repairs, Duchêne Rapids Light.....	23	84		
	Total Maintenance .....			68,344	18

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

JOHN TILTON,  
*Accountant.*

## APPENDIX No. 2.

## REPORT OF THE AGENT OF THE DEPARTMENT OF MARINE AND FISHERIES AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

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

SIR,—I have the honour to transmit the Annual Report of this Agency for the fiscal year ended 30th June, 1876.

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

- The Government Steamers stationed at Quebec ;
- The maintenance of Lighthouses, Buoys, Beacons, Humane Establishments and Fog-Whistles and Fog-Guns, and Lightships, below Quebec ;
- The maintenance of Lighthouses and Lightships above Quebec as far as Montreal Harbour, including the eight Lighthouses on the Richelieu River at the outlet of Lake Champlain ;
- The construction of New Lighthouses, &c. ;
- The Quebec River Police Force ;
- Fisheries Protection ;
- Fish-breeding Establishments ;
- Shipwrecked Mariners, investigation into, and reporting causes of wrecks, &c.

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

The steamship "Napoleon III.," under the command of Captain A. Despres, is a powerful iron steamer, built in 1856 by Messrs. R. Napier & Sons, Glasgow, Scotland, and is 300 nominal horse-power, but can be worked up to 700. She was of 494 tons gross measurement, and carried about 2,000 barrels, but her carrying capacity has been largely increased, by the addition of a fore and aft spar deck, to about 4,000 barrels. She has a powder magazine capable of carrying 15,000 lbs. of powder, and which can be completely flooded with water in case of fire on board.

The entire carrying capacity is employed every trip in taking down supplies and provisions to the large number of stations in the lower portion of my district, commencing at Point des Monts, north shore River St. Lawrence, taking in Labrador, Island of Anticosti, Straits of Belle Isle, north shore of Newfoundland, Baie des Chaleurs, Magdalen Islands, north shore New Brunswick and Prince Edward Island, and requires two trips—one in the spring, and the other in the fall—to meet the demands of this extensive and important district. Captain Despres has shewn praiseworthy caution and promptitude in the sailing of this steamer while supplying the many dangerous points; and Mr. Wm. Barbour, the Chief Engineer of this Agency, has fulfilled the duties of inspecting and keeping the lights and machinery connected with the many revolving lights and fog-alarms in perfect order and in a very creditable manner.

I came up from Gaspé, this summer, in the "Napoleon III.," and was very much pleased to notice the great improvement in her sailing qualities since the spar deck has been added. She now rolls much less than formerly, and I found excellent order and cleanliness maintained on board.

Nothing more than ordinary outfit will likely be required for this steamer for some time.

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

The steamship "Lady Head," under the direction of Commander N. Lavoie, and sailed by Captain C. Morin, is built of iron by Messrs. R. Napier & Son, of Glasgow, in 1857, and is of 100 horse-power, with a carrying capacity of about 1,000 barrels. She is employed during the season of navigation as an armed cruiser for the protection of the fisheries, and her services are fully reported upon in the fisheries branch of the annual report by Commander Lavoie. I sailed in this steamer the present summer from Fox River to Gaspé, and found her kept in excellent order and discipline. She will require some overhauling to machinery for next season's service.

The steamer "Dolphin" sailed by Chief Coxswain Cunningham of the Quebec River Police Force, is a small craft 50 feet long, 12 feet beam, draws about 5 feet of water and is propelled by a 10 horse-power Engine; She is employed on police duty in the Harbour of Quebec. Last winter she was thoroughly repaired and a complete frame of iron put in and newly planked and extensive repairs made to her boilers and engine, and should serve many years without more than ordinary outfit. She is constantly employed for the preservation of order in the shipping and the requirements of the Quebec Harbour Commissioners. Mr. Cunningham has given excellent satisfaction in the performance of his duties under the direction of Captain R. H. Russell, Chief of the Quebec River Police.

The police launch "Adele" was not employed on river service during the past season, owing to the reduction of the number of the force. Her engine and boiler are found of considerable use in turning the lathes in the machine shop of the Agency, wherein a large portion of repairs and outfits are executed.

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#### LIGHTHOUSES AND LIGHTSHIPS, FOG-ALARMS, PROVISION DEPOTS, BUOYS AND BEACONS SERVICE BELOW AND ABOVE QUEBEC.

I personally visited several of the Stations of my district during the past summer between Montreal and Gaspé, and under their respective headings will be given the information regarding this service, as well as the result of the general inspection made all through the Agency. A description and the date of purchase and cost of land owned by Government for lighthouse purposes will be given so far as I have been able to obtain the information.

The Provision Depots on the Island of Anticosti, robbed by some of the worst description of the settlers, I trust will be undisturbed from such cause in the future, as the example made by the arrest of six of the principle offenders, and their condemnation to six months' imprisonment at hard labor will doubtless have a very salutary effect.

It must be very gratifying to the Government to observe that since the establishment of the Red Island Lightship and steam fog-whistle, no wrecks have taken place in that locality, where, formerly so many lives and valuable property was almost annually lost. The same may be said of the Manicouagan Station, and in fact since the establishment of new lights on the north shore, few, if any, wrecks have taken place there. Egg Island and the neighbourhood was much noted for the



frequency of wrecks before the erection of the lighthouse there, since which none have occurred. Vessels now keep the south shore; but I regret to say that nearly every case of casualty is attributable to not taking soundings enough. Shipmasters appear to depend too much upon their day's reckoning and miscalculate the distance from off the land and are frequently deceived by the action of the currents. I would strongly recommend greater caution in this respect, as in almost every case of shipwreck, I have investigated for the past few years, the cause of the disaster has been traceable to the above want of precaution.

It is considered by experienced persons that a steam fog-whistle at Cape Châté would render great service to navigation along that coast.

The new light at Martin River was put in operation on the 1st June last, and is of great assistance, completing the system of lights from Cape Rosier up on the south shore. The new light at Seven Islands, put in operation 1st June last, has been pronounced much superior to the former one; three lamps were taken out, owing to the heat being so great as to break the glass, besides effecting a great saving of oil, and the light is now all that is required. I had two opportunities of proving the utility of the Tadousac Range Lights, when making the entrance of the Saguenay River at night in the "Napoleon" and the "Druid" this summer, especially when coming from the east, these lights, when brought into range, serve as perfect guides to steer between the reefs and shoals in that intricate channel, so much affected by strong and dangerous currents.

A new house was built at Point Noir to replace the one destroyed by fire last spring. The Red Island Light has been changed from 24 No. 1 lamps, to 12 mammoth flat-wick lamps with 18-inch reflectors, thereby giving a much more powerful light, and with considerable saving in the consumption of oil. I also visited the Chicoutimi Range Lights and have ordered new lanterns and work to be done to protect them from the action of wind and rain.

Goose Cape Lighthouse, lately erected in the County of Charlevoix, North Shore River St. Lawrence, when put in operation, will prove of great benefit to vessels seeking anchorage or passage in that part of the river.

Bay St. Paul Light, on the pier, also lately finished, will greatly facilitate the navigation in that locality, and completes the lightage system of the Northern Channel.

A black buoy was placed at Cock Point, about five miles below Father Point, to indicate the point where the Allan Company's Steamship "Polynesian" touched ground on her first trip last spring to Quebec. On the base of the buoy is painted in large white letters, the words "Cock Point."

The Upper Traverse Lightship, formerly the Schooner "New England," always a weak vessel, has been strengthened nearly every season to enable her to ride out the rough weather she encounters, and is no longer considered safe for that service. It is recommended that she be sold, and replaced by a more suitable craft as early as possible, as she is scarcely worth the necessary repairs to make her serviceable.

The pier and reflecting tower erected on Algernon Rock, near the Pillars Lighthouse, from its height above the water, is already of great service, as the rock was formerly covered at high water, and very dangerous, the Allan Company's Steamship "Canadian," some years ago, having been totally wrecked on it. When the new light is put in operation, it will prove a great boon to navigation.

The pier at Crane Island will require extensive repairs next spring.

The lighthouse on the Wharf at St. Jean, Island of Orleans, was in danger of destruction from the damaged state of the wharf, caused by the great storm of last fall. The Department has aided in putting it in thorough repair during the past summer.

I personally visited several of the lighthouses between Quebec and Montreal. The lights at Grondins Inlet and Cape Charles were strengthened by the addition of one more small lamp in each, and are now pronounced excellent. Complaints having been made against the correctness of the water gauge given at Lightship No. 2, on Lake St. Peter, I visited the locality and ordered a large post to be driven

into the bottom of the river, near the lightship, and covered on three sides with 14-inch wide boards, painted white, and upon which are painted in black, one foot high, the figures showing correct depth of water, and which can be distinguished by passing vessels from the east or west, and as they pass in front through the Channel, and I trust will prove satisfactory.

Repairs will be required to the piers upon which the Isle aux Raisins and Isle à la Pierre lights are erected to prevent injury, and they will need a coat of coal-tar to prevent them from decay, which I have ordered to be attended to.

The pier carried away by the ice last spring at Isle à la Prune, you have informed me, has been given out at contract to be rebuilt, and I presume will be finished this fall.

The two towers of the harbour lights on the Island Wharf at Montreal require renewing, and I would suggest that they be built of frame work as light as possible, as they require to be taken down and stored away, upon the close of navigation and replaced again in the spring, and are not needed to afford much shelter.

The visits I made to many of the lights this season, have proved of great advantage in enabling me to better understand the value of the representations made for the necessity of repairs and especially in the upper portion of my district, visited but once a year by the steamer "Druid," at a period when the water is so high that most of the foundations cannot be properly examined. The water falls several feet later on in the season.

The Quebec River Police Force, under the command of Captain R. H. Russell, have been actively engaged in the suppression of crimping, desertion and crime in the harbour, and several prosecutions for the former offence have resulted in the guilty parties being condemned to two year's imprisonment. The force was reduced on the opening of navigation and the pay made 20 cts. per day less per man to keep the expenditure within the amount collected from the shipping for that service. Over 100 sea going vessels more than last year visited the port since the opening of navigation and the nature of the service performed in assisting the Harbour Commission in carrying out their increased regulations, have tended to keep the force more than usually employed night and day, and Captain Russell's efforts to meet the important requirements of this difficult service are deserving of most favourable notice.

The Fisheries Protection Service coming under my supervision, is the carrying out of orders I may receive from time to time, and the expenditure of the vessel employed on that duty, &c.

The Fish Breeding Establishments in this district also demand such attention as I may be called to exercise therewith from time to time by the Fisheries Branch of the Department.

Shipwrecked mariners belonging to vessels registered in the Dominion are in some cases assisted by order of the Department.

Shipwrecked mariners belonging to British registered vessels are at the charge of the British Board of Trade and are attended to by the Shipping Master. Those of foreign vessels are looked after by their respective countries consuls. The shipping of seamen is conducted by the Shipping Master and his assistant, Mr. Wm. Miller, who, since entering upon his duties, has proved an active and efficient officer.

The investigation into shipwrecks and other matters instructed to me, have been the following:--

A preliminary investigation held into the cause of the grounding of the ship "Glasgow," Captain Wm. Moore, stranded at Sandy Bay, above Matane, River St. Lawrence.

An investigation into serious charges brought against Mr. Joseph Samson, Inspector of Steamboats for the District of Quebec, in which the evidence of 19 witnesses under oath was taken, did not tend to establish the facts set forth in the allegations. Lawyers were employed on both sides.

An investigation into serious charges brought against Mr. F. X. Befort, Inspector of Steamboats for the District of Three Rivers, and which required my attendance

several days in Quebec and Sorel. The evidence of 58 witnesses under oath was taken, but did not tend to establish the facts as set forth in the allegations against him. Lawyers were also employed on both sides in this case.

An investigation into charges brought against Mr. John O'Dowd, Assistant Chief of River Police, in which the evidence of 17 witnesses under oath was taken resulted in the suspension of this officer from duty, until the matter should be laid before you for your decision thereon.

I would beg to call your attention to the price for rent of land at many of the stations above Quebec, and am of opinion that it would be much cheaper to buy the land required than to pay such rents. (Instance the two lights at Cape Madelaine.)

A large stock of coal, with oil and other necessary articles are kept at Gaspé Basin, in charge of Mr. Joseph Eden, the Harbour Master, to meet any demands in that neighbourhood and the Gulf. The prompt and efficient manner in which Mr. Eden has attended to any service required of him, has rendered his assistance in this matter very convenient. Mr. Fox, Collector of Customs, Magdalen Islands; Mr. Bellefeuille, Harbour Master, Sorel; Captain Jones, St. Johns, Province of Quebec, have also willingly complied with any request I have made them, tending to further the interests of navigation and the service generally of this Agency.

The oil furnished by Messrs. Fitzgerald & Co., of London, Ontario, has continued to maintain its reputation for durability and illuminating quality.

The lamps and reflectors obtained from Mr. Chanteloup are powerful, as well as being of the most modern and improved description.

The duties this Agency is called upon to perform in connection with the coast lighthouses, fog-whistles, provision depôts, buoys, beacons, Dominion steamers, ship-wrecked mariners, enquiries into the causes of wrecks, River Police, Dominion vessel for the protection of the fisheries, fish-breeding establishments, &c., keep myself and staff fully employed summer and winter.

All repairs and outfit, whether to hulls or machinery of vessels, as well as to lighthouses and buoy chains, swivels, sinkers and woodwork is made in the workshops of this Agency.

I beg to offer you my thanks for the continued courtesy and confidence exhibited by you and your efficient deputy, the manifestation of which has greatly assisted me in the discharge of the multifarious duties I am called upon to perform. I am also indebted to the officers under my control for the prompt and willing manner in which they have aided me in carrying out your instructions.

The amount expended by the Agency during the past year for the undermentioned services were as follows (details of which are given in the Appendix to this Report) :

Maintenance of lights, steam fog-whistles, buoys and beacons and provision depôts below Quebec .....	\$94,997 12
Maintenance of lights above Quebec .....	12,999 48
Construction of new lights .....	20,410 85
Dominion Steamers .....	62,972 73
River Police.....	27,138 68
Dominion Cruiser "Glendon".....	16,221 84
Fish-breeding .....	3,000 00
Contingencies .....	1,187 66
Total.....	\$238,928 36

The district under the supervision of this Agency commences at the Straits of Belle Isle, Newfoundland, and takes in the North Shore of Newfoundland, Labrador, Anticosti Island, Magdalen Islands, Baie des Chaleurs, Gaspé Coast, both sides of the River St. Lawrence to Quebec and Montreal, as well as the lighthouses at the outlet of Lake Champlain, the Richelieu River between St. John and the boundary line. A description of the lights in this district is given in the "List of Lights on the Coasts,

Rivers and Lakes in the Dominion of Canada," Supplement No. 1 to the Annual Report for the current fiscal year, and taken with the other matters connected with this section, comprise:

- 124 Fixed and revolving lights,
- 8 Light-ships,
- 7 Steam fog-whistles,
- 8 Fog-guns,
- 71 Buoys,
- 55 Beacons,
- 8 Provision depôts,

with several new lights in course of construction or under consideration.

I would respectfully recommend that all persons hereafter appointed keepers of revolving lights be obliged, as a condition of their appointment, to come to this Agency several days before taking charge, so that they may be properly instructed in the nature of their functions, and the means to be taken to remedy any ordinary defects. By the adoption of this course, simple pieces of machinery that may become temporarily out of order can be rectified without the expense consequent upon having to send a mechanic specially for the purpose.

#### LIFE BOATS.

Life-boats or canoes have been stationed at eight different points below Quebec. These canoes are built upon the same principle as those employed by ferrymen in crossing at Quebec when the river is full of ice. They are sheathed with iron for protection against the ice, and provided with twelve paddles. They should carry about thirty men each. In the event of disasters similar to those of November, 1871, when several valuable ships were cut and sunk by the ice, the crews frostbitten and very nearly lost, these life canoes could reach them when no prow boat could make its way through the ice. They are so stationed as to be able to concentrate at any point, and are in charge of competent keepers, distributed thus:

L'Islet, in charge of Mr. J. B. Dussault.		
St. Jean, Port Joli, in charge of D. Babin.		
Rivière Ouelle	do	A. Casgrain.
Crane Island	do	A. Marois.
Murray Bay	do	J. Tremblay.
Kamouraska	do	R. LeBlanc.
Ste. Anne	do	P. Lafrance.
Trois Pistoles	do	D. Damour.

#### Report of Casualties, &c.

The following wrecks and casualties have been reported by this Agency:—

- Sept. 28, 1875.—Schooner "Wesley" wrecked at Point St. Peter.
- Oct. 2, 1875.—Ship "Sansparil" wrecked at Cape Ray.
- Nov. 6, 1875.—Steamship "Normanton" collided with barque "N. Churchill," off Metis.
- Nov. 7, 1875.—Ship "Daniel Rankin" wrecked near Matane.
- April 28, 1875.—Barque "Rising Sun" cut through by the ice, lat. 48 40 N.; long. 62 45 W.
- April 29, 1875.—Barque "Cambridge" foundered in lat. 48 20 N.; long. 24 14 W.
- May 4, 1875.—Steamship "Beaver" had her bow damaged by ice off River Magdalen Lighthouse.
- May 16, 1875.—Barque "A 1" foundered in lat. 48 40 N.; long. 62 45 W.
- May 26, 1875.—Barques "Mamelon" and "Leontine" collided off St. Denis Wharf.

- May 26, 1876.—Norwegian ship "King Oscar II" ran into and sank a schooner laden with firewood, just below Red Island. No lives lost.
- May 27, 1876.—Ships "Sandringham" and "Macedon" collided a little above Brandy Pots.
- May 27, 1876.—Barques "Leaping Water" and "Ottawa" collided one mile north-east of Traverse Lightship.
- May 29, 1876.—Steamer "Progress" ran into barque "Lydia."
- May 31, 1876.—Barque "Thomas Lee" stranded on Goose Island Reef.
- June 3, 1876.—Steamer "Ranger" and barque "Rosa" collided off Point St. Laurent, Orleans Island.
- June 3, 1876.—Ship "King of Algeria" and barque "Chas. Davenport" collided in the Upper Ballast Ground, Quebec.
- June 10, 1876.—Ship "Victory" collided with a foreign vessel in the Ballast Ground, Quebec. Very trifling damage.
- June 14, 1876.—Steamship "Hadji" grounded on Robichau Shoal, Miramichi Bay.
- June 20, 1876.—Barque "Humber" stranded a little below Matane.
- June 26, 1876.—Ship "Glasgow" stranded at Sandy Bay, below Matane.
- July 25, 1876.—Ships "J. Rutherford" and "Prince Alfred" collided in the Upper Ballast Ground.
- July 29, 1876.—Steamship "Flamborough" grounded on Bonaventure Island.
- Aug. 8, 1876.—Barque "Cycla" wrecked on Flat Island, Straits of Belle Isle.
- Aug. 15, 1876.—Steamship "Langshaw" and barque "Eliza Keith" collided off Kamouraska.
- Aug. 23, 1876.—Barques "Alice Wilson" and "President Sverdrup" collided off "Brandy Pots."
- Aug. 24, 1876.—Barque "Inga" grounded on St. Charles Flats. No damage.
- Sept. 2, 1876.—Ship "City of Montreal" grounded on west end of Green Island Reef.
- Sept. 2, 1876.—Barque "Commodore" and ship "H. Haarfrager" collided in the South Traverse Channel.
- Sept. 10, 1876.—Steamship "Nyanza" ran into brigantine "Pimlico" off Indian Cove, River St. Lawrence.
- Aug. 12, 1876.—Barque "Maud Helen" abandoned at sea. (Omitted).
- Oct. 17, 1865.—Barque "Dunbrodie" wrecked on Bradore Reef, Labrador (Omitted.)

Notices have been sent to the Labrador coast to the following effect:—

"In the event of any vessels being wrecked on the North Shore of the River or Gulf of St. Lawrence, or on the coast of Labrador, the inhabitants of these localities are hereby requested to render such assistance as may be necessary to the crews of such vessels; and any reasonable claims for such assistance, or for provisions furnished to them, will be defrayed by this Department."

(Signed)

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

REPORT OF THE CONDITION OF CANOES ON SOUTH SHORE, STATIONED THERE FOR PROTECTION OF LIFE.

QUEBEC, 11th November, 1875.

SIR,—According to your orders to go down the South Shore to examine the canoes placed at different points for the protection of shipwrecked crews, and to see if they are in good condition, I left Quebec on the 8th November, at 8 a.m., and arrived at L'Islet at noon. I examined the canoe in charge of J. B. Dussault, and

found it in good order, with twelve paddles, and two boat-hooks and good painter. I furnished it with two zinc buckets for bailing, and I also gave each of the other canoes the same. This canoe is in a hangard. I left at 2 p.m., and arrived at St. John, Port Jolie, and examined the canoe in charge of D. Babin, and found it in good order with full supplies, the same as above. This canoe is in a house built for it.

I left at 5 p.m.; arrived at St. Anne's at 9:30 p.m. I examined the canoe in charge of P. Lafrance and found it in good order, with full supplies, same as above. A house is built for the canoe.

November 9th.—I left at 6 a.m., and arrived at River Ouellet at 8 a.m. Examined the canoe in charge of Auguste Casgrain and found it in good order with full supplies, same as above. The canoe is in a hangar.

Left at 9:30 a.m.—Arrived at Kamouraska at 11:30 p.m., and examined the canoe in charge of Regis LeBlanc and found it in good order with full supplies, same as above.

November 9th.—Left at 2 a.m., and arrived at Trois Pistoles at 5 p.m. Examined the canoe in charge of David Darmont and found it in good condition, with full supplies, same as the others, and with a good house built for it. I told the keeper to have six oars made for his canoe, as there is not so much ice down there, and also to put in some good wood rowlocks. I also found some of the paddles too light, and have ordered six new ones for each canoe.

November 10th.—Left at 8 a.m., and arrived at Quebec at 4.30 p.m.

(Signed,) WM. BARBOUR,  
*Engineer.*

J. U. GREGORY, Esq., Agent,  
Department Marine and Fisheries,  
Quebec.

*List of British Registered Vessels Wrecked, the Crews of which were supplied with Board, Clothing, &c., &c.*

Sept. 28, 1875.—Brig "Wesley," wrecked at Point St. Peters.

Oct. 2, 1875.—Ship "Sansparil," wrecked at Cape Ray.

Nov. 6, 1875.—Steamship "Normanton," run into by Bark "N. Churchill" off Metis.

Nov. 7, 1875.—Ship "Daniel Rankin," wrecked at River Blanche.

April 28, 1876.—Bark "Rising Sun," wrecked at South Point, Anticosti.

April 29, 1876.—Ship "Cambridge," abandoned at sea.

May 16, 1876.—Bark "A. 1," lost in the ice.

Augt. 8, 1876.—Bark "Cycla," wrecked in the Strait of Belle Isle.

Augt. 12, 1876.—Bark "Maud Helen," abandoned at sea.

*Dominion Registered Vessel wrecked, the crew of which were supplied with Board, Clothing, &c., &c.*

Oct. 17, 1876.—Barque "Dunbrodie," wrecked on Bradore Reef, Labrador.

BELLE ISLE LIGHTHOUSE, NEWFOUNDLAND, STRAITS OF BELLE ISLE, PROVISION DEPOT  
AND FOG-GUN STATION.

Lat. 51 53 N; Long. 55 22 15 W.

(MARTIN COLTIN, *Keeper.*)

A first order dioptric fixed white light, one of Farquhar's patent circular-wick lamps was put in operation on the 25th August, 1875, and gives a very fine light, and

is considered superior to the former 5 lamps. The fog-gun is fired every hour during fogs and snow storms, and consumes about 2000 lbs. of powder per season, together with a proportionate number of friction-tubes and cartridges.

At half-past nine on the night of August 9th the tower and dwelling house were struck by lightning, tearing off clap-boards on both sides of the tower, and smashing the frame and door, also run down the lightning rod, entered the roof of dwelling house and passed through the upper and lower floor at both sides of the house, tearing them to pieces and doing them considerable damage. It also entered the stable and killed a goat and dog. The keeper and one of his family were considerably injured. Carpenters will be sent down this fall by the steamer "Napoleon," to repair the damages, and also fix up extra lightning rods.

*Description of Lighthouse, and Number of Buildings at this Station.*

The lighthouse is a circular stone building, clapboarded, and painted white, with a red roof. In connection with it there are also ten other buildings comprising:—

One powder magazine, built of fire brick.

One oil shed, built of wood, and painted white and with a red roof.

One fog-gun house, built of wood, and painted white.

One stable, built of wood, and painted white.

Two small store sheds, built of wood, and painted white.

One dwelling-house, built of fire-brick.

One store shed, built of wood and painted white, and situated at the landing stage.

One house of refuge for shipwrecked mariners, built of wood, and painted white and situated half way between the landing stage and lighthouse.

One provision dépôt also for the use of shipwrecked mariners, built of wood, and painted white, and is supplied with 15 barrels of flour, 7 barrels of pork, 5 barrels of peas, sugar and tea, 12 each of pea jackets, pairs of pants, pairs of drawers, pairs of socks, caps, comforters, flannel shirts, pairs of mits, pairs of boots, 6 pairs each of snow shoes and moccasins, 12 blankets, and 2 cases of preserved meats. These are renewed as occasion requires. The keeper is furnished with a horse to draw fuel, water and supplies. Was inspected this season and reported in good order.

*Report of Ice in the Straits of Belle Isle, 1875-76.*

Dec. 12th, 1875.—2 p.m. One schooner to south; last vessel seen in the Straits.

Dec. 16th.—Some slab ice drove out from north to west of the Island. The first ice made this season.

Dec. 20th.—Thermometer 9° below zero. Straits from the Island to the Labrador coast covered with slab ice. No ice to impede the navigation of the Straits.

Dec. 21st.—The ice freezing into large sheets. A great quantity to westward, but none to eastward.

Dec. 25th.—A great quantity of ice in the Straits. This is the first day that vessels would find a difficulty in navigating the Straits.

Jan. 2nd, 1876.—The Straits are covered with slab ice, frozen into large sheets, some of them being two miles square and about three inches thick.

Jan. 8th.—Clear water along the north shore as far as can be seen to westward, very little ice to east, most of the ice being driven to S.S.E. by the late N.N.E. winds.

Jan. 12th.—Clear water along the south shore.

Jan. 22nd.—All the large ice driven out to sea. The Straits covered with slab ice.

Jan. 25th.—Straits covered with slab ice; no clear water to be seen.

Jan. 27th.—Straits still covered with slab ice. Thermometer 15° below zero.

Jan. 31st.—Straits covered with large sheet ice.

Feb. 6th.—Straits covered with sheet ice as far as can be seen both to east and west.

Feb. 12th.—Large sheets of ice driving out of the Straits, and, when striking against the Island, they break up in small pieces.

Feb. 17th.—Ice not so heavy in the Straits. A great quantity of open water to be seen.

Feb. 25th.—Heavy ice driven out from N.E. by the late E. and N.E. winds.

Feb. 27th.—Twenty icebergs driven out from N.E.; also a large quantity of heavy northern ice. This is the first northern ice driven out this year.

March 12th.—A large quantity of heavy ice driven out to the eastward, blocking the Straits, and remained the whole of the month. Very little open water to be seen.

April 1st.—Clear water along the north shore, and open water to be seen from E. to S.S.E. distant about 22 miles.

April 12th.—Ice slackening in the Straits.

April 20th.—Clear water to eastward. Edge of ice 10 miles off.

April 26th.—Ice slackening in the Straits, and one steamer to the east, seal fishing.

April 30th.—E. and N.E. winds. Ice all driven up the Straits and to the south. No ice sufficient to impede navigation to be seen from here.

May 3rd.—Ice to be seen to south and west, and one steamer to south.

May 7th.—Steamer "Hawk," of Newfoundland, Capt. Jackman, seal hunting, off here. Capt. Jackman reports that most of the sealing steamers are jammed in the ice to the south. Left at 10 p.m., bound north.

May 11th.—Steamers "Proteus," "Lion," "Vanguard," "Panther," "Bear," and "Hawk" in the Straits. Heavy snow-storm; steamship "Lion" lying off the Island.

May 12th.—Steamship "Lion" bound south. Some ice along the south shore and to west, but slack. No ice to be seen from the east up as far west as Cape Norman.

May 19th.—A great quantity of ice along the south shore driven out of the Straits by the late west winds. No ice on the north shore.

May 25th.—No ice in the Straits. Two brigs to the south.

May 30th.—One hundred icebergs in the Straits. Five brigs bound out.

During the month of May the ice that was in the Straits would not impede navigation, as the centre of the Straits was always free from it.

June 25th.—One large ship, inward bound; at 1 p.m., the first vessel passed through the Straits this season.

#### CAPE NORMAN LIGHTHOUSE, STRAITS OF BELLE ISLE.

Lat. 51 38 0 N.; Long. 55 53 40 W.

(HENRY LOCKE, *Keeper.*)

A white revolving catoptric flash light every two minutes; six No. 1 circular lamps with 20-inch reflectors; iron lantern nine feet in diameter; size of glass 60 x 30 x  $\frac{1}{2}$  in. Consumes about 500 gallons of oil per season.

July 14th.—Stores were landed and the lights and revolving gear inspected, and all found in good order. The kitchen will require a new floor this season.

One Babcock Fire Extinguisher and box of charges delivered for protection against fire, and instructions given to keeper how to use them.

#### *Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal wooden building, painted white, and with a red roof. There are also four other buildings, comprising—

One dwelling-house, built of wood, and painted white, and with a red roof;

One store shed, built of wood, and painted white, and with a red roof;

One oil shed, built of wood, and painted red;

One store shed, built of wood, and painted red, and situated at landing about  $\frac{1}{2}$  mile from lighthouse.



## FORTEAU LIGHTHOUSE AND FOG-GUN STATION, AMOUR POINT, LABRADOR.

Lat. 51 27 35 N.; Long. 56 50 55 W.

(P. GODIEB, *Keeper.*)

A fixed white dioptric light, second order; five mammoth flat-wick lamps; consumes about 200 gallons of oil in the season.

The fog-gun is fired every hour during fog and snow-storms, and consumes about 1,500 pounds of powder every season, with a proportionate quantity of cartridges and friction tubes. The keeper is furnished with a horse for the purpose of drawing water, fuel, &c.

July 13th.—Stores were landed and the lights and fog-gun examined and found in good order.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a circular stone building, clap-boarded and painted white and with a red roof. In connection, there are also seven other buildings consisting of—  
 One dwelling-house, built of fire brick, and with a red roof;  
 One fog-gun house, built of wood, and painted white;  
 One powder magazine, built of fire-brick, and with a zinc roof;  
 One oil-shed, built of wood, and painted white;  
 One stable, built of wood, and painted white;  
 Two store sheds, built of wood, and painted white.

## POINT RICH LIGHTHOUSE, NEWFOUNDLAND.

Lat. 50 41 50 N.; Long. 57 27 40 W.

(E. ROY, *Keeper.*)

A white catoptric revolving flash light, every 15 seconds; twelve No. 1 circular-wick lamps with 20-inch reflectors; iron lantern 9 feet in diameter; size of glass, 60 x 30 x  $\frac{1}{2}$  inch; consumes about 900 gallons of oil per season.

July 16th.—Stores were landed and the lights and revolving gear inspected and found in good order.

Delivered one Babcock Fire Extinguisher and one box of charges for protection against fire, and instructions given to the keeper how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal wooden building and painted white, with a red roof. In connection with it there are also four other buildings, consisting of—  
 One dwelling-house, built of wood, painted white, and with a red roof;  
 One oil-shed, built of wood, painted white, and with a red roof;  
 One stable, built of wood, and painted white;  
 One store shed at landing stage, built of wood, and painted red.

## CAPE RAY LIGHTHOUSE AND STEAM FOG-WHISTLE, NEWFOUNDLAND.

Lat. 47 37 0 N.; Long. 59 18 0 W.

(R. RENNIE, *Keeper.*)

A revolving flash catoptric white light, flash every ten seconds; twelve No. 1 circular-wick lamps, with 20-inch reflectors; iron lantern, nine feet in diameter; size of glass, 60 x 30 x  $\frac{1}{2}$  inch; consumes about 900 gallons of oil per season.

July 17th.—Stores were landed, and the lights and revolving gear and engine and boiler of the steam fog-whistle were all inspected and found in good order. It being found that a new tank for the supply of water for the steam fog-whistle was necessary, orders have been given for the construction of one, which will cost about \$100. There was also delivered one Babcock Fire Extinguisher, and one box of charges for protection against fire, and instructions were given to the keeper how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal wooden building, painted white, and with a red roof. In connection with it there are also five other buildings, comprising:  
 One dwelling-house, built of wood, painted white, and with a red roof;  
 One oil shed, built of wood, and painted white, with a red roof;  
 One stable, built of wood, painted white, and with a red roof;  
 One store shed, at landing, built of wood, painted white, and with a red roof;  
 One building of wood, painted white, and with a red roof, containing fog-whistle and engine and boiler, with coal shed attached.

BEARD ROCKS LIGHTHOUSE, PROVISION DEPÔT AND FOG-GUN STATION,  
MAGDALEN ISLANDS.

Lat. 47 50 40 N.; Long. 61 8 20 W.

(PETER WHALEN, *Keeper.*)

Fixed white fourth-order dioptric light; one mammoth circular-wick lamp; iron lantern, ten feet in diameter; consumes about 180 gallons oil per season. The fog-gun is fired every hour during fogs and snow storms, expending about 2,000 pounds of powder, and a proportionate number of cartridges and friction-tubes during the season.

July 18th.—Stores were landed, and the lights and gun inspected, and found in good order. The supplies in the provision depôt are similar to those at Belle Isle.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal wooden building, painted white, and with a red roof.

In connection with it there are also five other buildings, consisting of—  
 One dwelling-house, built of wood, painted white, and with a red roof;  
 One oil shed, built of wood, painted white, and with a red roof;  
 One gun house, built of wood, painted white, and with a red roof;  
 One powder magazine, built of fire brick, and with a zinc roof;  
 One store shed, situated at the landing, built of wood, painted white, and with a red roof.

There are also two cranes, one at each landing.

ÉTANG DU NORD LIGHTHOUSE AND STEAM FOG-WHISTLE, MAGDALEN ISLANDS.

Lat. 47 23 30 N.; Long. 61 58 0 W.

(TIMOTHY O'BRIEN, *Keeper.*)

A revolving white catoptric light; six No. 1 circular-wick lamps, with 20-inch reflectors; wooden lantern, 9 feet 3 inches in diameter; size of glass, 60 x 28 and  $\frac{3}{8}$  inch: consumers about 500 gallons of oil per season. The lighthouse and dwelling-house have been repainted, and a new fence put round the buildings.

July 20th.—Landed stores, and the lights and fog-whistle, and engine and boilers were all inspected and found in good order, except that the keeper complained of insufficiency of draught for the boiler. Mr. Barbour recommended an addition of six feet to the chimney, which is being made here and will be fixed this fall.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof. In connection with it, there are also two other buildings, comprising :—

One oil shed, built of wood, and painted red.

The fog-whistle house, with coal shed attached, built of wood, and painted red.

There was delivered one Babcock Fire Extinguisher and one box of charges for protection against fire, and instructions were given to keeper how to use them.

Government purchased the land required for this station for \$100, from A. Brodern, on the 7th July, 1875, and also pays \$8 per annum to White for right of way through his property.

## AMHERST ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. 47 13 0 N.; Long. 61 58 0 W.

(WM. CORMIER, *Keeper.*)

A revolving catoptric, alternate red and white light every thirty seconds; four No. 1 circular-wick lamps, with 20-inch reflectors; size of glass, 60 x 30 inches: consumes about 400 gallons of oil per season.

July 20th.—Landed stores, and inspected the lights and found all in good order, with the exception of the lamps, and a new set will be furnished this fall to replace the old ones.

There was supplied one Babcock Fire Extinguisher and one box of charges for protection against fire, and instructions were also given how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal building, built of wood and painted white, and with a red roof; and in connection with it, there are also two other buildings, as follows :—

One dwelling-house, built of wood, painted white, and with a red roof;

One oil shed, built of wood, and painted red.

## ENTRY ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. 47 16 30 N.; Long. 61 42 0 W.

(J. CASSIDY, *Keeper.*)

A fixed red catoptric light; six lamps, comprising four No. 1 circular and two mammoth flat-wick lamps; six reflectors, four of which are of 21½-inch diameter, and two are 20-inch diameter; iron lantern, 7 feet 8 inches in diameter; size of glass, 36 x 28 x ¾-inch: consumes about 500 gallons of oil per season.

July 21st.—Stores were landed and the lights inspected, and all found in good order.

There was supplied one Babcock Fire Extinguisher and box of charges for protection against fire, and instructions were given to the keeper how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white and with a red roof, and in connection there is also one oil shed, built of wood and painted red.

Government has not yet acquired the land at this Station.

## HEATH POINT LIGHTHOUSE AND PROVISION DEPÔT, EAST POINT OF ANTICOSTI.

Lat. 49 6 30 N. ; Long. 61 42 30 W.

(THOS. GAGNÉ, *Keeper.*)

A fixed white catoptric light ; seventeen No. 1 flat-wick lamps ; 21-inch reflectors : consumes about 400 gallons of oil per season. The lantern is of gun metal and is 13 feet in diameter.

The provision depôt contains the same amount of supplies as that at Belle Isle. July 7th.—Stores were landed and the lights and provision depôt inspected and found all in good order, with the exception of the lamps. A new set will be supplied this season. A new porch for dwelling-house is also being built, and will be fixed this fall.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a circular stone building, faced and clapboarded, painted white, and with a red roof. There are also six other buildings in connection with it, viz. :—

One house of refuge for shipwrecked mariners, built of wood, and painted white.

One provision depôt, built of wood, and painted white.

One stable, built of wood, and painted white

One oil shed, built of wood, and painted white.

One store shed, built of wood, and painted white.

One store shed, situated at landing, about half a mile from lighthouse, built of wood and painted white.

## SOUTH POINT LIGHTHOUSE AND PROVISION DEPÔT, ISLAND OF ANTICOSTI, BAGOT'S BLUFF.

Lat. 49 4 30 N. ; Long. 62 17 30 W.

(DAVID TÊTU, *Keeper.*)

A flash catoptric light every 20 seconds ; twelve No. 1 circular lamps ; 20-inch reflectors ; iron lantern nine feet in diameter ; size of glass, 60 x 30 x  $\frac{1}{2}$ -inch : consumes about 950 gallons of oil per season. The fog-whistle is blown during fogs and snow storms, 10 seconds in every minute. Owing to the proximity of wood, the keeper is enabled to supply a great portion of the necessary fuel, a horse, which he maintains at his own expense, having been furnished by the Department, and a reasonable amount per cord is allowed for the wood. The supplies in the provision depôt are similar to those at Belle Isle.

July 6th—Landed stores and inspected the lighthouse, fog-whistle and provision depôt, and found all in good order. Supplied the keeper with a Babcock Fire Extinguisher and a box of charges, and instructions were given him how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a hexagonal wooden building, painted white, and with a red roof ; and there are also five other buildings in connection with it, comprising :—

One dwelling-house, built of wood, painted white, and with a red roof.

One provision depôt, built of wood, painted white, and with a red roof.

One stable, built of wood, painted white, and with a red roof.

One fog-alarm house, built of wood, painted white, and with a red roof.

One small house, built of wood, and painted white, for the use of assistant-keeper.

## SOUTH WEST POINT LIGHTHOUSE AND PROVISION DEPOT, ISLAND OF ANTICOSTI.

Lat. 49 23 45 N; Long. 63 35 46 W.

(E. POPE, J. P., *Keeper.*)

A revolving white catoptric light, showing a flash every minute; twenty-one flat-wick lamps; 21-inch reflectors; gun metal lantern, 13 feet in diameter: consumes about 900 gallons of oil per season. The provision depôt contains the same quantity of supplies as that at Belle Isle. A horse is furnished the keeper to draw water; fuel and other supplies.

July 6th.—Landed stores and inspected the lights and the depôt, and found all in good order.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a circular stone building faced and clapboarded, and painted white, with a red roof, and with a dwelling-house combined.

There are seven other buildings adjoining, and consist of—

One house of refuge for shipwrecked mariners, built of wood, and painted white, and with a red roof.

One provision depot, built of wood, and painted white, with a red roof.

One stable and barn combined, built of wood, and painted white, and with a red roof.

One work shop, built of wood, and painted white, and with a red roof.

One oil shed, built of stone, and with a zinc roof.

Two small buildings, built of wood, and painted white, and with red roofs.

WEST POINT LIGHTHOUSE, FOG-GUN STATION AND PROVISION DEPOT,  
ISLAND OF ANTICOSTI.

Lat. 49 52 30 N; Long. 64 31 40 W.

(L. MALOUIN, *Keeper.*)

A fixed white dioptric light, second order; five mammoth flat-wick lamps; iron lantern, ten feet three inches in diameter: consumes about 220 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes 1,200 pounds of powder per season, with a proportionate number of cartridges and friction tubes.

A quantity of provisions and supplies similar to those at Belle Isle are kept here.

A horse is furnished the keeper to draw water and fuel and other supplies.

July 6th.—Stores were landed, and the lighthouse, fog-gun station and provision depôt inspected, and found all in good order.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a circular stone building, and clapboarded, and painted white, and with a red roof, with a dwelling-house attached, built of white brick, and with a red roof. There are also four other buildings in connection with it, comprising:—

One provision depôt for shipwrecked mariners, built of wood, and painted white;

One house of refuge for shipwrecked mariners, built of wood, and painted white;

One powder magazine, built of white brick, and with a zinc roof;

One gun house, built of wood, and painted white, and with a red roof;

One stable and barn, built of wood, and painted white.

## CARLETON POINT LIGHTHOUSE, BAY DES CHALEURS.

Lat 48 5 15. N; Long. 66 7 0 W.

(E. LANDRY, *Keeper.*)

A fixed red catoptric light; five mammoth flat-wick lamps; 18-inch reflectors; consumes about 180 gallons of oil per season.

July 30th.—Landed stores and inspected the lights, &c., and found all in good order.

Delivered one Babcock Fire Extinguisher and box of charges, and gave instructions to keeper how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted white, and with a red roof. In connection with it there is

One oil shed, built of wood, and painted red.

## PASPEBIAC LIGHTHOUSE, BAY DES CHALEURS.

Lat. 48 0 50 N.; Long. 65 14 20 W.

(L. STRONG, *Keeper.*)

A fixed white catoptric light, two No. 1 circular-wick lamps, 15-inch reflectors, consumes about 120 gallons of oil per season.

July 30th.—Stores landed, and the lights &c., inspected, and found in good order.

Delivered one Babcock Fire Extinguisher, and one box of charges for protection against fire, and instructions given to keeper how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof, and in connection with it there is

One oil shed, built of wood, and painted red.

## POINT MAQUEREAU LIGHTHOUSE, BAY DES CHALEURS.

Lat. 48 12 30 N; Long. 64 46 12 W.

(A. BROTHERTON, *Keeper.*)

A revolving catoptric light, every minute, shewing red and white alternately; four No. 1 circular-wick lamps, with 20-inch reflectors: consumes about 120 gallons of oil per season.

July 31st.—Landed stores and inspected the lights &c., and found all in good order.

Delivered one Babcock fire extinguisher, also one box of charges for protection against fire, and gave the keeper instructions how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof, and in addition to it there is also

One oil shed, built of wood, and painted red.

## CAPE DESPAIR LIGHTHOUSE, BAY DES CHALEURS.

Lat. 43 25 40 N.; Long. 64 18 20 W.

(J. BECK, *Keeper.*)

A white revolving catoptric light, showing a flash at intervals of half a minute; lantern nine feet in diameter, six No. 1 circular-wick lamps with 20-inch reflectors; consumes about 500 gallons of oil per season.

July 31st.—Stores were landed, and the lights &c., inspected, and found all in good order.

Delivered one Babcock Fire Extinguisher, and one box of charges for protection against fire, and gave instructions to the keeper how to use them.

*Description of Lighthouse, and number of Buildings at the Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof, and in connection with it there is

One oil shed, built of wood, and painted red.

The land upon which this station is situated has been marked off, but is not yet fully vested in the Government.

Quebec, August 7th—According to your instructions to proceed to Cape Despair Lighthouse to see the cause of the breaking of the revolving gear and have it repaired, I left Quebec at 7 a.m., on the 7th August, and arrived at Cape Despair Lighthouse at noon on the 9th August.—On examination I found three of the teeth of the wheel connecting with the wheel of the barrel for the chain were broken, the cause of this accident being the breaking of the chain. I had the chain repaired and put on a new wheel, and had the light in good working order that night. I left for Quebec the same night, and arrived there at 11.30 p.m., on the 11th August.

I am Sir,

Your obedient servant,

(Signed),

WM. BARBOUR,

*Engineer.*

J. U. GREGORY, Esq., Agent,  
Marine and Fisheries Department, Quebec.

## WHITEHEAD CAPE LIGHTHOUSE, PERCÉ ROADSTEAD.

Lat. 48 30 30 N.; Long. 64 13 0 W.

(C. BOURGET, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps, 20-inch reflectors; size of glass, 36 x 30 x  $\frac{3}{8}$  inch.

July 31st.—Delivered stores and inspected the lights, &c., and found all in good order.

Delivered also one Babcock Fire Extinguisher and box of charges, and gave instructions to the keeper how to use them.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with a red roof.

## GASPÉ BASIN HARBOUR LIGHT, O'HARA'S POINT, ON THE WHARF.

Lat. 48 49 53 N.; Long. 64 31 41 W.

(B. EDEN, *Keeper.*)

It is a rod catoptric light, one mammoth flat-wick lamp, and indicates the wharf.

## GASPÉ LIGHTSHIP, SANDY BEACH.

Lat. 48 50 45 N.; Long. 64 24 30 W.

(N. ASCAH, *Keeper.*)

This vessel is moored off the extremity of the Spit. It has two dioptric lights, one red and the other white. The red light is 29 feet high, and the white light is 35 feet above the level of the deck. The vessel is painted red, with the words "Light Ship" on her sides.

## CAPE GASPÉ LIGHTHOUSE AND STEAM FOG-WHISTLE.

Lat. 48 45 15 N.; Long. 64 9 15 W.

(C. ESNOUR, *Keeper.*)

A fixed red catoptric light; two No. 1 circular and two No. 1 flat-wick lamps; 20-inch reflectors. Size of glass, 28 x 60 x  $\frac{3}{8}$  inch. Consumes about 250 gallons of oil per season. The lantern is of wood and nine feet in diameter. The fog-whistle sounds during fogs and snow storms for ten seconds in each minute, leaving an interval of fifty seconds between each blast.

July 8th.—Landed stores and inspected the lighthouse and steam fog-whistle, and found all in good order. Delivered one Babcock Fire Extinguisher and box of charges, and gave the keeper instructions how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white and with a red roof, and in connection with it there are three other buildings, consisting of—

One oil shed, built of wood, and painted red;

One engine-house, built of wood and painted white, and with a red roof;

One coal shed, built of wood and painted white, and with a red roof. Also a crane for taking up fuel.

I personally visited this Station this season.

The Government has acquired all the land, with right of way, required at this Station, by purchase from Mr. Hyman on the 8th May, 1876, for \$150. It consists of 165 x 135 feet of land at the lighthouse, and 80 x 165 feet of land at the fog-whistle, with right of way as far as Robert's Landing.

## CAPE ROSIER LIGHTHOUSE AND FOG-GUN STATION.

Lat. 48 51 57 N.; Long. 64 12 0 W.

(A. TRUDEAU, *Keeper.*)

Fixed white, first order dioptric light; five mammoth flat-wick lamps; size of glass, 24 x 28, 39 $\frac{1}{2}$  x 28, 24 x 28 x  $\frac{1}{4}$  inch: consumes about 220 gallons of oil per season.

The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 lbs. of powder, with a proportionate number of friction tubes and cartridges. The keeper is also telegraph operator, and furnishes meteorological reports to the Meteorological Office.

July 7th.—Landed stores and inspected the lighthouse and fog-gun, and found all in good order.

*Description of Lighthouse and Fog-Gun Station.*

The lighthouse is a circular stone building, clapboarded and painted white, and with a red roof. In connection with it there are six other buildings, comprising—



One dwelling-house, built of white brick, and with a red roof ;  
 One gun-house, built of wood, and painted white ;  
 One stable, built of wood, and painted white ;  
 One store-shed, built of wood, and painted white ;  
 One powder magazine, built of fire-brick, and with a zinc roof ;  
 One oil-shed, built of wood, and painted white.

Government owns 199 acres of land at this Station, being Lots No. 20 and 21, 1st Range East, in the Township of Cape Rosier, purchased from the Department of Crown Lands, on the 17th February, 1863, for \$10.

RIVER MAGDALEN LIGHTHOUSE.

Lat. 49 15 40 N.; Long. 65 19 30 W.

(G. LAVERGNE, *Keeper.*)

A red and white catoptric revolving light, every four minutes, with an interval of two minutes between each flash; six No. 1 circular-wick lamps, 20-inch reflectors; size of glass, 60 x 30 x  $\frac{1}{2}$  inch: consumes about 300 gallons of oil per season: size of iron lantern, 9 feet in diameter.

August 1st.—Stores were landed and the buildings and lights were inspected with J. U. Gregory, Esq., and found them all clean and in good order, with the exception of the dwelling-house which requires to be painted, and instructions were given to the keeper to this effect. The lighthouse will also require four new lamps, which will be supplied this fall.

Delivered one Babcock Fire Extinguisher and one box of charges for protection against fire, and gave keeper instructions how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a hexagonal wooden building, painted white and with a red roof, and in connection with it there are also three other buildings consisting of  
 One dwelling-house, built of wood and painted white and with a red roof ;  
 One oil shed, built of wood and painted white and with a red roof ;  
 One store shed, at landing, built of wood and painted white and with a red roof.

MARTIN RIVER LIGHTHOUSE, SOUTH SHORE.

Lat. 49 13 25N.; Long. 66 9 0 W.

(JEAN GAUTHIER, *Keeper.*)

A fixed white catoptric light; nine No. 1 circular wick lamps; size of reflectors, 21-inch. This light has been put in operation this spring.

August 2nd.—Landed stores and examined the light and buildings, and found them to be first-class work and well finished.

Delivered one Babcock Fire Extinguisher and box of charges, and gave instructions to the keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a square wooden building, painted white, and with a red roof, and has a dwelling-house combined with it. In connection with it there is also—

One oil-shed, built of wood, painted white and with a red roof.

Government has not yet acquired the land upon which the buildings at this Station are erected.

## SEVEN ISLANDS LIGHTHOUSE, NORTH SHORE.

Lat. 50 5 40 N.; Long. 66 22 44 W.

(F. ARCAND, *Keeper*.)

A fixed white catoptric light; five No. 2 circular wick lamps and three No. 1 flat-wick lamps; size of reflectors, three are 17 inches by 6 inches deep and five are 18 inches by  $10\frac{1}{4}$  inches deep; size of glass,  $36 \times 28 \times \frac{3}{8}$  inch. This light has been put in operation this spring.

July 3rd.—Stores were delivered and lights and buildings inspected and found them to be first-class work and well finished.

Delivered a Babcock Fire Extinguisher and box of charges, and gave instructions to the keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted white and with a red roof. There are also two other buildings consisting of—  
One oil shed, built of wood and painted white;

One store shed, situated at landing, about a quarter-of-a-mile mile from lighthouse, built of wood and painted red.

## EGG ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 49 38 0 N; Long. 67 10 0 W.

(P. COTÉ, *Keeper*.)

A revolving white catoptric light; interval of revolution,  $1\frac{1}{2}$  minute; four No. 1 circular-wick lamps, 20-inch reflectors; size of glass,  $60 \times 30 \times \frac{1}{2}$  inch: consumes about 300 gallons of oil per season.

Carpenters were sent down this summer and sheathed the dwelling-house with tarred felt paper, and clapboarded it, and painted it, and put it in good order.

Delivered one Babcock Fire Extinguisher, and one box of charges for protection against fire, and gave the keeper instructions how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, and painted white, and with a red roof, and there are also two other buildings comprising—

One oil shed, built of wood, and painted white, and with a red roof,

One store shed, built of wood, and painted white.

## POINT DES MONTS LIGHTHOUSE, FOG-GUN STATION AND PROVISION DEPOT, NORTH SHORE.

Lat. 49 19 35 N; Long. 67 21 55 W.

(L. F. FAFFARD, *Keeper*.)

A fixed white catoptric light: seventeen No. 1 flat-wick lamps, 20-inch reflectors; size of glass,  $23\frac{3}{4} \times 23\frac{1}{2} \times \frac{1}{2}$  inch; consumes about 400 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, together with a proportionate number of cartridges and friction-tubes. The provision dépôt contains the same amount of supplies as that at Belle Isle. The keeper is furnished with a horse to draw fuel, water and supplies.

June 10th.—Stores were landed, and the lights, fog-gun and provision dépôt were inspected, and found all in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a circular stone building, clap-boarded and painted white, and with a red roof. In connection with it there are also five other buildings, consisting of—

- One provision dépôt for shipwrecked mariners, built of stone, and painted white.
- One gun-house, built of wood, and painted white.
- One oil-shed, built of wood, and painted white.
- One powder magazine, built of white brick, and with a zinc roof.
- One stable and barn combined, built of wood, and painted white.

## CAPE CHATTE LIGHTHOUSE, SOUTH SHORE.

Lat. 49 5 55 N.; Long. 66 45 29 W.

(T. COTÉ, Keeper.)

A flash catoptric white light, having an interval of thirty seconds between each flash; six No. 1 circular-wick lamps, 20-inch reflectors; size of glass, 60 x 30 x  $\frac{1}{2}$  inch; consumes about 500 gallons of oil per season.

June 9th.—Stores were landed, and the lights inspected and found all in good order.

Delivered one Babcock Fire Extinguisher and box of charges, and gave the keeper instructions how to use them.

*Description of Lighthouse and number of Buildings at this Station.*

The lighthouse is a square wooden building, painted white, and with a red roof; and there are also two other buildings, comprising—

- One dwelling-house, built of wood, and painted white, and with a red roof, and situated about 480 yards E. N. E. of the lighthouse. Also
- One oil shed, built of wood, and painted white, and adjacent to the dwelling-house.

Government has acquired from Mr. D. Isabelle, of Cape Chatte, a portion of the property required at this Station on the 25th August, 1873, for the sum of \$200.

## MATANE LIGHTHOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

Lat. 48 52 0 N.; Long. 67 33 0 W.

(F. DIONNE, Keeper.)

A fixed red catoptric light; two No. 6 circular, and two No. 1 flat-wick lamps, with two 20, and two 18-inch reflectors; size of glass, 36 x 27  $\frac{3}{4}$  x  $\frac{3}{8}$  inch; consumes about 250 gallons of oil per season.

June 9th.—Stores were landed, and the lights, &c. inspected, and found all in good order.

Delivered one Babcock Fire Extinguisher, and one box of charges, and gave instructions to keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof. In connection with it, there is also

- One oil shed, built of wood, and painted red.

Government has acquired from T. Fraser, Esq., of Matane, the land required for this station on the 30th June 1874, for \$100.

## METIS POINT LIGHTHOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

Lat. 48 40 15 N.; Long. 68 2 30 W.

(J. MARTIN, *Keeper.*)

A white catoptric light, showing a flash every minute, and making a complete revolution in two minutes; one No. 1 circular-wick lamp, and one mammoth flat-wick lamp; size of reflectors, 21 x 14; size of glass, 36 x 28 x  $\frac{3}{8}$  inch.

June 9th.—Stores were landed and the lights inspected, and found in good order. The keeper complained of his dwelling-house being too small, and also very cold. To remedy this the Department has ordered an additional kitchen to be built, size 20 x 18 feet.

Delivered one Babcock Fire Extinguisher and box of charges, for protection against fire, and gave instructions to the keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof. In addition to it there is also—

One oil shed, built of wood, and painted red.

About an acre of land on which the lighthouse is built, was bought by the Department from J. H. Ferguson, Esq., of Metis, on the 8th April, 1876, for \$100.

## MANICOUAGAN SHOAL LIGHTSHIP AND FOG-WHISTLE.

Lat. 49 2 0 N.; Long. 68 15 0 W.

(T. CONNELL, *Keeper.*)

Moored in twenty-five fathoms of water; two dioptric white lights, on separate masts, one 27 and the other 24 feet above the level of the deck. The fog-whistle is sounded with a blast of eight seconds duration, and after an interval of eight seconds, it is followed by another blast of eight seconds, which is succeeded by an interval of two minutes and twenty seconds. Should the vessel from any cause be off her station, this will be denoted in the day time by a ball at her foremast head, and at night by a globe lantern, so that in the latter case, she may appear like an ordinary vessel at anchor.

July 2nd.—Inspected the ship and the engines and boilers, and found all in good order.

Captain Connell was presented by the Government of Canada with a valuable watch, bearing a suitable inscription, for his humane conduct in saving the life of Wm. Kelly from drowning.

*(Copy of a Report.)*

QUEBEC, 17th November, 1875.

SIR,—To-day I have examined the hull and the engines and boiler of the "Manicouagan Lightship," at present in winter quarters at Indian Cove. I found the ship all clean and well painted inside, also the engines were clean and put well away for the winter. They will require the ordinary outfit next spring and the boiler will also require to be retubed and some new rivets fixed in the furnace, and the spouts caulked, the other parts of the boiler are all in good order.

The present tubes in the boiler are brass, but I would recommend the new ones to be of iron, as in the case of a tube leaking the galvanic action between the brass and the iron cuts away the tube plate, and in the case of putting in new tubes, it is almost impossible to put them in tight.

The vessel is put in good order for the winter.

(Signed,)

WM. BARBOUR,  
*Engine*

To J. U. GREGORY, Esq., Agent,  
Marine and Fisheries Department,  
Quebec.

## FATHER POINT LIGHTHOUSE AND GUN STATION.

Lat. 48 31 25 N.; Long. 68 27 40 W.

(J. McWILLIAMS, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 21-inch reflectors; size of glass, 27 x 36 x  $\frac{1}{4}$  inch: consumes about 220 gallons of oil per season.

The signal-gun stationed here is used to enable steamers to distinguish the Point. It consumes about 500 lbs. of powder, with a proportionate number of cartridges and friction-tubes every season. The keeper is also telegraph operator.

June 8th.—Stores were landed and the lights and buildings inspected, and all found in good order.

Delivered one Babcock Fire Extinguisher and box of charges, and gave instructions to the keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted white, and with a white roof. There are also three other buildings, consisting of—

One powder magazine, built of stone, and with a zinc roof;

One oil-shed, built of wood, and painted white;

One gun house, built of wood, and painted white.

Since this light was inspected on June 8th, the keeper reported to the Department, on Sept. 9th, that the lighthouse leaked. A carpenter was sent down with canvas and paint, and it was put in good order.

## PORTNEUF LIGHTHOUSE (BELOW QUEBEC), NORTH SHORE.

Lat. 48 37 0 N.; Long. 69 6 0 W.

(D. TREMBLAY, *Keeper.*)

A fixed white catoptric light; three No. 1 circular and two mammoth flat-wick lamps; 20-inch reflectors; size of glass, 36 x 28 x  $\frac{3}{8}$  inch: consumes about 500 gallons of oil per season.

June 8th.—Landed stores and inspected the lights, &c., and found all in good order. The keeper complained of the cellar being very cold. The necessary repairs have been done to it to make it warmer.

Delivered one Babcock Fire Extinguisher and box of charges, and gave instructions to the keeper how to use them.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, and painted white, and with a red roof. There are also two other buildings, comprising—

One oil-shed, built of wood, and painted white;

One store shed, built of wood, and painted white.

## BICQUET LIGHTHOUSE AND FOG-GUN STATION, NEAR CENTRE OF THE ISLAND.

Lat. 48 25 18 N.; Long. 68 53 20 W.

(T. LEBEL, *Keeper.*)

A revolving white catoptric light every two minutes; twenty-one No. 1 flat-wick lamps; 21-inch reflectors; size of glass, 29 $\frac{1}{2}$  x 27 x  $\frac{1}{2}$  inch; consumes about 500 gallons of oil per season. The fog-gun is fired every hour during fogs and snow-storms; it consumes about 1,800 lbs. of powder, with the proportionate number of cartridges and friction-tubes.

June 11th.—Landed stores and inspected the lights and fog-gun, &c., and found all in good order. Delivered 12 new reflectors to replace those injured by the fire last summer, and told the keeper to have them put in operation as soon as possible.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a circular stone building, clap-boarded, and painted white. There are also four other buildings, consisting of—

- One dwelling-house, built of stone, and painted white, and with a red roof;
- One powder magazine, built of stone, and painted white, and with a zinc roof;
- One gun-house, built of wood, and painted white, and with oil shed combined;
- One store shed at landing, built of wood, and painted white.

Government pays an annual rent of \$24 to W. D. Campbell, Esq., of Quebec, for the use of the land at this station.

GREEN ISLAND LIGHTHOUSE AND FOG-GUN STATION, NORTH PART OF THE ISLAND.

Lat. 48 3 17 N.; Long. 62 36 10 W.

(G. LINDSAY, *Keeper.*)

A fixed white catoptric light; thirteen No. 1 flat-wick lamps; 21-inch reflectors; size of glass, 24 x 23 x  $\frac{1}{4}$  inch: consumption of oil per season, about 375 gallons.

The fog-gun is fired every half-hour during fogs and snow-storms; the average consumption of powder in the season is 2,000 lbs., with cartridges and friction-tubes in proportion.

July 1st.—Landed stores, and inspected the lights, &c., and fog-gun, and found all in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is an octagonal stone building, clap-boarded, and painted white, and there are also four other buildings, as follows:—

- One dwelling-house, built of wood, and painted white;
- One powder magazine, built of stone, and painted white;
- One stable and barn combined, built of wood, and painted white;
- One gun-house, built of wood, and painted white.

Government owns 30 acres of land at this station, purchased from Peter Fraser, Esq., on the 29th of June, 1811, for the sum of £150.

RED ISLAND LIGHTSHIP AND FOG-WHISTLE, RED ISLAND REEF.

Lat. 48 6 30 N.; Long. 69 30 20 W.

(J. LÉVESQUE, *Keeper.*)

Two fixed white lights, one of these is a catoptric lantern, containing six No. 2 circular lamps, and the other a dioptric lantern, the former is 34 feet and the latter 22 feet above the deck. The vessel is moored in ten fathoms of water, to the north-east of the island. During fogs and snow-storms, a steam fog-whistle is sounded, giving a blast of ten seconds during each minute. If from any cause the vessel should be off her station, it will be indicated during the day by a ball at the foremast head, and at night by a circular lantern, giving her the ordinary appearance of a vessel at anchor; during fogs and under such circumstances, the whistle will be sounded irregularly like an ordinary steamer.

August 2nd.—Spoke the lightship, and the master reported all in good order. Would require coals soon, which were sent down on the 16th August, by the steamer "Druid", when I personally visited this vessel. The ship is painted red and the words "Red Island Lightship," painted on each side in large letters.

(Copy of Report.)

QUEBEC, Nov. 27th, 1875.

SIR,—I have to-day examined the hull, engines and boiler of the Red Island Lightship, at present in winter quarters at Blais Booms. I found them all in good order, with the exception of the boiler, which will require to be raised—the reason of this being that it is too near the coal bunkers; the spouts will also require to be chipped and caulked. We shall have to take off the steam winch of the “Napoleon III.,” and have the new one put on the lights; also three or four strong iron shares from the keelstone to the deck under the winch, so as to keep the winch from shaking the deck so much. The vessel is put away in good order for the winter.

(Signed,) WM. BARBOUR,  
*Engineer.*

J. U. GREGORY, Esq., Agent,  
Department Marine and Fisheries,  
Quebec.

RED ISLAND LIGHTHOUSE.

Lat. 48 4 20 N.; Long. 69 32 56 W.

(E. FRASER, *Keeper.*)

A fixed red catoptric light. This light has been changed this spring from twenty-four No. 1 flat-wick lamps to twelve mammoth flat-wick lamps; 21-inch reflectors; size of glass, 30 x 27 x  $\frac{1}{2}$  inch.

This light has been inspected by me personally since the alteration, and it is pronounced a great improvement.

June 7th.—Stores were landed and the light, &c., inspected, and found all in good order, with the exception of the light, the alteration of which was being proceeded with at the time.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a circular stone building, with the roof painted red. In connection with it there are three other buildings, comprising—

One dwelling-house, built of white brick, and with a red roof;

One oil-shed, built of wood, and painted white;

One store-shed, built of wood, and painted white.

LARK ISLAND LIGHTHOUSE, ENTRANCE TO THE SAGUENAY.

Lat. 48 5 30 N.; Long. 69 49 0 W.

(P. BOUILLIAUME, *Keeper.*)

A fixed white catoptric light; three mammoth flat-wick lamps; size of reflectors, 20 inches: consumes about 100 gallons of oil per season. The oil shed at this station was blown away last fall, and has been rebuilt this spring, and all put in good condition.

May 10th.—Stores were landed, and the light inspected, and found in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is built of wood, and painted white, and with a red roof; and in connection with it there is also one oil shed, built of wood, and painted white, and with a red roof.

## TADOUSAC RANGE LIGHTS, ENTRANCE TO THE SAGUENAY.

Lat. 48 5 38 N.; Long. 69 42 35 W.

“ 48 5 40 “ “ 69 43 2 “

(L. GUAY, *Keeper.*)

Two fixed white catoptric lights; one situated at Point Noir, and the other 608 yards distant; two mammoth flat-wick lamps; 20-inch reflectors, one at each of the above named places. These lights are for the purpose of leading vessels clear of Prince's Shoal Bar Reef, and Vache's Shoal. Ascertained on the 7th of June that the lights on Point Noir had been burnt down; could not learn the cause of the fires; supposed to be a defect in the lamps, but the tower has been rebuilt, and is now in full working order.

August 14th.—Landed stores and inspected the lights, and found all in good order.

*Description of Lighthouses at this Station.*

Both are square towers, built of wood, and painted white. The keeper lives in the Point Noir Lighthouse, and at about 200 yards from the other one there is an oil-shed, built of wood, and painted white. I personally inspected this Station.

## CHICOUTIMI RANGE LIGHTS, RIVER SAGUENAY.

Ten fixed white range catoptric lights on the beach, and one on the wharf. All are mammoth flat-wick lamps. Owing to complaints made against these lights, I personally inspected them, and ordered new lamps, and a covering for each, to protect them from the action of wind and water. A red glass has also been put to the face of the harbour lights, to indicate the wharf.

## BRANDY POTS LIGHTHOUSE, ON THE ISLAND.

Lat. 57 52 30 N.; Long. 69 40 50 W.

(W. RICHARD, *Keeper.*)

A fixed white fourth-order dioptric light, and one mammoth flat-wick lamp; size of glass, 43 x 28½ x ½ inch: consumes about 70 gallons of oil per season.

June 7th.—Stores were landed, and lights inspected, and all found in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted drab, and with a red roof. There is also

One oil-shed, built of wood, and painted white.

## LONG PILGRIMS LIGHTHOUSE, ON THE ISLAND.

Lat. 47 43 15 N.; Long. 69 44 20 W.

(J. C. MARQUIS, *Keeper.*)

A fixed white fourth-order dioptric light, one mammoth flat-wick lamp: consumes about 70 gallons of oil per season.

June 7th.—Landed stores and inspected the lights, and found all in good order.

*Description of Lighthouse and Buildings at this Station*

The lighthouse and dwelling-house combined, is built of wood, and covered with brick, and is painted drab, and with a red roof. And there is also—

One oil-shed, built of wood, and painted white.



## GRAND ISLE LIGHTHOUSE, KAMOURASKA.

Lat. 47 38 20 N.; Long. 69 51 40 W.

(J. R. DESJARDINS, *Keeper.*)

A revolving white catoptric light, making a flash every forty-five seconds, and a full revolution every  $1\frac{1}{2}$  minute; four No. 1 circular-wick lamps, two on each face; size of reflectors, 22 inches in diameter by 16 inches deep. These lights have been changed this spring from fixed to revolving ones.

June 6th—Landed stores and inspected the lights, &c., and found all in good order.

The keeper reports that the road from the landing to the lighthouse is falling down on one side; he says he could get men to repair it. I think it could be done well at a cost of about \$40. He also asked about a new kitchen reported about last fall. he has got a summer kitchen about fifty yards from the lighthouse which could be used as an oil shed, if he has the new kitchen, which he very much requires. At present the oil store is in the third floor under the lantern, and I don't think the oil should be kept in the lighthouse when the dwelling-house is combined with it, and since the light has been changed the present oil store is too small for the quantity the new light consumes, and the keeper will also require an assistant, as a revolving light necessitates always one man to be on watch.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted white, and with a red roof. There are also two other buildings consisting of—

One oil-shed, built of wood, and painted white;

One store-shed, at landing, built of wood, and painted white;

The kitchen referred to has been built by the Department this summer.

## POINT AUX ORIGNEAUX LIGHTHOUSE, RIVER OUELLE, KAMOURASKA.

Lat. 47 29 36 N.; Long. 70 1 43 W.

A fixed red catoptric light; three mammoth flat-wick lamps; size of reflectors, 20-inch; size of glass 36 x 30 inches. This is a new light and was put in operation this spring.

June 6th.—Stores were landed and the lights inspected and found in good order. but on examining the building I found that the house leaked badly, the cause of which is that the wood has been green and badly put together, the lower room was not lined inside, and the tower will require to be sheathed with felt, and shingled and painted, as there are a great many of the planks split. I also found that the tables in the lantern for the lamps have not been covered with zinc. There ought to be every precaution taken in building lighthouses on wharves as if they were to take fire the whole wharf would be destroyed.

Carpenters have been sent down and all the necessary repairs done, and the lighthouse put in good condition, and an oil-shed built.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined is a square wooden building, painted white, and with a red roof, and in connection with it there is also—

One oil-shed, built of wood, and painted white.

## GOOSE CAPE LIGHTHOUSE.

A light is being built here, and can be put into operation this fall.

## ST. PAUL'S BAY LIGHTHOUSE.

A light is being fixed on a new pier, and will be put into operation this fall.

## LOWER TRAVERSE LIGHTSHIP AND STEAM FOG-ALARM.

Lat. 47 22 10 N.; Long. 70 14 50 W.

(J. GOURDEAU, *Keeper.*)

Two fixed dioptric lights, one upon each mast. If, from any cause, the lightship moves from her station, one light only will be shewn, and during the day a red ball will be shewn from the mainmast. The steam fog-whistle is sounded during thick weather, fog and snow storms for twelve seconds in each minute, leaving an interval of forty-eight seconds between each blast.

May 10th.—Stores were put on board, and the ship and lights were inspected and found in good order. The ship is painted red, and has the words "Traverse Lightship" painted on both sides.

(COPY OF REPORT,)

## LOWER TRAVERSE LIGHTSHIP.

QUEBEC, Nov. 19th, 1875.

SIR.—I have to-day examined the hull, engines and boiler of the Lower Traverse Lightship, at present in winter quarters at G. Davis' patent slip, Point Levis. I found that the bottom of the ship has been all scraped outside, and that it will require some new rivets in the spring. The engines and the boiler are all clean and in good order. There is a small flaw in the top of the furnace which will require to be repaired in the spring, and the spouts will also want caulking, and the side of the ship in the coal bunkers will require to be scraped and painted, and other parts of the ship inside will also want painting while the vessel is on the slip. The vessel is put away in good order for the winter.

(Signed,) WM. BARBOUR,  
*Engineer.*

J. U. GREGORY, Esq., Agent,  
Department Marine and Fisheries,  
Quebec.

## UPPER TRAVERSE LIGHTSHIP, NORTH-WEST EDGE OF ST. ROCH'S SHOAL.

Lat. 47 19 50 N.; Long. 70 16 0 W.

(M. DECHENE, *Keeper.*)

Two fixed dioptric lights; one lantern eight feet above the other: consumption of oil, about 50 gallons per season. Should the vessel be out of place, the light on the foremast is alone exhibited, and during the day the ball on the foremasthead is taken down. A bell is tolled during thick weather, fogs and snow storms.

May 10th.—Stores were put on board and the lightship inspected and found in good order. The ship is painted red, and has the words "Light Ship" painted on both sides. A new vessel is required.

## STONE PILLARS LIGHTHOUSE, ON THE ISLAND.

Lat. 47 12 25 N.; Long. 70 21 26 W.

(D. BABIN, *Keeper.*)

A revolving white catoptric light, every one-and-a-half minutes; fifteen No. 1 flat-wick lamps; 22-inch reflectors; size of glass, 24 x 23 x  $\frac{1}{4}$  inch: consumes about 350 gallons of oil per season.

June 6th.—Stores were landed, and the lights inspected and found in good order, except a fan spindle of revolving gear and three rollers, all badly worn. I told the keeper to have them all sent up to Quebec in the fall to have them renewed

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a circular stone building, with a red roof. There are also two other buildings, comprising—

- One dwelling-house, built of stone, and painted white, and with a red roof;
- One store, shed, built of wood, and painted white.

## ALGERNON ROCK REFLECTING TOWER, NEAR THE PILLARS.

A pier and powerful reflecting apparatus is being erected here, and is expected to be in operation this season.

## CRANE ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 47 3 0 N.; Long. 70 34 30 W.

(G. PAINCHAUD, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 22-inch reflectors; size of glass, 16 x 14 x  $\frac{1}{4}$  inch: consumes about 200 gallons of oil per season.

June 6th.—Landed stores and inspected the lights, and found all in good order. Took two carpenters and material to repair the wharf and hand rails.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is built of wood, and painted white, and situated on the pier. There is also.—

- One oil shed, built of wood, and painted white.

## BELLECHASSE LIGHTHOUSE, SOUTH SHORE.

Lat. 46 56 0 N.; Long. 70 46 0 W.

(E. TRIVIERGE, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 22-inch reflectors; size of glass, 16 x 14 x  $\frac{1}{2}$  inch; consumes about 180 gallons of oil per season.

June 6th.—Landed stores and examined the lights, &c., and found all in good order.

The keeper reports that the lighthouse leaks. I found that some of the clap-boards sprung a little, and I told him to have them nailed down and well puttied, and painted over.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, and painted white, and with a red roof. There is also—

- One oil shed; built of wood, and painted white.

## MONTE DU LAC LIGHTHOUSE, NORTH SHORE.

Lat. 47 7 40 N.; Long. 74 42 30 W.

(E. SIMARD, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick and one No. 1 circular lamp; 20-inch reflectors: consumes about 60 gallons of oil per season. The light showing to the westward has been withdrawn, owing to its interference with the range lights alongside.

June 6th.—Landed stores, and examined lights &c., and found all in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a square wooden building, painted white, and with a red roof. There is also—

One dwelling-house and oil-shed combined, built of wood, and painted white.

The two range lights are situated a little to the north of the lighthouse, and are built on a framework, with one mammoth flat-wick lamp on each of them, and 20-inch reflectors.

## NORTH CHANNEL TRAVERSE RANGE LIGHTS.

Lat. 47 0 12 N.; Long. 70 45 19 W.

“ 47 0 24 N.; “ 70 44 51 W.

J. MARCEAU, }  
F. LAPAGE, } *Keepers.*

Two range lights, 1,379 yards apart, at St. Francis, east end of the Island of Orleans. They indicate the channel between the West Sands and the Traverse Spit. Both lights are fixed white catoptric lights, circular No. 1, with 20-inch reflectors.

June 12th.—Delivered stores, and examined the lights, and found that they leaked and will require to have all the joints puttied and painted; the inside of lantern also requires painting. In both of these towers there is no tin under the stoves. I think it would be advisable to send a man down to have them painted and fix the tin under the stoves to prevent fire.

The Department has had the necessary repairs done, and now the lights are in good order.

*Description of Lighthouses and Buildings at these Stations.*

The lighthouses and dwelling-houses combined, are square wooden buildings, painted white. The oil-sheds are also combined with the lighthouses.

Government has acquired by purchase from Mr. Francis Lemlin, of St. Francis, 60 square feet of land, upon which the tower is erected, for the sum of \$25, on the 4th day of March, 1876. George Larue, Esq., Notary Public.

Also from Mr. Joseph Marceau, of St. Francis, 60 square feet of land, upon which the upper tower is erected, for the sum of \$30, on the 29th day of February, 1876. George Larue, Esq., Notary Public.

## POINT ST. JEAN LIGHTHOUSE, ISLAND OF ORLEANS.

Lat. 46 55 20 N.; Long. 70 53 30 W.

(C. LANGLOIS, *Keeper.*)

A revolving white catoptric light, shewing a flash every thirty seconds; two-lamps, one a No. 1 circular and the other a mammoth flat-wick lamp; 21-inch reflectors; size of glass, 36 x 28 x  $\frac{3}{8}$  inch.

June 12th.—Delivered stores and examined the lights and revolving gear, and found all in good order. During the storms, last fall, the wharf was greatly damaged but the necessary repairs have been done to it, and the wharf is now in good condition.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, and painted white.

There is also—

One oil-shed, built of wood, and painted white.

This was built this summer, and these are situated on the wharf.

POINT ST. LAURENT LIGHTHOUSE, ISLAND OF ORLEANS.

Lat. 46 51 50 N.; Long. 71 0 40 W.

(J. CHABOT, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 18-inch reflectors; size of glass,  $26\frac{1}{4} \times 16\frac{1}{4}$ -inch: consumes about 180 gallons of oil per season.

June 12th.—Delivered stores and examined the lights, &c., and found them in good condition.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is built of wood, and painted white, and situated at the end of the wharf. The oil-store is in the lower part of the building.

BUOYS.

There are seventy-one buoys in this district, they are situated between Red Island and Cape Santé, in the Rivers St. Lawrence, Chicoutimi and Saguenay, and the Magdalen Islands, and Gaspé Basin and Bay des Chaleurs. In the River St. Lawrence they are frequently injured or displaced by passing vessels necessitating constant supervision, and several trips have been made by one of the Dominion Steamers to put them in order when information has reached this Agency relative to their derangement. In the River St. Lawrence all the black buoys are on the south side of the Channel except those at Beaujeu's Patch and White Island which can be passed on either side. The one at Vache's Point near the Saguenay must be passed on the south side only, the red buoys are all placed on the north side of the channel. White and chequered buoys indicate rocks or ends of shoals, and can be passed on either side except the white and chequered buoys of the Saguenay, which must be passed to the north. Green buoys indicate sunken wrecks; that one marking the wreck of the barque "Preciosa" has been removed, no vestige of this wreck being any longer apparent. A black buoy has been placed on the patch lately discovered three quarters of a mile off Crane Island; it is anchored in three fathoms of water. Crane Island Lighthouse bearing N. by E $\frac{1}{2}$  E. A black buoy has also been placed at Berthier, and another at Paspébiac, Bay des Chaleurs, for the convenience of passenger steamers; also a black buoy at Fox River, to indicate entrance to the harbour, and another black buoy has been placed at Cock Point, about five miles below Father Point, to indicate the Point, and has painted on in white letters, the words "Cock Point." There are also three other buoys at New Richmond Bay, Bais des Chaleurs, viz: one black buoy to westward of ballast grounds; one red buoy, eastward of harbour, and one white buoy at entrance to harbour. I personally visited these buoys, in charge of Mr. Montgomery, and found them all in good order.

BEACONS.

This Agency has 55 beacons under its supervision. Those on the River St. Lawrence act as bearings to station buoys, and as marks to vessels leading up and down the channel. Owing to the general unevenness of the coast upon the Island of Anticosti, and also between Cape Chatte and Cape Rosier the beacons upon these localities are intended to enable vessels to recognise their position. The two on the Labrador shore, also distinguishing points on the coast and mark the entrance to

Bonne Esperance, and Coacoahoo Bay, both excellent harbors of refuge. The beacon upon Lark Islet has been removed, the lighthouse answering its purpose. They are reported in good order, and distributed as follows:—

- 1 at St. Vallier.
- 11 at Crane Island.
- 2 at Goose Island.
- 1 at Wood Pillar.
- 1 at St. John's Point.
- 4 at St. Rochs'.
- 2 at Grand Island, Kamouraska
- 2 at Hare Island.
- 1 at Cacouna.
- 3 at Green Island.
- 2 at Red Island.
- 3 in Saguenay.
- 3 at Bic Island.
- 2 at St. Fabien.
- 4 at Anticosti, South side.
- 3 at Anticosti, North side.
- 2 at Labrador Coast.
- 5 between Cape Chatte and Cape Rosier.
- 2 at St. Francois, Island of Orleans.
- 1 at Cape Rouge, Monte du Lac.

Total, 55

ST. ANTOINE LIGHTHOUSE, SOUTH SHORE.

Lat. 46 39 40 N.; Long. 71 36 10 W.

(L. LAFLEUR, *Keeper.*)

A fixed white catoptric light; two No. 1 circular-wick lamps; 17-inch reflectors: consumes about 120 gallons of oil per season.

May 30th.—Landed stores and inspected the lights, &c., and found them in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouse is a square wooden building, painted white. The oil-shed is combined with the lighthouse.

Government has acquired by purchase from Mr. François Xavier Bergeron, of the parish of St. Giles, one arpent in superficies with right of way, for the sum of £62 10s. A. Cote, Esq., Notary Public. Deed of sale dated 26th December, 1854.

ST. CROIX LIGHTHOUSE, SOUTH SHORE.

Lat. 46 37 45 N.; Long. 71 44 10. W.

(J. THURBER, *Keeper.*)

A fixed white catoptric light; two No. 1 circular lamps; 17-inch reflectors: consumes about 120 gallons of oil per season.

May 30th.—Landed stores and inspected the lights, &c., and found the lights in good order, but the tower required to be clap-boarded, and the lantern repaired.

These repairs have been done this summer and the building is now in good order

*Description of Lighthouse and Buildings at this Station.*

The lighthouse and dwelling-house combined, is a square wooden building, painted white. The oil-store is in the lighthouse.

The Government pays Mr. C. Durocher a yearly rent of \$6 for a strip of land adjoining the lighthouse, as agreed by his letter to the Quebec Trinity House, dated 24th September, 1863, and verbally relinquished all claim to the lot upon which the tower is erected near the beach.

## PORTNEUF LIGHTHOUSE, NORTH SHORE (ABOVE QUEBEC.)

Lat. 46 41 48 N.; Long. 71 52 10 W.

(F. RODRIGUE, *Keeper.*)

Two fixed white catoptric lights, about 180 yards apart. Upper tower contains one mammoth flat-wick lamp; 16-inch reflectors. Lower tower contains two No. 1 circular lamps; one 22-inch and one 20-inch reflector: consumes about 200 gallons of oil per season.

May 30th.—Stores where landed and the lights, &c., inspected, and found all in good order.

*Description of Lighthouse and Buildings at this Station.*

The lighthouses and dwelling-house combined, are square stone buildings, painted white. There are also two other buildings, consisting of—

One oil-shed, built of wood, and painted white;

One barn and stable, combined, built of wood, and painted white.

Government acquired by purchase, from Mr. Joseph Poliquin, of Portneuf, one hundred feet in front, French measure, by two hundred feet in depth, for the sum of £125, with building thereon. Errol B. Lindsay, Esq., Notary Public. Deed of sale dated 20th day of April, 1847.

## PLATON POINT LIGHTHOUSE, SOUTH SHORE.

Lat. 46 39 13 N.; Long. 71 53 3 W.

(P. BEAUDET, *Keeper.*)

Two fixed white catoptric range lights, 169 yards apart. The upper tower contains one No. 1 circular-wick lamp; 21-inch reflector; size of glass, 34 x 32 x  $\frac{1}{8}$  inch. The lower tower is provided with a similar lamp and reflector, and the size of the glass is 24 x 24 x  $\frac{1}{8}$  inch. The consumption of both lights is about 150 gallons of oil per season.

May 30th.—Stores were landed and the lights, &c., inspected, and all found in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden buildings, painted white, and the oil-store is combined with one of the lighthouses.

Government has acquired by purchase, from Michel Gauron, an irregular piece of ground, ending in a point, containing: one arpent of land, more or less, for the sum of £27 10s. Théodore Doucet, Esq., Montréal, Notary Public. Deed of sale dated 10th January, 1851

## RICHELIEU ISLET LIGHTHOUSE, SOUTH SHORE OF THE ISLET.

Lat. 46 38 30 N.; Long. 71 54 51 W.

(H. BLAIS, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps; one 14½ and one 15½-inch reflectors; size of glass, 36 x 36 x ½ inch: consumes about 50 gallons of oil per season.

May 30th.—Landed stores and inspected the lights, &c., and found the lights in good order, but the lantern being too small, I recommended that a new and larger one should be made, which has been done by the Department. The oil having to be kept in the lighthouse, the keeper complained very much of it spoiling his provisions, therefore the Department have caused an oil-shed to be built alongside of the lighthouse, and which gives satisfaction.

*Description of Lighthouse and buildings at this Station.*

The lighthouse and dwelling-house combined, is a square stone building, and painted white. There is also—

One oil-shed, built of wood, and painted white.

## LOTBINIÈRE LOWER LIGHTHOUSE, SOUTH SHORE.

Lat. 0 0 0 N.; Long. 0 0 0 W.

(O. BEAUDET, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp; 14-inch reflector size of glass, 36 x 36 x ½ inch: consumes about 50 gallons of oil per season.

May 29th.—Landed stores and inspected the lights, &c., and found them in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, and painted white.

Government has purchased from Mr. O. Beaudet, a piece of land 25 feet by 50 feet long, with right of way, for the sum of \$50. Notary Public, H. C. Austen, Esq., Quebec. Date of deed of sale, 19th July, 1875.

## LOTBINIÈRE UPPER LIGHTHOUSE, SOUTH SHORE.

Lat. 0 0 0 N.; Long. 0 0 0 W.

(O. C. DE LACHEVROTIÈRE, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp; 14-inch reflector; size of glass, 36 x 36 x ½ inch: consumes about 50 gallons of oil per season. A lofty spruce tree, on the hill, about two acres from this light, has been reserved as a beacon, for the navigation of the Richelieu, of which it is an important aid. Thirty square feet round the beacon have been retained together with a right of passage thereto.

May 29th.—Landed stores and inspected the lights, &c., and found them all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with oil-shed combined.

Government has acquired from the proprietor, Mr. O. C. De Lachevrotière, 30 square feet of land, upon which the light is erected, and also right of way, for the



sum of \$100; also from Mr. Clement Charles Lair, of the same parish, 20 square feet of land, with a white spruce tree thereon, serving as a beacon, with right of way, for the sum of \$20. H. C. Austin, Esq., Notary Public. Deed of sale dated 11th May, 1875.

RIVER DUCHÊNE LIGHTHOUSE, SOUTH SHORE.

Lat. 0 0 0 N.; Long. 0 0 0 W.

(O. LANGLOIS, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps; 14-inch reflector; size of glass,  $34\frac{1}{2} \times 29 \times \frac{1}{8}$  inch: consumes about 50 gallons of oil per season.

May 29th.—Landed stores and inspected the lights, &c., and found them in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with oil store combined.

Government owns at this station a piece of land, 30 feet square, with right of way, purchased the same from Widow Langlois, Deed passed by Mr. De Lachevrotière, Notary, Lotbinière.

GRONDINE'S LIGHTHOUSE, NORTH SHORE.

Lat. 46 35 49 N.; Long. 72 4 12 W.

(Upper Tower, E. TROTTIER, *Keeper*; Lower Tower, J. TROTTIER.)

Two fixed white catoptric lights 1,350 yards apart. Upper tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass  $32 \times 40 \times \frac{1}{8}$  inch, and also one No. 1 flat wick lamp; 15-inch reflector. The lower tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass  $20 \times 38 \times \frac{1}{8}$  inch, and one No. 1 flat-wick lamp; 15-inch reflector. Consume about 70 gallons of oil each per season.

Complaints having reached the Department of the insufficiency of the lights I have had the two additional No. 1 flat-wick lamps placed in operation there and which gives satisfaction. The lanterns have been enlarged, and the towers repainted this summer.

May 29th.—Landed stores, and inspected the lights &c., and found them in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden towers with oil-stores combined, and painted white.

Government has purchased from both of the keepers of the "Grondines Lights," 24 feet square of land upon which each tower is erected, with a right of way.

CAPE CHARLES LIGHTHOUSES, SOUTH SHORE.

Lat. 46 33 39 N.; Long. 72 4 15 W.

(F. BOISVERT, *Keeper.*)

Two fixed white catoptric lights, eighty yards apart. Upper tower contains one mammoth flat-wick lamp; 20-inch reflector; size of glass  $28 \times 35 \times \frac{1}{8}$  inch, and one No. 1 flat-wick lamp; 14-inch reflector. The lower tower contains two No. 1 flat-wick lamps; 15-inch reflectors; size of glass,  $28 \times 35 \times \frac{1}{8}$  inch. Consumes about 50 gallons of oil per season.

May 29th.—Landed stores, and inspected the lights &c., and found them all in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden buildings, and painted white.

Government pays an annual rent of \$10 for the use of the land upon which the lighthouse is erected, with right of way; payable to the keeper who is owner of the land.

ST. PIERRE DES BEQUETS LIGHTHOUSE, SOUTH SHORE.

Lat. 46 30 28 N.; Long. 72 12 30 W.

(S. FRANCŒUR, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp, and one No. 1 circular lamp; size of reflectors, 15 inches, and 20 inches; size of glass, 38 x 27 x  $\frac{1}{8}$  inch; consumes about 70 gallons of oil per season.

May 29th.—Landed stores, and inspected the lights &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with oil-shed combined.

Government has acquired by purchase from Michael Wm. Baby, Esq., of the city of Quebec, about 25 feet square of land with right of way, for the sum of £50. T. Doucet, Esq., Notary Public. Deed of sale, dated 17th June, 1864.

Government has also acquired 12 feet square more land for lighthouse purpose, from Mr. F. X. O. Methot, proprietor of the adjoining land.

BASTICAN LIGHTHOUSE, NORTH SHORE.

Lat. 46 30 16 N.; Long. 72 14 52 W.

(J. FUGÈRE's, *Keeper.*)

A fixed white catoptric light; one No. 1 dual flat-wick lamp, 15-inch reflector; size of glass, 36 x 36 x  $\frac{1}{8}$ -inch: consumes about 50 gallons of oil per season.

This light is situated about 222 yards from the last light.

May 29th.—Landed stores, and inspected the lights &c., and found them in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small square wooden building, painted white, and with oil-shed combined.

Government pays an annual rent of \$6 to the keeper who is proprietor of the land upon which the lighthouse stands.

BATISCAN LIGHTHOUSE, NORTH SHORE.

Lat. 46 30 16 N.; Long. 72 14 52 W.

(J. MARCHAND, *Keeper.*)

A fixed white catoptric light; one No. 1 dual flat-wick lamp; 15-inch reflector; size of glass, 36 $\frac{1}{2}$  x 36 $\frac{1}{2}$  x  $\frac{1}{8}$ -inch; consumes about 50 gallons of oil per season.

May 29th.—Landed stores, and inspected the lights, &c., and found all in good order, with the exceptions of the roof of the tower which was in bad order, but which has since been recovered, by order of the Department.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with oil-shed combined.

Government pays an annual rent of \$6 to the keeper, who is proprietor of the land upon which the lighthouse stands.

## POINT AU CITROUILLE LIGHT, NORTH SHORE.

(C. BRUNEL, *Keeper.*)

This is a temporary light on the top of a frame to indicate the point. It is a fixed white light, with a mammoth flat-wick lamp; a tower and lantern with two lamps is much needed here.

## CHAMPLAIN LIGHTHOUSE, NORTH SHORE.

Lat. 46 24 34 N.; Long. 72 20 32 W.

(N. HARDY, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps; 17-inch reflectors; size of glass, 35 x 27 x  $\frac{1}{8}$  inch. consumes about 100 gallons of oil per season.

May 29th.—Landed stores, and inspected the lights, &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small square wooden building, painted white, with oil-store combined.

## CAPE DE LA MADELEINE LIGHTHOUSES, NORTH SHORE.

Lat. 46 23 46 N.; Long. 72 27 18 W.

(P. MANUEL, *Keeper.*)

Two fixed white catoptric lights, 200 yards apart. Upper tower contains one No. 1 flat-wick lamp; 15-inch reflector; size of glass,  $30\frac{1}{2}$  x  $36\frac{1}{2}$  x  $\frac{1}{8}$  inch. The lower tower contains one No. 1 flat-wick lamp; 15-inch reflector; size of glass,  $30\frac{1}{2}$  x  $36\frac{1}{2}$  x  $\frac{1}{8}$  inch. Both lights consume about 50 gallons of oil per season.

May 29th.—Inspected the lights, and landed stores, and found all in good order, &c.

*Description of Lighthouses at this Station.*

They are two square wooden buildings, painted white, and with oil-store combined.

Government has acquired by purchase, a piece of land 25 feet square for the sum of £3, from Mr. Joseph Moise Denoncour. Theodore Doucet, Montreal, Notary Public. Deed of Sale, Sept 14th, 1857.

## CAPE DE LA MADELIENE LIGHTHOUSES, NORTH SHORE.

Lat. 46 23 46 N.; Long. 72 28 38 W.

(P. MONTPLASIR, *Keeper.*)

Two fixed white catoptric lights, 235 yards apart. The upper tower contains one No. 2 circular-wick lamp; 20-inch reflector; size of glass, 36 x 36 x  $\frac{1}{8}$  inch. The lower tower contains one No. 2 circular-wick lamp; 20-inch reflector; size of glass, 28 x 35 x  $\frac{1}{8}$  inch. Both lights together consume about 100 gallons of oil per season.

May 27th.—Landed stores, and inspected the lights &c., and found them in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden buildings, painted white, and with oil-store combined.

Government pays an annual rent of \$12 to the keeper, who is proprietor of the land on which the lighthouse stands.

PORT ST. FRANCIS LIGHTHOUSES, SOUTH SHORE.

Lat. 46 16 20 N.; Long. 72 37 15 W.

(C. DUVAL, *Keeper.*)

Two fixed white catoptric lights. Upper tower contains two No. 1 flat-wick lamps; 15-inch reflectors; size of glass, 20 x 32 x  $\frac{1}{8}$  inch. Lower tower, one No. 1 flat-wick lamp; 15-inch reflector; size of glass, 27 x 31 $\frac{1}{2}$  x  $\frac{1}{8}$  inch. They consume about 70 gallons of oil per season. These lights are removed in winter.

May 27th.—Landed stores, and inspected the lights &c., and found them all in good order.

*Description of Lighthouses at this Station.*

These lighthouses are octagonal wooden buildings, painted white, and with oil-store combined.

POINT DU LAC LIGHTHOUSE, NORTH SHORE.

Lat. 46 16 50 N.; Long. 72 40 22 W.

(M. PAQUIN, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp; 15-inch reflector: consumes about 25 gallons of oil per season.

May 27th.—Landed stores, and inspected the lights, and found all in good order

*Description of Lighthouse at this Station.*

The lighthouse is an octagonal wooden building, painted white, with oil-store combined.

Government has acquired by purchase from Mr. Medard Paquin, of the parish of Point du Lac, about 20 feet x 70 feet, French measure, of land, upon which the tower is erected, for the sum of £7 10s. 0d. Theodore Doucet, Esq., Notary Public. Deed of sale, dated 19th May, 1857.

NO. 3 LIGHTSHIP, LAKE ST. PETER.

Lat. 46 15 56 N.; Long. 72 42 18 W.

(AMADIE MAGNON, *Keeper.*)

A fixed white catoptric light; three No. 1 flat-wick lamps, attached to one fountain; size of glass, 26 $\frac{1}{2}$  x 26 $\frac{1}{2}$  x  $\frac{1}{8}$  inch: consumes about 120 gallons of oil per season. This ship is removed at the approach of winter on account of ice, and is laid up at Sorel.

May 27th.—Delivered stores, and inspected the lights and ship, and found them in good order; supplied them with 30 fathoms of extra chain.

*Description of Lightship at this Station.*

The lightship is painted red.

NO. 2 LIGHTSHIP, LAKE ST. PETER.

Lat. 46 11 39 N.; Long. 72 53 20 W.

(HECTOR FISET, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp; size of glass,  $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$  inch: consumes about 120 gallons of oil per season. Removed at the approach of winter on account of ice, and laid up at Sorel.

May 27th.—Delivered stores, and inspected the lights and ship, &c.; found the lights in good order, but the ship will require new bulwarks, covering board and deck, before being sent out in the spring.

*Description of Lightship at this Station.*

The lightship is built the same as the others, and is painted red. Arrangements have been made to secure correct marking of the depth of water on the flats of Lake St. Peter.

NO. 1 LIGHTSHIP, LAKE ST. PETER.

Lat. 46 9 39 N.; Long. 72 56 50 W.

(A. AUGER, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp; size of glass,  $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$  inch: consumes about 120 gallons of oil per season. This vessel is removed at the approach of winter on account of ice, and is laid up at Sorel.

May 27th.—Delivered stores, and inspected the lights &c., and found them in good order.

*Description of Lightship at this Station.*

The lightship is built same as the others, and is painted red.

ISLE AUX RAISINS LIGHTHOUSES, ON THE ISLAND.

North of Island, Lat. 46 6 14 N.; North side of Island, Long. 72 57 50 W.

South " " 46 6 0 N.; South " " 72 58 0 W.

(O. LETENDRE, *Keeper.*)

Fixed white catoptric lights; towers about ten acres apart, each of which is fitted with a No. 1 flat-wick lamp, and a 15-inch reflector; size of glass, upper lantern,  $36 \times 36 \times \frac{1}{8}$  inch, and  $36 \times 21 \times \frac{1}{8}$  inch; lower lantern,  $20 \times 31 \times \frac{1}{8}$  inch: consumption of oil about 100 gallons per season.

The pier on which the towers stand requires some repairs, which will be attended to by the Department.

May 26th.—Landed stores, and inspected the lights &c., and found them in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden buildings, painted white, and with oil-store combined, erected on piers.

Government owns  $17\frac{1}{2}$  acres of land purchased from Mr. Joseph Pollus, and Mr. Oliver Pollus, for lighthouse purposes.

## ISLE A LA PIERRE LIGHTHOUSE, POINT OF THE ISLAND.

Lat. 46 5 54 N.; Long. 72 59 40 W.

(J. LAMOUREUX, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick burners; 15-inch reflectors size of glass, 28 x 36 x  $\frac{1}{2}$ , 30 x 28 x  $\frac{1}{2}$  inch: consumes about 60 gallons of oil per season. The Department has taken steps to secure the necessary wooded land for protection against the ice, which would carry the tower away if the trees were cut down.

I personally visited this station and found that the pier required some repairs, which will be attended to.

May 26th.—Stores were landed and the lights inspected, and found them all in good order. ~~see~~

*Description of Lighthouses at this Station.*

They are two square wooden buildings, painted white, and with oil store combined.

## ILE DE GRACE LIGHTHOUSE, ON THE ISLAND.

Lat. 0 0 0 N.; Long. 0 0 0 W.

(EDWARD PAUL, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps; 15-inch reflectors; size of glass, 19 x 30, and consumes about 60 gallons of oil per season. This light indicates the Island.

May 26th.—Landed stores and inspected the light, &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small octagonal wooden building, painted white, and with oil-store combined.

Government has acquired by purchase from the Revd. Hilliare Millier, Curé, a piece of land 60 square feet, French measure, for the sum of \$ 30. Théodore Doucet, Notary Public. Deed of sale, dated Sept. 2, 1871.

## SOREL HARBOUR LIGHTS.

Two red lights on the Richelieu Company's Wharf to indicate the harbour, are maintained by the Company at an allowance of \$85 per season.

## LAVALTRIE LIGHTHOUSES, SOUTH SIDE OF THE ISLAND.

Lat. 45 52 55 N.; Long. 73 16 0 W.

(D. GIGUÈRE, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps; 15-inch reflectors in each of the two towers, which are 320 yards apart; size of glass, 25 x 20 $\frac{1}{2}$  x  $\frac{1}{2}$  and 23 x 28 x  $\frac{1}{2}$ -inch: consumption of oil about 120 gallons per season.

Owing to the height of the water in the spring, one of the towers was carried away by the ice, and the pier was greatly damaged, but some of the pieces being recovered, both were repaired and are now in good condition.

May 26th.—Landed stores and inspected the lights, and found all in good condition.

*Description of Lighthouses at this Station.*

The lighthouses are small square towers, build of wood, painted white, and with oil store combined.

Government has acquired by purchase from Albert Lesiège *dit* Lafontaine, a piece of land 30 square feet for the sum of \$50. Théodore Doucet, Notary Public. Deed of sale, dated May 5th, 1859.

A ground rent of \$30 per annum is also paid to G. de Lanondière for the other ight.

## CONTRECEUR LIGHTHOUSE, SOUTH SHORE.

Lat. 0 0 0 N.; Long. 0 0 0 W.

(F. LACROIX, *Keeper.*)

A fixed white catoptric light, on a small pier near the waters edge, situated above Contreœur Church; one No. 1 flat wick lamp; 15-inch reflector; size of glass,  $25\frac{1}{4} \times 34 \times \frac{1}{8}$  inch: consumes about 25 gallons of oil per season.

May 26th.—Landed stores, and inspected the lights &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small square wooden building, painted white, and with oil-store combined. This tower is removed every fall on account of the ice.

Government has acquired by purchase a piece of land 30 feet x 40 feet from F. Lacroix, for the sum of £6 15s. 0d. Théodore Doucet, Notary Public. Deed of sale, dated May 7th, 1858.

## CONTRECEUR LIGHTHOUSE, SOUTH SHORE.

Lat. 45 49 52 N.; Long. 73 17 0 W.

(J. GERVAIS, *Keeper.*)

A fixed white catoptric light, precisely similar to the other, and is situated about two and a half miles above Contreœur Church: it consumes about 25 gallons of oil per season.

May 26th.—Inspected the lights &c., and found all in good order, with the exception of the roof, which leaked a little. It has since been repaired, and is now in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a wooden building, painted white, and with oil store combined.

Government has acquired by purchase, a piece of land 25 feet square, French measure, from Thomas Roy, for the sum of £6 5s. 0d. Théodore Doucet, Notary Public. Deed of sale, dated May 5th, 1857.

## ISLE AUX PRUNES LIGHTHOUSE, ON THE ISLAND.

Lat. 45 46 50 N.; Long. 73 22 30 W.

(J. B. LAROSE, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps; with 15-inch reflectors; size of glass,  $32 \times 20\frac{1}{2} \times \frac{1}{8}$ -inch: consumes about 25 gallons of oil per season. This lighthouse is built on a pier, and is taken away every fall on account of the ice.

May 26th.—Landed stores, and inspected the lights &c., and found the lights in good order, but the pier had been taken away by the action of the ice, and a new one is recommended to be built, and contract for the same has been given.

*Description of Lighthouse at this Station.*

The lighthouse is a small square wooden building, painted white, and with oil-store combined.

Government has acquired by purchase from Olivier Chagnon *dit* Larose, a piece of land 50 feet square, for the sum of \$60. Théodore Doucet, Notary Public. Deed of sale, dated Feb., 20th, 1866.

REPENTIGNY LIGHTHOUSE, NORTH SHORE.

Lat. 45 45 2 N.; Long. 73 26 8 W.

(C. RIVET, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp; 15-inch reflector; size of glass 36 x 36 x  $\frac{1}{8}$ -inch: consumes about 25 gallons of oil per season.

May 25th.—Landed stores and inspected the lights, &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a square wooden building, painted white, and with oil-store combined.

Government has purchased from the proprietor, Mr. C. Rivet, the lighthouse keeper, a piece of land 40 feet square, on which the lighthouse is built.

REPENTIGNY LIGHTHOUSE, 170 YARDS FROM OTHER TOWER.

(J. B. LACHAPELLE, *Keeper.*)

Similar in every respect to the other light, except its being but 14 feet high and is situated 170 yards from the other light: consumes about 25 gallons of oil per season.

May 25th.—Landed stores and inspected the light, &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small square wooden building, painted white, and with oil-store combined.

Government has acquired by purchase from Mr. Joseph Grenier, a piece of land 24 feet square for lighthouse purposes.

ISLE À LA BAGUE LIGHTHOUSE, NORTH SIDE OF THE ISLET.

Lat. 45 44 14 N.; Long. 73 26 15 W.

(J. ETHIER, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps; 15-inch reflectors: consumes about 50 gallons of oil per season. On account of the ice, this light is always removed in the fall.

May 25th.—Landed stores and inspected the light, and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is an octagonal building of wood, and painted white, and with oil store combined.



Government has purchased the whole of the Island, from Henry O Andrews, Esq., for the sum of £50. Théodore Doucet, Notary Public. Deed of sale, dated 18th February, 1848.

ISLE STE. THÉRÈSE LIGHTHOUSES, ON THE ISLAND.

Lat. 45 41 22 N.; Long. 73 27 40 W.

(THÉO. BRADEUR, *Keeper.*)

Fixed white catoptric lights; two towers 220 yards apart, with three No. 1 flat-wick lamps, and 15-inch reflectors in each tower; size of glass,  $34 \times 34 \times \frac{1}{4}$  and  $36 \times 34 \times \frac{1}{4}$ -inch; consumes about 150 gallons of oil per season. A new lamp was placed this season.

May 25th.—Landed stores and inspected the lights, &c., and found all in good order.

*Description of Lighthouses at this Station.*

The lighthouses are two square wooden buildings, painted white, and with oil stores combined.

Government owns a piece of land of about 24 feet square at each of the two towers, purchased from Mr. Massue and Mr. Bradeur.

ISLE STE. THÉRÈSE LIGHTHOUSE, NORTH SIDE OF THE ISLAND.

Lat. N.; Long. W.

(SAMUEL REEVES, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp; 15-inch reflector; size of glass,  $36 \times 34 \times \frac{1}{4}$ -inch: consumes about 25 gallons of oil per season.

May 25th.—Landed stores and inspected the light, &c., and found all in good order.

*Description of Lighthouse at this Station.*

The lighthouse is a small wooden building, painted white, and with oil-store combined; there is also a small square wooden building near to it for dwelling-house for keeper.

Government occupies a piece of land about 24 feet square, which belongs to the heirs Rivet, and cannot be sold, on account of the absence of some of them.

POINTE AUX TREMBLES LIGHTHOUSE, NORTH SHORE.

Lat. 45 38 26 N.; Long. 73 29 20 W.

(ANTOINE LAMOUREUX, *Keeper.*)

Two fixed white catoptric lights, 600 yards apart; one mammoth flat-wick lamp, with 16-inch reflectors, in each tower; size of glass,  $33 \times 36 \times \frac{1}{4}$  and  $30 \times 33 \times \frac{1}{4}$ -inch: consumes about 100 gallons of oil per season.

May 25th.—Landed stores and inspected the lights, &c., and found all in good order.

*Description of Lighthouses at this Station.*

The lighthouses are octagonal wooden buildings, painted white, and with oil-store combined.

Government has acquired, by purchase from Mr. Antoine Lamoureux, a piece of land of 25 square feet, for the sum of £25. Theodore Doucet, Notary Public. Deed of sale, dated Aug. 31st, 1867.

Also, from Francois Baudoin, a piece of land 30 feet square, for the sum of \$30. A. Lecours, Notary Public. Deed of sale, dated May 30th, 1859.

#### MONTREAL HARBOUR LIGHTHOUSES.

Lat. 45 30 22 N.; Long. 73 33 14 W.

(WILLIAM JEFFS, *Keeper.*)

Two fixed red lights, 73 yards apart—one 38 feet, and the other 29 feet above the water's edge. They indicate the deepest channel to and from the harbour. There is a mammoth flat-wick lamp, with a 16-inch reflector, in each tower: consumes about 100 gallons of oil per season.

May 24th.—Landed stores and inspected the lights, &c., and found the building in very bad order. Will require to be renewed. The light was in good order.

#### *Description of Lighthouse at this Station.*

The lighthouse is an octagonal wooden building, painted white, and with oil-store combined.

All the foregoing lights between Quebec and Montreal have been visited and inspected by Captain Marmen, with the steamship "Druid," during the past season, and have been supplied with all requisite stores.

#### LIGHTHOUSES BETWEEN ST. JOHN'S, QUEBEC, AND THE BOUNDARY LINE.

##### ASH AND BLOODY ISLAND LIGHTS.

Ash and Bloody Island Range Lights are about three-quarters of a mile apart. They are placed in range with the channel above the Islands, and the side lights are to show the channel past the west side of both Islands.

Ash Island Lighthouse is a square framed tower, with small dwelling attached, and painted white. The lights are about 44 feet above water, the main one shewing in the direction of the low lights on Bloody Island. The lights on Bloody Island are in a small white building, on a timber pier about 14 feet above water. The main light showing up stream in the direction of the channel: there are two flat-wick lamps and two reflectors in each building.

A breakwater is required for the protection of the pier, and contracts for the same have been given out.

##### LACOLLE LIGHTHOUSES.

(W. H. VANVLIET, *Keeper.*)

Two towers forming range lights leading between Lacolle and St. Valentine. Upper tower contains one mammoth flat-wick lamp; 15-inch reflector; size of glass, 32 x 36 x  $\frac{1}{2}$ -inch. Lower tower contains two mammoth lamps; 15-inch reflectors; size of glass, 36 x 30 x  $\frac{1}{2}$ -inch. A side lamp indicates these points to passing vessels before they come into range.

##### ST. VALENTINE LIGHTHOUSE.

(P. MARTIN, *Keeper.*)

Two towers, eleven and a half miles from St. Johns, and six and a half miles from north of Halfway Point. These are range lights, leading across the river at the

foot of Ile aux Noir. Upper tower contains one mammoth flat-wick lamp; 16-inch reflectors; size of glass, 36 x 20 x  $\frac{1}{8}$ -inch. Lower tower contains two mammoth flat-wick lamps; 16-inch reflectors; size of glass, 32 x 36 x  $\frac{1}{4}$ -inch.

## NORTH OF HALFWAY POINT LIGHTHOUSES.

(D. MENARD, *Keeper.*)

Two towers on the south side of the river, five miles from St. Johns. These are range lights, leading between Halfway Point and Ile aux Noir. The upper tower contains one mammoth flat-wick lamp; 20-inch reflector; size of glass, 36 x 36 x  $\frac{1}{4}$  inch. Lower tower contains two mammoth flat-wick lamps; 16-inch reflectors; size of glass, 32 x 36 x  $\frac{1}{4}$  inch.

## MOVEMENTS OF STEAMSHIP "NAPOLEON" FROM 1ST JULY, 1875 TO FALL 1876.

The Steamship "Napoleon" left the dock about 20th June and came along side the Queen's Wharf and was coaling and loading during the month of July.

August 6th.—Left Quebec at 12 m. with full crew, and provisions and stores for the lighthouses of the Gulf from Bique Island down to Belle Isle, Anticosti Island, Cape Ray, Bird Rocks, Prince Edward Island, Magdalen Island and the north shore of New Brunswick, Bay des Chaleurs and Gaspé Coast.

August 7th.—Supplied Biquet Lighthouse with stores, and arrived at Father Point at 7.40 p.m.

August 8th.—Left Father Point at 3 a.m. and supplied Manicouagan Lightship with stores and provisions. Anchored at Cape Chatte at 6 p.m. and inspected the new lighthouse there.

August 9th.—Left at 12.15 a.m., but had to lie to on account of fog.

August 10th.—Fog very thick, but arrived at Martin River at 10.30, and landed surveyor to inspect the building of a new lighthouse. Arrived at Magdalen River at 6 p.m. and landed the supplies of the lighthouse.

August 11th.—Fog very heavy again, but left at 2.45 p.m., and arrived at West Point Anticosti at 10.45 a.m.; landed stores and had the lighthouse painted.

August 12th.—Left at 12.10 a.m., and arrived at the South-West Point Anticosti at 5.50 a.m.; landed stores for the lighthouse and painted the lighthouse also.

August 13th.—Left at 8 a.m. and hove to all day and night on account of the thick fog.

August 14th.—Put into Gaspé Basin to take in a supply of coal and fresh water.

August 15th and 16th.—Busy coaling both days.

August 17th.—Left at 4 a.m. this morning and landed the supplies for Cape Gaspé Lighthouse. Arrived at Cape Rosier at 8.30 a.m. and landed supplies there.

August 18th.—Left at 2 a.m. and landed supplies at South Point Anticosti.

August 19th.—Hove to all day and night on account of fog.

August 20th.—Still foggy and cannot move.

August 21st.—do do

August 22nd.—Anchored at Heath Point at 9 a.m., and landed supplies and painted the lighthouse and left at 9.30 p.m.

August 23rd.—Could not land at Point Rich on account of heavy sea.

August 24th.—Could not land at Forteau on account of heavy sea; proceeded to Cape Norman and arrived there at 4.30 a.m. and landed stores and painted the lighthouse. Left at 2.30 p.m. and arrived at Belle Isle at 5.45 p.m., and discharged the supplies through the night.

August 25th.—At Belle Isle, painting the lighthouse, &c. 4.30 p.m., anchored at Cape Norman to wait change of wind.

August 26th.—Left at 8.15 a.m. and arrived at Forteau at 1.15 p.m., and discharged supplies and painted the lighthouse.

August 27th.—Left at 3.40 a.m. and arrived at Green Island at 5 p.m.; landed the inspector at 5.30 p.m. and left again at 8 p.m.

August 28th.—Passed Point Rich, and the sea being too heavy to land, we put into Point Saunder's Harbour.

August 29th.—Left at 6.0 a.m., arrived at Point Rich at 6.45 a.m., and landed stores and painted the lighthouse.

August 30th.—Arrived at Cape Ray at 5.0 p.m. and landed stores, and left again at 10.0 p.m.

August 31st.—Arrived at Bird Rocks at 5.0 a.m. and landed stores and provisions, and left again at 10.15 p.m.

September 1st.—Arrived at Entry Island at 5.0 a.m. and landed supplies.

September 2nd.—Arrived at Amherst at 9.30 a.m. and landed stores and provisions and left at 6 p.m.

September 3rd.—Arrived at Pictou at noon and took a supply of coal and water on board.

September 7th.—Left at 5.0 a.m. and arrived at Charlottetown at 11.0 a.m. and landed stores.

September 8th.—Left Charlottetown at 5 a.m. and arrived at Cape Tormentine at 10 a.m. and landed stores. Arrived at Shediac at 8 p.m. and landed supplies.

September 9th.—Left at 4 a.m. and arrived at 7.30 a.m. at West Point Prince Edward's Island and landed there a new lighthouse. Left at 2.30 p.m., and anchored at Richibucto at 4.30 p.m. and landed supplies and arrived at Escuminac Point at 6.30 p.m. and hove to all night.

September 10th.—At 6.10 a.m., landed the supplies for lighthouse; left at 9.30 and arrived at 2.10 p.m. at Newcastle, and landed stores.

September 11th.—Left at 6.15 a.m. and arrived at Portage Island at 9.0 a.m. and landed supplies for lighthouse, &c., and left at 11.30 a.m. for Nicouac lighthouse and arrived at 1.10 p.m. and supplied the lights, and left at 3.25 p.m. for Tracadie, and arrived at 5.45 and landed supplies, and left at 7.30 p.m.

September 12th.—Supplied Miscou and Caraquette with provisions, and anchored at Heron Island at 9.30 p.m.

September 13th.—Supplied Heron Island, Dalhousie, Carleton and Paspebiac Lighthouses with stores.

September 14th.—Left Paspebiac at 3.15 a.m. and supplied Macquereau Point, Cape Despair, Percé and Cape Rosier Lighthouses with stores, and left for Quebec at 11.15 p.m.

September 16th.—Arrived in Quebec at 2 p.m.

October 1st.—Left Quebec at 9.30 a.m. and arrived at Bicquet Island at 11.30 p.m.

October 2nd.—Landed supplies and left at 7.40 a.m. and supplied Point des Monts with stores &c.

October 3rd.—Left at 2.30 a.m. and arrived at Cape Chatte at 5.30 a.m., and landed supplies; left again at 6.15 a.m. and arrived at Seven Islands at 12.30 p.m. and landed Mr. Barbour to inspect the new lighthouse; left at 1.40 p.m. and arrived at West Point Lighthouse at 8.45 p.m.

October 4th.—Landed stores at West Point and arrived at South-West Point at 6.30 p.m.

October 5th.—Supplied S. W. Point with provisions, stores &c., and left at 10.15 a.m. and supplied Cape Rosier Lighthouse and went to Gaspé Basin for supply of coal.

October 6th.—Busy taking in coal and water.

October 7th.—Detained at Gaspé by bad weather.

October 8th.—Anchored at Cape Rosier on account of bad weather.

October 9th.—Arrived at East Point Anticosti at 8.30 a.m. and landed supplies; and left at 4.0 p.m.

October 10th.—Landed supplies at Point Rich and arrived at Port Saunders at 5.10 p.m.

- October 11th.—Left at 10.45 a.m. and anchored at Forteau at 5 p.m.  
 October 12th.—Supplied Forteau Lighthouse and left at 3.0 a.m.  
 October 13th.—Anchored at Belle Island at 11.30 a.m. and supplied the lighthouse, and left at 5 p.m.  
 October 14th.—Anchored at Cape Norman at 6.15 a.m., and landed supplies, and left at 9.30 a.m.  
 October 15th.—Arrived at Cape Ray at 6.35 p.m. Impossible to land,  
 October 16th.— }  
 “ 17th.— } Weather too stormy and foggy to land.  
 “ 18th.— }  
 October 19th.—Supplied Cape Ray with stores, and arrived at Bird Rocks at 10 p.m.  
 October 20th.—Supplied Bird Rocks with much difficulty, also, Etang du Nord and Entry Island Lighthouses.  
 October 21st.—Supplied Amherst Island, and left for Gaspé Basin.  
 October 22nd.—Anchored at Gaspé Basin for coal and water.  
 October 23rd.—Left Gaspé Basin for Quebec at 10.35 a.m.  
 October 25th.—Arrived in Quebec at 6.15 a.m.  
 November 22nd.—Left at 5.40 a.m. to go and bring the lightships up. River covered with ice.  
 November 23rd.—Arrived at Quebec at 2.30 p.m., having experienced great difficulty in getting through the ice.  
 May 29th, 1876.—Left Quebec at 2 p.m. to fix a new red buoy at lower Traverse.  
 May 30th.—Arrived at Quebec at 1 p.m.  
 July 1st.—Left Quebec, and arrived at Green Island, and supplied the lighthouse with stores.  
 July 2nd.—Arrived at Bicquet at 5 a.m., and landed provisions; passed the Manicongan Lightship, and landed freight at Point des Montes, and arrived at Egg Island at 11.20 p.m.  
 July 3rd.—Left at 5.35 a.m., and arrived at Seven Islands at 10.15 a.m.  
 July 4th.—Left at 6.15 a.m., and anchored in Ellis Bay at 3 p.m.  
 July 5th.—Detained all day by a heavy breeze.  
 July 6th.—Left at 2.15 a.m., and landed stores at West Point and South West Point Lighthouses, and anchored at South Point Anticosti at 9.45 p.m.  
 July 7th.—Landed supplies at South Point; and East Point.  
 July 8th.—Anchored at Cape Rosier, and supplied it with stores; also Gaspé Basin.  
 July 9th and 10th.—Busy coaling; landed the supply for Gaspé Lightship.  
 July 11th.—Left Gaspé at 6 p.m.  
 July 12th.—Arrived at Bird Rocks at 10 a.m. Landed one boat load; sea being too heavy were obliged to leave at 2 p.m.  
 July 13th.—Passed Point Rich at 1 p.m.; could not land; arrived at Forteau at 6 p.m., and landed supplies.  
 July 14th.—Left at 2 a.m., arrived at Cape Norman at 6 a.m. Landed supplies.  
 July 15th.—Left at 5 a.m.; arrived at Belle Isle at 7 a.m. Landed stores.  
 July 16th.—Went into Port Saunders at 4 a.m. for shelter; could not land at Point Rich. At 10 a.m. went out and supplied the above light. Left at 2.30 p.m.  
 July 17th.—Arrived at Cape Ray at 1.30 p.m., landed stores and supplies, and 114 barrels of coal for fog-alarm. Left at 7.30 p.m.  
 July 18th.—Passed Bird Rocks at 4 a.m. Weather being too heavy, could not land. Went to Bryon Island to wait for fine weather to supply the above light.  
 July 19th.—Went over to Bird Rocks at 3 a.m.; landed stores; could not land all the coal, the sea being too heavy. Left at 5.30 p.m., and came to anchor at Bryon Island at 7 p.m.  
 July 20th.—Left at 3 a.m. for Bird Rocks; could not land. Started for Etang du Nord and arrived at 8 a.m.; landed stores and 54 barrels of coals. Left at 12.15 p.m. and arrived at Amherst Island at 1 p.m.; could not land stores, weather being too heavy. Steamed to Pleasant Bay and landed stores at 7 p.m. for Amherst Island here.

July 21st.—Went over to Entry Island at 4 a.m. Landed stores. Left at 10 a.m. and arrived at Pictou at 8 p.m.

July 22nd.—Went up to coaling ground and took on board 180 tons of coal.

July 25th.—Came down to Pictou in the afternoon.

July 26th.—Left at 3.30 a.m. Arrived at Charlottetown at 8 a.m. Delivered 88 barrels of coal to Agent Mr. Wm. Mitchell. Left at 1.30 p.m. Arrived at Cape Jouriman at 5 p.m. and landed stores.

July 27th.—Arrived at Shediac at 3 a.m. Landed at Shediac. Left at 12.30 p.m. and arrived at 3 p.m. at Richibuctou and delivered oil stores. Left at 5 p.m. Arrived at Escuminac at 5.30 p.m. Landed oil and stores.

July 28th.—Left at 4 a.m. Arrived at Portage Island at 5 a.m. and delivered oil and stores. Left at 6.30 a.m. Delivered oil and stores as far as Shippegan at 8 p.m. Had to lay to all night.

July 29th.—Arrived at Miscou at 7 a.m., delivered stores. Left at noon, Arrived at Goose Lake at 2 p.m., and delivered oil and stores. Left at 5.30 p.m., and arrived at Carraquet at 7 p.m. and delivered oil and stores.

July 30th.—Left at 1 a.m. Arrived at Heron Island at 6.30 a.m., and delivered oil and stores. Left at 8 a.m. Arrived at Dalhousie at 10 a.m. Left at 11 a.m. Arrived at Carleton at 12 noon and delivered stores. Arrived at Paspebiac at 5 p.m., and delivered stores.

July 31st.—Left at 3 a.m. Arrived at Point Macquereau at 6 a.m., and delivered stores. Left at 7 a.m. Arrived at Cape Despair at 9.30 a.m. and landed stores. Left at noon, arrived at Percé at 1 p.m., and delivered stores at 4 p.m. Went over to render assistance to Steamship "Flamborough" ashore on Bonaventure Island, at 5 p.m. Made warp fast to her stern, and at 9 p.m. she floated off. Left for Gaspé Basin immediately and came to anchor at Sandy Beach at 11 p.m.

August 1st.—Arrived in Gaspé Basin at 5 a.m. Left at 9.15 a.m. Arrived at River Magdalen at 5.30 p.m. and landed stores. Left at 7.30 p.m. Arrived at Martin River Light at 11.30 p.m. and landed stores.

August 2nd.—Left at 2 a.m. Spoke the Red Island Lightship at 6 p.m. Required nothing at present, but would require coals soon; ship looked clean and in good order. At 7 p.m. called at Tadousac Range Light.

August 3rd.—Arrived at Point St. John at 8 a.m. Left at 8.30 a.m. and arrived at Quebec at 10 a.m.

(Signed,)

A. DESPRES,

*Master Steamship Napoleon III.*

To J. U. GREGORY, Esq.,  
Agent Marine and Fishery Department,  
Quebec.

## REPORT OF THE LAST TRIP OF THE STEAMSHIP "NAPOLEON III."

QUEBEC, Nov. 24, 1875.

SIR,—In accordance with your instruction of the 21st instant, I left Quebec at daylight with the Steamship "Napoleon III" accompanied by Captain A. Marmen. Your orders to me were to proceed to the Traverse and lay alongside or near the light ship until the last ocean steamer should pass out; then tow up the lightship to winter quarters at Indian Cove. In the event of any imminent danger to the lives of the crew and extraordinary risk to the lightship, to consult with Captain Marmen and under such circumstances to adopt the best means to save life and property. We proceeded down the river, cutting through ice the whole way until we reached the Traverse, having a strong ebb tide to the Pillars Lighthouse. When we reached the Traverse Lightship, we asked the Keeper whether he had been endangered by the ice; he answered that on the 19th there was a great quantity passing, and very much feared that he would be obliged to slip his cable and run to the north for shelter. The Upper Traverse Lightship had been forced to do so.

From the edge of the channel to the south shore, over three miles in depth, was filled in every direction with ice and the weather very cold, blowing a strong westerly gale, the thermometer  $14^{\circ}$  below freezing point. We consulted together, and decided that on the next ebb tide the ice would certainly carry her off her station, and that life and property were in imminent danger. There remained but one course to pursue, as no vessel could lay in that channel at anchor and stand the force of a five-knot current, covered with field ice as thick as we found and becoming heavier every moment. We took the lightship in tow, intending to run over to Prairie Bay North Channel, to leave her there, and return and remain on the station as long as possible. At Les Eboulements. I signalled for a boat to come out and sent you a telegram to this effect. We anchored at Prairie Bay, which is considered the safest place any where in the neighbourhood. When we went to Prairie Bay it was clear of ice. About 3 o'clock in the morning on the ebb tide it became filled and carried the "Napoleon" off her moorings with 45 fathoms of chain out. We must have drifted over half a mile, when the ice took another direction and we got clear. I believe you were once in the Bay on the "Napoleon" on a similar occasion, and know that there is but little tide in comparison with the Traverse. If the "Napoleon" could be carried away so easily here, you may well imagine that the lightship in the Traverse could not possibly have remained on her station; the night was cold and ice making fast, and all the heavy soft ice which had been formed from the two or three snow storms we had was frozen into a solid mass and any prospects of reaching Quebec becoming every hour more uncertain. We decided to get up as soon as possible with the lightship, put her into Indian Cove, and return, if the weather permitted, and aid all in our power the ocean steamer to get through, but a heavy snow storm set in and we could not see land on either side, and it required the greatest caution to find our way up.

We reached Quebec still snowing heavily, the river full of ice and strong easterly wind. When above Beaumont Shoal on our way up we saw the steamer "Hadji" in a field of ice with her ensign at half mast. I hoisted my ensign and blew the whistle to let him know that I had noticed his signal. I hastened with all speed to get to some place where I could put the lightship in safety, so that I could return and assist the "Hadji." No shelter could be found nearer than Indian Cove. When we reached this point, it was found completely blocked up with ice and impossible to get in there. We then proceeded to Blais Booms and reported the "Hadji's" condition. Owing to it still snowing hard and the lateness of the hour, ebb-tide, impossibility to anchor, and no land marks to guide me, it would have been very imprudent to proceed below again that night. Fortunately the "Hadji" had drifted up in the ice by the flood tide opposite Quebec; the steamer "Progress" went to her assistance and put her in safety.

On our way up with the lightship on several occasions, notwithstanding all the "Napoleon's" great power, she was almost completely stopped by the ice and in both channels, as far as could be seen, no clear water could be distinguished. At Madame Island, on my way up, I was not surprised to see the last Allan's steamer "Sardinian," which was to sail on the 27th, on her way down, for under any circumstances from the immense quantities and thickness of the ice, even should the weather become a little milder, every day will add to its quantity, as the present spring tides will lift off the heavy batures and fill the channels more than ever. Owing to thickness of weather and direction forced out by the ice, I found the "Napoleon" on Beauport shoals and by merest chance had ordered the lead to be cast, and nothing but the great power of the "Napoleon's" engines got me into deeper water and saved the vessel from what might have proved a serious accident.

I have the honor to be, Sir,

Your obedient servant,

A. DESPRES,

Master Steamship "Napoleon III."

To J. U. GREGORY, Esq.,  
Agent Department of Marine and Fisheries,  
Quebec.

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**MOVEMENTS OF THE STEAMER "DRUID" FROM THE FALL OF 1875  
UP TO THE FALL OF 1876.**

July 1st, 1875—Left Father Point and supplied Bicquet Lighthouse and Green Island Lighthouse and also Red Island Lighthouse.

July 2nd.—Supplied Brandy Pots, Kamouraska and Pillars Lighthouses and anchored at Crane Island.

July 3rd.—Left Crane Island and supplied the lighthouse there, and also Bellechasse Lighthouse, and left for Quebec and arrived there at 12.15 p.m.

July 5th to 11th.—Busy coaling and taking in stores.

July 12th.—Left Queen's Wharf with stores for lighthouses, and supplied St. François Lighthouse.

July 13th.—Supplied Mont du Lac Lighthouse.

July 14th.—Left Mont du Lac at 3.30 a.m. and arrived at Quebec at 5.30 p.m.

July 15th.—Taking coal and stores on board.

July 16th.—Supplied Pillars Lighthouse and Bicquet Lighthouse with stores and new lamps in place of those burnt, and at 7 p.m. the light was in full operation.

July 17th.—Visited Trois Pistoles and Brandy Pots and supplied the latter lighthouse with stores, and also visited the Lower Traverse Lightship and supplied her with stores and then proceeded to Crane Island.

July 18th.—Supplied Crane Island Lighthouse with stores, and anchored there all day.

July 19th.—Anchored off Pillars Lighthouse and supplied them with stores, and also visited Bellechasse and supplied the lighthouses there with stores.

July 19th.—Arrived at Quebec at 8 p.m.

July 20th to 23rd.—Taking in stores and coals.

July 24th.—Left Quebec at 9.30 a.m. and anchored at Kamouraska at 7.30 p.m.

July 25th.—Arrived at Portneuf at 1.50 p.m.

July 26th.—Landed stores at Portneuf.

July 27th.—Visited Bicquet, Tadousac and Brandy Pots Lighthouses.

July 28th.—Left for Quebec and arrived back at 4.15 p.m.

July 29th to August 16th.—At the Queen's Wharf.

August 17th.—Left to place a buoy in the Lower Traverse.

August 18th.—Supplied the Pillars Lighthouse and the Lower Traverse Lightship with stores.

August 19th.—Visited Monte du Lac and St. François Range Light, and arrived at Quebec at 5.40 p.m.

August 20th to Sept. 5th.—At the Queen's Wharf.

September 6th.—Left Quebec and anchored at Brandy Pots at 8.50 p.m.

September 7th.—Supplied the keeper at Red Island Lighthouse with a large boat, and anchored at Tadousac at 12 a.m.

September 8th.—Supplied Tadousac with stores, and remained there all day on account of fog.

September 9th.—Supplied Green Island Lighthouse with stores, and anchored at Brandy Pots.

September 10th.—Supplied Upper Traverse Lightship, and left for Quebec and arrived there at 7 p.m.

September 11th to 30th.—At Queen's Wharf.

October 1st.—Visited St. Johns Wharf and St. François Range Light and Monte du Lac and, anchored in the North Traverse Channel.

October 2nd.—Revisited Monte du Lac and gave fresh orders about the light.

October 3rd.—Left for Quebec and arrived there at 9 a.m.

October 4th to 27th.—At Queen's Wharf.

October 28th.—Left to place a buoy in the Lower Traverse and visited St. Denis and Kamouraska and marked a new site for a lighthouse on Goose Cape.

October 29th.—Arrived back at Quebec at 6.15 p.m.



October 30th to November 12th.—At Quebec's Wharf.

November 13th.—Left Quebec to lift up the buoys. Supplied Mont du Lac Lighthouse and took up all the buoys of the north channel and anchored at Brandy Pots.

November 14th.—Supplied Red Island Lighthouse and came back to Brandy Pots.

November 16th.—Commenced to snow, and lifting up buoys all day, and anchored at Goose Island.

November 17th.—Lifting up buoys all day.

November 18th.—Lifting up buoys, and proceeded for Quebec, and arrived there at 9 a.m.

November 19th.—Left for winter quarters at Blais Booms.

May 8th, 1876.—Arrived at Wharf from winter quarters at 8 a.m. to take on board coal and buoys for the river.

May 9th.—Left at 8 a.m. with buoys for river and stores for Upper Traverse Lightship and Lark Islet Lighthouse.

May 13th.—Arrived back at Quebec at 9 p.m. after having fixed all the buoys.

May 16th.—Left Quebec to place buoy in the Upper Traverse.

May 17th.—Arrived back at Quebec.

May 18th to 21st.—Taking in coal and stores.

May 22nd.—Left Quebec to supply the Montreal District Lighthouses

May 23rd.—Arrived at Montreal at 6.30 p.m.

May 24th.—Supplied the Montreal Harbour Lighthouse.

May 25th.—Left Montreal and supplied Point aux Trembles Lighthouse also Ste. Therese Lighthouses and Repentigny Range Light, and also Ile à la Bague.

May 26th.—Supplied Ile aux Prunes, Contrecoeur, Lavaltrie and Sorel Harbour Lighthouses, also Isle de Grace, Isle à la Pierre, and Isle aux Raisins Lighthouses.

May 27th.—Supplied the Lake St. Peter Lightships and Point du Lac, Port St. Francis, and Cape de la Madeleine Lighthouses.

May 28th.—Anchored all day at Champlain.

May 29th.—Supplied Champlain, Bastican, Point au Citrouille, St. Pierre des Becquets, Cape Charles, Lotbinière, River Duchene and Grondines Lighthouses.

May 30th.—Supplied Richelieu Harbour Lighthouses, and left for Quebec and arrived there at 4.30 p.m.

May 31st to June 5th.—Taking in stores for supply of lighthouses below Quebec.

June 6th.—Supplied Bellechasse and Crane Island, The Pillars, St. Denis and Kamouraska Lighthouses.

June 7th.—Supplied Pilgrims, Brandy Pots, Green Island, Red Island, and Tadousac Lighthouses.

June 8th.—Supplied Portneuf and Father Point Lighthouses.

June 9th.—Supplied Metis, Matane, and Cape Chatte Lighthouses, and came across to Egg Island.

June 10th.—Supplied Egg Island and Point des Monts Lighthouses.

June 11th.—Supplied Bicquet Lighthouse, and anchored at Brandy Pots.

June 12th.—Supplied Monte du Lac, St. François, and Point St. Jean Lighthouses, and arrived at Quebec at 2 p.m.

June 13th to 28th.—At Quebec.

June 28th.—Left Quebec with His Excellency the Governor General and his suite to Gaspé Basin.

June 30th.—Arrived there at 7.35 a.m.

July 1st to 14th.—At Gaspé.

July 15th.—Left Gaspé with His Excellency the Governor General for Tadousac.

July 17th.—Anchored at Tadousac at 1.20 p.m.

July 18th and 19th.—At anchor at Tadousac.

July 21st.—Arrived at Quebec at 9 a.m. with His Excellency the Governor General.

July 23rd.—Left Quebec for Montreal with His Excellency the Governor General and suite, and arrived at Montreal at 9 p.m.

July 24th.—Left Montreal for Quebec, and arrived there at 10 p.m.

July 25th to August 15th.—At the Government Wharf.

August 16th.—Left Quebec and anchored at the Pillars Lighthouse, and supplied it with stores.

August 17th.—Placed two buoys, and supplied the Upper Traverse Lightship, and supplied the Red Island Lighthouse, and came alongside the Red Island Lightship and supplied her, and anchored at Tadousac.

August 19th.—Arrived at Chicoutimi, and left again, and anchored at Tadousac.

August 21st.—Visited Tadousac Range Lights and supplied them with stores, and also supplied Red Island Lighthouse, and arrived at Quebec at 9 a.m.

August 22nd to Sept. 13th.—At Government Wharf.

September 13th.—Left Quebec to place buoy and paint beacons.

September 14th.—Placed new beacon at Crane Island.

September 15th.—At Crane Island.

September 16th.—Arrived at Quebec at 4 p.m.

September 17th to 30th.—At Quebec.

*Report of inspection of Steamship "Druid."*

QUEBEC, Dec., 16th, 1875.

SIR,—We, the undersigned, having examined the engines and boiler of steamer "Druid," at present in winter quarters at Blais Booms, beg to inform you that when testing the boiler we found that it leaked under the legs. We also found that the furnaces go down; therefore we should recommend that the shell should be stayed down to the furnace, two rows of stays to be put on each furnace, and the boiler should be raised, before recommending what would be required under the spouts.

We should also advise new door frames to be fixed, as the present ones are broken, and that the new ones should be four inches higher on the engines. We would recommend two new steam valves and new eccentric wheels, as the old valves are getting thin and have been patched and cannot be depended upon. The coal bunkers will also require ten new plates  $\frac{1}{8}$  inch thick.

(Signed),	WM. BARBOUR	} <i>Engineers.</i>
"	J. SAMSON	
"	S. CARROLL	

J. U. GREGORY, Esq.,  
Agent, Department Marine and Fisheries, Quebec.

The above work was executed during the winter, 1876.

I have the honor to be, Sir,  
Your obedient Servant,

J. U. GREGORY,  
*Agent of the Department of Marine and Fisheries.*

STATEMENT of Expenditure for the Construction of Lights between  
Quebec and Montreal, for the Fiscal Year ending 30th June, 1876.

		\$	cts.
<i>Ash and Bloody Islands.</i>			
Joseph White.....	Extras in full for completion.....	88	10

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

JOHN TILTON,  
*Accountant*

STATEMENT of Expenditure in connection with Maintenance of Lights  
between Montreal and Quebec, for the Fiscal Year ending 30th  
June, 1876.

		\$	cts.	\$	cts.
<i>Ash and Bloody Islands.</i>					
J. W. Hammond.....	Salary as Light-keeper.....	201	66		
do .....	Boat.....	24	00		
do .....	Clearing land, \$19.00; repairs, \$14.10 .....	33	10		
E. Chanteloup.....	Lantern.....	246	00		
Jos. Dumais.....	Services inspecting.....	60	00		
R. Kemp.....	Survey of land.....	4	00		
Capt. L. Jones.....	Boat hire.....	15	00		
				583	76
<i>Batiscan (Two Lights).</i>					
L. Fugère.....	Salary as Light-keeper of No. 1.....	80	00		
J. Marchand .....	do do 2.....	80	00		
do .....	Ground rent of Light No. 2.....	6	00		
L. Fugère .....	do do 1.....	6	00		
do .....	Repairs to Light No. 1.....	16	10		
				188	10
<i>Cape Charles.</i>					
F. Boisvert.....	Salary as Light-keeper.....	150	00		
do .....	Ground rent.....	10	00		
do .....	Cutting trees, freight and cartage.....	13	90		
A. Robitaille.....	Glass.....	16	00		
W. Barbour.....	Travelling expenses .....	12	00		
N. Boisvert.....	Lumber and painting.....	2	90		
				204	80
<i>Cape Madelaine (Two Lights).</i>					
P. Manuel.....	Salary as Light-keeper of Light No. 1.....	100	00		
P. Montplaisir .....	do do 2.....	100	00		
do .....	Ground rent.....	12	00		
P. Jobin.....	Removing tower .....	35	25		
J. Samson .....	Repairs to light.....	12	00		
				259	55
<i>Champlain.</i>					
N. Hardy.....	Salary as Light-keeper.....			100	00
<i>Contrecoeur (Two Lights).</i>					
J. Gervais.....	Salary as Light-keeper No. 1.....	100	00		
F. Lacroix.....	do do 2.....	75	00		
do .....	Breakwater.....	12	00		
				187	00
<i>Gronelines (Two Lights).</i>					
E. Trottier.....	Salary as Light-keeper No. 2.....	100	00		
J. Trottier.....	do do 1.....	125	00		
do .....	Fuel.....	4	00		
E. Trottier.....	do .....	2	00		
				231	00
<i>Isle à la Bague.</i>					
J. Ethier .....	Salary as Light-keeper.....	112	00		
do .....	Repairs, \$57.37; putting up and taking down tower \$45.00 .....	102	37		
				214	37
<i>Carried forward.....</i>				1,968	58

STATEMENT of Expenditure in connection with Maintenance of Lights  
between Montreal and Quebec, etc. — *Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				1,968	58
<i>Isle de Grace.</i>					
E. Paul.....	Salary as Light-keeper.....	210	00		
do .....	Taking down tower.....	45	00		
				255	00
<i>Isle à la Pierre.</i>					
J. Lamoureux.....	Salary as Light-keeper.....	210	00		
do .....	Fuel.....	20	00		
A. G. Brassard.....	To purchase land.....	965	38		
P. Bellefeuille.....	Repairs to light.....	5	50		
H. Brassard.....	Legal services in connection with purchase of land.....	137	65		
				1,338	53
<i>Isle aux Prunes.</i>					
J. B. C. Laroise.....	Salary as Light-keeper.....	105	00		
do .....	Fuel, \$8; clearing ice, \$25.....	33	00		
do .....	Repairs to lighthouse.....	130	00		
do .....	Putting up and taking down tower.....	40	00		
do .....	Travelling expenses.....	14	00		
				322	00
<i>Isle au Raisin.</i>					
O. Letendre .....	Salary as Keeper.....	210	00		
do .....	Fuel, \$12.00; canoe and clock, \$15.00.....	27	00		
do .....	Putting up and taking down tower.....	30	00		
N. Pattenande .....	Stove.....	11	00		
P. Bellefeuille .....	Nails and hinges.....	2	43		
				280	43
<i>Isle Ste. Therese (Two Lights).</i>					
S. Reeves.....	Salary as Light-keeper No. 2.....	60	00		
T. Brodeur.....	do do 1.....	126	00		
C. Gariépy .....	Freight.....	15	00		
S. Bedard.....	Stove and pipe.....	12	30		
E. Chanteloup.....	Glass.....	30	00		
S. Reeves.....	Freight.....	5	00		
				248	30
<i>Lucolle.</i>					
W. H. Vanvliet .....	Salary as Light-keeper.....			150	00
<i>Lavaltrie.</i>					
D. Giguère .....	Salary as Light-keeper.....	300	00		
do .....	Repairs to light.....	162	36		
do .....	Fuel.....	20	00		
do .....	Putting up and taking down tower.....	90	00		
P. Jobin.....	Travelling expenses.....	35	00		
G. de la Nondiere.....	Ground rent.....	30	00		
J. Nadeau.....	Travelling expenses.....	16	75		
				654	11
<i>Lightship No. 1.</i>					
A. Auger.....	Salary as Light-keeper.....	500	00		
P. Bellefeuille .....	Repairs to tower.....	58	98		
E. Cauchene.....	do light.....	3	60		
				562	58
<i>Carried forward</i> .....				5,216	96

STATEMENT of Expenditure in connection with Maintenance of Lights between Montreal and Quebec, etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Carried forward.....</i>		562 58	5,216 95
<i>Lightship No. 1. — Continued.</i>			
A. Germain .....	Launching .....	80 00	
J. T. Ellicott.....	Lantern.....	36 50	
Gauthier & Vignault.....	Lumber.....	9 20	
L. F. Trempe .....	Paint and rope.....	22 60	
A. Portelance.....	Tools, &c.....	22 22	
J. Aube .....	Painting board.....	5 00	
			738 10
<i>Lightship No. 2.</i>			
H. Fuet .....	Salary as Light-keeper.....	500 00	
P. Bellefeuille .....	Repairs to tower.....	43 47	
L. J. Trempe .....	Paint, rope, &c.....	30 83	
J. J. Ellicott.....	Repairs to light .....	6 55	
Audet & Robitaille.....	Rope, &c.....	2 80	
E. Cauchene .....	Repairs .....	3 60	
A. Portelance .....	do to tower.....	11 06	
			598 31
<i>Lightship No. 3.</i>			
A. Magnon .....	Salary as Light-keeper.....	500 00	
Gerard & Frechette.....	Carpenters' repairs, hauling up and launching.....	492 74	
L. J. Trempe .....	Paint, rope, &c.....	82 45	
J. Aube .....	Six boards painted.....	5 00	
J. E. Ellicott.....	Lantern.....	41 68	
Gauthier & Vignault.....	Planking.....	9 20	
Beauchemin & fils.....	Repairs, castings, scrapers, &c.....	16 82	
P. Bellefeuille .....	do lamps, oil, &c.....	42 64	
A. Portelance.....	do key, hardware, &c.....	18 97	
Audet & Robitaille.....	Rope, &c.....	3 00	
E. Courchene.....	Repairs, hardware, &c.....	8 30	
			1,220 80
<i>L'Islet Richelieu.</i>			
C. Blais .....	Salary as Light-keeper .....	140 00	
do .....	Repairs, \$24.50; freight, \$20.51.....	45 01	
S. Bedard.....	Ventilator.....	4 00	
Archer & Co.....	Lumber.....	36 30	
J. Boivin.....	Hardware.....	57 55	
W. Barbour.....	Travelling expenses.....	5 55	
P. Jobin.....	New lantern.....	246 80	
			535 21
<i>Lotbiniere (Two Lights).</i>			
O. Beaudet .....	Salary as Light-keeper of Light No. 1.....	74 33	
O. C. de la Chevrotiere.....	do do 2.....	80 00	
O. Beaudet .....	Land.....	50 00	
			204 33
<i>Montreal Harbour.</i>			
W. Jeffs.....	Salary .....	175 00	
do .....	Putting up and taking down tower.....	70 00	
L. A. Blanchet.....	Travelling expenses.....	9 50	
W. Jeffs .....	Carpenters' repairs, \$34.77; storage, \$40.....	74 77	
			329 27
<i>North of Half-Way Point (Two Lights).</i>			
D. Menard.....	Salary of Light-keeper.....		170 00
<i>Carried forward.....</i>			9,012 97

STATEMENT of Expenditure in connection with Maintenance of Lights  
between Montreal and Quebec, etc. — *Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				9,012	97
<i>Platon.</i>					
P. Beaudet.....	Salary as Light-keeper.....	105	00		
T. Routier.....	Travelling expenses.....	15	00		
P. Beaudet.....	Freight.....	3	20		
S. Bedard.....	Repairs.....	2	00		
				125	25
<i>Point aux Trembles.</i>					
A. Lamoureux.....	Salary as Light-keeper.....	130	00		
do.....	Freight.....	2	40		
				132	40
<i>Point St. Luc.</i>					
M. Paquin.....	Salary as Light-keeper.....	100	00		
do.....	Clearing land.....	14	00		
do.....	Carpenters' repairs and roofing.....	60	00		
				174	00
<i>Point Citrouille.</i>					
C. Brunette.....	Salary as Light-keeper.....	175	00		
do.....	Fuel, \$7; repairs, \$10.95.....	17	95		
J. Le Bel.....	Boat.....	15	00		
				207	95
<i>Port St. Francis (Three Lights).</i>					
E. Duval.....	Salary as Light-keeper.....	140	00		
do.....	Repairs to boat.....	6	50		
J. Duval.....	Storage.....	30	00		
H. Brassard.....	Putting up and taking down tower.....	60	00		
W. Barbour.....	Travelling expenses.....	14	50		
J. Boirin.....	Hardware.....	31	31		
F. O. Vallerand.....	Chimneys.....	3	20		
S. Bedard.....	Repairing lamps.....	2	00		
				287	51
<i>Repentigny (Two Lights).</i>					
J. B. Lachapelle.....	Salary as Light-keeper, No. 2.....	49	00		
C. Rivet.....	do do 1.....	49	00		
do.....	Repairs to tower do 1.....	12	00		
				110	00
<i>River du Chene.</i>					
Widow J. Langlois.....	Salary as Light-keeper.....				49 00
<i>St. Pierre les Becquets.</i>					
S. C. Francœur.....	Salary as Light-keeper.....	58	00		
S. Bedard.....	Repairing lamps.....	1	75		
				59	75
<i>St. Valentine.</i>					
P. Martin.....	Salary as Light-keeper.....				150 00
<i>Carried forward</i> .....				10,308	78

STATEMENT of Expenditure in connection with Maintenance of Lights  
between Montreal and Quebec, etc. — *Continued.*

		\$	cts.	\$	cts.
<i>Brought forward.</i> .....				10,308	78
<i>Sorel Harbour.</i>					
Richelieu & Co .....	Salary as Light-keeper .....			85	00
GENERAL ACCOUNT.					
J. C. Hamel .....	Storage of coal oil .....	277	25		
Belanger & Garipey .....	Paints and oils .....	600	50		
E. Chanteloup .....	Burners, chimneys, &c. ....	599	20		
S. Bedard .....	Boxes, funnels, &c. ....	79	00		
J. Vaudry .....	Chamois, cotton, &c. ....	51	40		
P. Bellefeuille .....	Wintering two lightships, \$50; fuel for do, \$86.63. ....	136	63		
do .....	Travelling expenses, paid freight and telegrams. ....	107	81		
W. Barbour .....	do .....	9	50		
J. Nadeau .....	do .....	34	25		
do .....	Services placing lightships .....	30	00		
Ant. Force .....	Storage of oil .....	47	50		
Audet & Robitaille .....	Rope, &c. ....	27	53		
H. C. Austin .....	Deed of sale .....	19	50		
A. Côté & Co. ....	Printing and envelopes .....	10	00		
J. J. Foote .....	Printing 200 copies pay list .....	10	00		
E. Desgagne .....	Chimney cleaners .....	9	40		
J. Boivin .....	Hardware .....	78	18		
do .....	Chamois and sponges .....	60	00		
Dastons St. Laurent .....	Sponges .....	15	00		
T. Routier .....	Wages to carpenters for repairs .....	271	00		
A. Marmen .....	Travelling expenses .....	12	05		
J. Nadeau .....	Two months' wages .....	120	00		
Total Expenditure. ....				2,605	70
				12,999	48

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

JOHN TILTON,  
*Accountant.*



STATEMENT of Expenditure for the Construction of Lights below Quebec, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
<i>Bay St. Paul.</i>					
E. Laberge.....	On account of contract.....				200 00
<i>Cap aux Oies.</i>					
A. Trudelle.....	On account of contract.....	366	60		
John Nadeau.....	Travelling expenses.....		9 50	376	10
<i>Seven Islands.</i>					
R. Cameron.....	Balance of contract.....	2,157	00		
do.....	Extras.....		75 00		
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	1,463	79		
Z. Lapierre.....	Boat.....		104 00		
F. O. Vallerand.....	Chimneys.....		7 20	3,806	99
<i>Martin River.</i>					
J. M. Oliver.....	On account of contract.....	4,200	00		
do.....	Removing tower.....		500 00		
F. X. Brunelle.....	Sup't'g erection, \$270.00; fare to Quebec, \$25.00...	295	00		
X. Dionne.....	Freight.....		40 00		
Str. "Montreal".....	do.....		13 94		
E. Chanteloup.....	Glass.....		212 25		
do.....	Lantern, lamp and lighting apparatus.....	2,042	15		
J. M. Oliver.....	Freight and cartage.....		36 50		
A. Cote & Co.....	Advertising.....		4 20		
J. Boivin.....	Iron.....		3 00	7,347	04
<i>Tudousac Range Lights.</i>					
A. Trudelle.....	Contract for building.....		700 00		
do.....	Making road and steps, \$395.67; preparing land for building, \$242.00.....	637	67		
J. Boivin.....	Nails, putty, &c.....		2 70		
L. Guay.....	Oil shed, \$50.00; firewood, \$16.00; repairs, \$15.00..		81 00		
C. Garth & Co.....	Ventilators.....		53 00		
Z. Lapierre.....	Boat, &c.....		106 00	1,580	37
<i>Etang du Nord Light.</i>					
J. Neilson.....	Balance of contract and extras.....				130 00
<i>Algernon Rock Light.</i>					
R. Cameron.....	On account of contract.....	2,000	00		
G. Turgeon.....	Superintending building.....		64 80		
George T. Cary.....	Advertising.....		9 28	2,074	08
<i>Kamouraska Light.</i>					
P. Jobin.....	Erecting tower.....		217 64		
E. Chanteloup.....	Lantern, revolving light apparatus, &c.....	1,578	25		
W. Barbour.....	Travelling expenses.....		17 30	1,813	19
<i>Metis Light.</i>					
J. H. Ferguson.....	Purchase of land.....		100 00		
John Gleason.....	Deed and registration.....		25 00		
					125 00
<i>Carried forward.....</i>					17,452 77

STATEMENT of Expenditure for the Construction of Lights below Quebec, etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			13,452 77
<i>Cape Gaspé.</i>			
William Hyman.....	Purchase of land and right of landing.....	150 00	
George Turgeon.....	Labour.....	231 27	
P. Rousseau.....	do.....	156 25	537 52
<i>Cape Chatte</i>			
T. Routier.....	Paid wages for clearing land, making road, cartage and freight.....	822 30	
J. Coté.....	Passage of workmen and landing supplies.....	27 24	
E. Rioux.....	do \$8; freight on materials, \$100.....	108 00	
C. Touchette.....	On account of building.....	128 00	1,685 54
<i>Chicoutimi.</i>			
W. Warren.....	On account of contract.....	250 00	
do.....	Painting.....	15 00	
F. Nadeau.....	Lamps, &c.....	122 00	
J. Boivin.....	Paint brushes.....	3 00	390 00
<i>North Traverse Range Lights.</i>			
T. Routier.....	Paid wages building towers.....	802 10	
do.....	Paid board of workmen.....	152 27	
L. Poliquin.....	Ladders.....	5 66	
G. Garth & Co.....	Ventilators.....	106 00	
Archer & Co.....	Lumber.....	67 50	
S. Bedard.....	Ventilators.....	14 65	
G. Larue.....	Deed of sale.....	12 00	
J. Marmen.....	Cartage.....	6 00	
J. Vallancourt.....	Freight.....	10 00	
J. O. Belanger.....	Iron work.....	93 80	
J. Boivin.....	Hardware.....	27 15	
F. O. Vallerand.....	Lantern.....	5 90	1,303 03
<i>River Ouelle.</i>			
J. B. Dussault.....	Services superintending building.....	198 00	
E. Chanteloup.....	Glass.....	48 73	
T. Routier.....	Travelling expenses repairing.....	8 10	
C. E. Gagnon.....	Exhibiting plans.....	40 00	
F. H. Proulx.....	Advertising.....	4 00	298 83
<i>Belle Isle Fog Alarm.</i>			
T. W. Holmes.....	Automatic fog-horn, £375 1s. 6d. Stg.....		1,825 37
<i>General Account.</i>			
Chance Bros. & Co.....	Four port lights, £100; freight, insurance &c., £3 8s. 0d., £103 8s. 0d.....	505 69	
Felthousen & Russell.....	Four pier lamps.....	135 02	
E. Chanteloup.....	Expander.....	92 25	
Belanger & Gariépy.....	Paints, hardware, &c.....	103 15	
A. Learmouth.....	Saw.....	15 00	
W. Paton.....	Tube cleaners.....	23 00	
Dominion Telegraph Co.....	Messages.....	39 69	
<i>Carried forward</i> .....		913 80	22,893 06

STATEMENT of Expenditure for the Construction of Lights below Quebec,  
etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward.....</i>		913 80	22,893 06
<i>General Account.—Continued.</i>			
L. N. Servais.....	Cleaning powder.....	18 00	
R. Manger.....	.....	150 00	
J. Tomlinson.....	Travelling expenses.....	200 00	
A. Goté & Co.....	Advertising.....	19 10	
S. Marcotte.....	do.....	12 08	
J. J. Foote.....	do.....	22 76	
Penny, Wilson & Co.....	do.....	13 37	
"Le Nouveau Monde".....	do.....	14 40	
J. Carrell.....	do \$6.96; printing, \$8.00.....	14 96	
G. T. Cary.....	do.....	6 84	
Total expenditure.....			1,385 31
			\$24,278 37

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

JOHN TILTON,  
*Accountant.*

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
<i>Portneuf Light (Upper).</i>					
F. Rodrigue .....	Twelve months' salary as Keeper.....	246	88		
L. Hardy.....	Repairs to house.....	194	68		
J. Vandry.....	Reflector, cloth and leather.....	11	68		
J. Germain.....	Ground rent.....	5	50		
do .....	Fuel, \$10.50; cartage, \$2.00.....	12	50		
Audet & Robitaille.....	Rope.....	0	99		
J. Boivin.....	Stove polish.....	1	50		
					473 73
<i>St. Antoine.</i>					
L. Lafleur .....	Twelve months' salary as Keeper.....	140	00		
S. Bedard.....	Repairing lamps.....	11	00		
J. Vandry.....	Cloth and leather.....	1	68		
F. O. Vallerand.....	Lamp.....	3	70		
					156 48
<i>St. Croix Light.</i>					
J. Thurber .....	Twelve months' salary as Keeper.....	166	67		
do .....	Allowance for fuel.....	10	00		
do .....	Paid for repairs to lantern, and painting.....	36	40		
Archer & Co.....	Lumber.....	195	29		
P. Jobin.....	Repairing tower.....	321	15		
A. P. Frechette.....	Iron.....	5	25		
J. Vandry.....	Cloth and leather.....	1	36		
N. Desrocher .....	Ground rent.....	6	00		
S. Bedard.....	Repairing lamps.....	2	50		
J. Boivin.....	Hardware and paint.....	83	51		
					828 13
<i>Point St. Laurent.</i>					
Jos. Chabot.....	Twelve months' salary as Keeper.....	296	24		
F. O. Vallerand.....	Lamp.....	2	20		
S. Bedard.....	Stove, pipe and repairs.....	17	20		
J. Vandry.....	Cloth and leather.....	2	72		
J. Boivin.....	Nails.....	2	63		
					320 99
<i>Bellechasse Light.</i>					
E. Thivierge.....	Twelve months' salary as Keeper.....	316	00		
do .....	Allowance for fuel, \$10.00, glass, &c., \$1.14.....	11	14		
Audet & Robitaille.....	Rope.....	6	09		
J. Parent & Co.....	Cloth and leather.....	2	72		
					335 95
<i>Crane Island.</i>					
J. Painchaud.....	Twelve months' salary as Keeper.....	316	00		
do .....	Allowance for fuel, \$16.00; repairs, \$10.00.....	26	00		
J. Vandry .....	Cloth and leather.....	2	40		
J. Boivin.....	Lock and nails.....	5	00		
S. Bedard.....	Stove and pipe.....	9	35		
T. Routier.....	Carpenter's repairs.....	42	54		
					401 29
<i>Pillars.</i>					
D. Babin .....	Twelve months' salary as Keeper.....	444	40		
do .....	Fuel, \$30.25; repairs to boat and light, \$81.35.....	111	60		
Archer & Co.....	Lumber.....	110	75		
Audet & Robitaille.....	Rope, &c.....	70	91		
J. Parent & Co.....	Casks.....	5	00		
<i>Carried forward.....</i>		742	66	2,516	57

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		742 66	2,516 57
<i>Pillars. — Continued.</i>			
F. O. Vallerand.....	Chimneys.....	6 95	
J. Vaudry.....	Cloth and leather.....	16 74	
J. Boivin.....	Hardware, putty, &c.....	31 80	
Chinic & Beaudet.....	Nails.....	1 10	
G. T. Phillips.....	Brass work repairs.....	3 50	
			802 75
<i>Kamouraska.</i>			
T. R. Desjardin.....	Twelve months' salary as Keeper.....	345 60	
do.....	Canoe.....	13 25	
Audet & Robitaille.....	Rope.....	6 07	
S. Bedard.....	Repairing lamps.....	9 45	
F. X. Brunelle.....	Painting.....	20 00	
J. Vaudry.....	Cloth and leather.....	5 84	
J. Parent & Co.....	Lime.....	6 30	
Richelieu Company.....	Freight.....	9 53	
L. Poliquin.....	Ladder.....	2 13	
F. Routier.....	Building outhouse.....	33 00	
J. Boivin.....	Hardware.....	42 38	
			493 55
<i>Pi'grim.</i>			
J. C. Marquis.....	Twelve months' salary as Keeper.....	335 76	
do.....	Fuel, \$48.00; repairing Roads, \$263.92; and Light-house, \$87.51.....	399 43	
L. Lapierre.....	Twenty-two feet Boat.....	180 00	
Audet & Robitaille.....	Rope.....	5 78	
R. Blakiston.....	Repairing sails.....	6 50	
J. B. Chevalier.....	Flat-boat.....	9 00	
J. Vaudry.....	Cloth and leather.....	4 20	
F. O. Vallerand.....	Chimneys.....	2 50	
J. Boivin.....	Paint and hardware.....	16 47	
			959 64
<i>Brandy Pots.</i>			
N. Richard.....	Twelve months' salary as Keeper.....	395 00	
do.....	Fuel, \$20.00; repairs, \$5 00.....	25 00	
J. Vaudry.....	Cloth and leather.....	4 20	
S. Bedard.....	Stove-pipe.....	2 70	
E. Thivierge.....	Flat-boat.....	5 00	
J. Boivin.....	Grindstone.....	5 45	
			437 35
<i>Red Island Lighthouse.</i>			
E. Fraser.....	Twelve months' salary as Keeper, \$493.72 and \$160 as allowance for fuel and water.....	653 72	
S. Bedard.....	Stove and pipe.....	33 25	
J. Vaudry.....	Cloth and leather.....	5 05	
Z. Lapierre.....	Boat.....	120 00	
R. Blakiston.....	Sails.....	71 40	
A. Fraser.....	Repairs.....	26 61	
J. Boivin.....	Glass, zinc and wrench.....	15 50	
C. Turcotte.....	Repairing Lighthouse.....	45 00	
			970 52
<i>Green Island.</i>			
G. Lindsay.....	Twelve months' salary as Keeper, \$493.72 and allowance for one Assistant, \$100; two Gunners, \$200; and fuel, &c, \$60.....	853 72	
<i>Carried forward</i> .....			6,180 38

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		853 72	6,180 38
<i>Green Island. — Continued.</i>			
F. X. Brunelle.....	Painting.....	70 00	
L. Leclerc.....	Oakum and junk.....	30 19	
S. J. Shaw & Co.....	Stove and fittings.....	22 00	
J. Boivin.....	Hardware and paint.....	34 60	
F. O. Vallerand.....	Lamp.....	2 75	
J. Vandry.....	Cloth and leather.....	5 04	
Audet & Robitaille.....	Rope.....	2 00	
S. Bedard.....	Stove.....	11 10	
			1,031 40
<i>Bicquette Light.</i>			
Thos. LeBel.....	Twelve months' salary as Keeper, \$395, and allowance for Gunners, \$200; fuel and water, \$160.....	595 00	
W. D. Campbell.....	Two years' ground rent to 30th June, 1875.....	48 00	
Jas. Carrell.....	Advertising.....	8 00	
A. Coté & Co.....	do.....	11 04	
G. T. Cary.....	do.....	16 64	
S. Marcotte.....	do.....	12 96	
L. Leclerc.....	Junk.....	30 24	
P. Jobin.....	Repairs to lantern.....	86 45	
H. Tétu.....	do canoe.....	5 00	
A. Kane.....	Lamps.....	62 40	
E. Chanteloup.....	Reflectors, \$325.00; plate glass, \$472.50; replating, &c., \$116.00.....	913 50	
Audet & Robitaille.....	Rope.....	11 49	
F. O. Vallerand.....	Burners.....	15 50	
S. Bedard.....	Stove and pipe.....	57 83	
J. Vandry.....	Cloth and leather.....	5 84	
L. Pournier.....	Freight.....	15 00	
J. Parent & Co.....	Lime.....	1 30	
J. Boivin.....	Hardware.....	22 23	
Dastous St. Laurent.....	do.....	3 25	
Thos. LeBel.....	Repairs and petty expenses.....	19 80	
W. Barbour.....	Travelling expenses.....	7 75	
			1,949 22
<i>Father Point.</i>			
D. Lawson.....	Twelve months' salary as Keeper.....	197 48	
J. Heppel.....	do do Assistant.....	140 00	
D. Lawson.....	Fuel.....	20 00	
S. Bedard.....	Iron.....	4 00	
F. O. Vallerand.....	Lamps and chimneys.....	4 10	
J. Vandry.....	Cloth and leather.....	5 04	
J. Boivin.....	Glass, hardware, &c.....	21 00	
L. Poliquin.....	Ladder.....	1 33	
			392 95
<i>Bird Rocks Light.</i>			
P. Whalen.....	Twelve month's salary as Keeper, and for Assistants and fuel.....	1,488 00	
Crawford & Son.....	Coals.....	103 34	
J. Parent & Co.....	Barrels.....	38 75	
J. Eden.....	Powder.....	19 35	
Jas. Marmen.....	Ten cords of firewood.....	40 00	
S. Bedard.....	Stove, pipe, and galvanized iron.....	58 40	
J. Vandry.....	Cloth and leather.....	17 96	
G. T. Philips.....	Brass plates and repairs.....	41 80	
Dastous St. Laurent.....	Fire extinguisher.....	65 00	
			1,872 60
<i>Carried forward</i> .....		1,872 60	9,553 95

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		1,872 60	9,553 95
<i>Bird Rocks Light. — Continued.</i>			
P. F. Reufret .....	Medicine chest .....	7 60	
Audet & Robitaille .....	Rope, canvas, &c.....	22 91	
L. Leclerc.....	Junk.....	15 12	
Archer & Co.....	Lumber.....	126 80	
Dinning & Webster.....	Wire rope.....	3 60	
J. Boivin .....	Zinc, nails and yellow metal.....	120 00	
F. O. Vallerand .....	Lantern wicks.....	1 80	
T. Routier.....	Wages of joiners' building shed, gangway, &c.....	112 40	
do .....	do painters.....	63 00	
			2,345 83
<i>Cape Rosier.</i>			
A. Trudeau.....	Twelve months' salary as Keeper, \$395, and for two Assistants, \$400.....	795 00	
do .....	Fuel, \$45, carting and landing supplies \$24.....	69 00	
J. Eden.....	Painting .....	50 00	
J. Parent & Co.....	Lime and barrels .....	11 30	
L. Leclerc.....	Junk.....	15 12	
S. Bedard .....	Stove and pipe .....	27 85	
Archer & Co.....	Lumber.....	102 75	
J. Boivin .....	Hardware.....	23 28	
Dastous St. Laurent.....	do .....	10 75	
J. Vandry .....	cloth and leather.....	7 92	
Geo. Turgeon .....	Repairs .....	122 30	
M. Thibaudeau.....	Chimneys.....	3 52	
F. O. Vallerand.....	Lamps and chimneys .....	12 50	
			1,251 29
<i>West Point, Anticosti.</i>			
L. Malouin .....	Twelve months' salary as Keeper \$395, and for three Assistants, \$400.....	795 00	
do .....	Clearing land.....	32 00	
J. Colvin.....	Oats, bran, &c.....	32 30	
C. Cazeau .....	Sleigh.....	16 00	
Fisher & Blouin.....	Harness and horse blankets .....	20 00	
F. O. Vallerand.....	Chimneys.....	15 25	
J. Vandry .....	Cloth and leather.....	11 84	
L. Leclerc .....	Junk .....	15 12	
S. Bedard .....	Stove pipe.....	2 20	
T. Routier.....	Wages of painters .....	102 00	
Dastous St. Laurent.....	Tools .....	16 27	
J. Boivin .....	Hardware.....	25 45	
			1,083 53
<i>Provision Dépôt.</i>			
Connolly & Co.....	Flour.....	70 80	
M. Dion & Co.....	Pease .....	8 00	
G. Bouchard.....	Pork.....	51 00	
			129 80
<i>South-West Point, Anticosti.</i>			
E. Pope .....	Twelve months salary as Keeper, \$395, and for two Assistants \$200, and provisions, \$200.....	795 00	
do .....	Repairs.....	6 80	
D. McGenley.....	Horse.....	100 00	
J. Colvin.....	Oats, bran, &c.....	24 90	
J. Marmen.....	Hay .....	5 70	
Audet & Robitaille.....	Rope, canvas, &c.....	14 55	
<i>Carried forward</i> .....		946 95	14,364 40

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

		\$ cts.	\$ cts.
<i>Brought forward.....2.....</i>		946 95	14,364 40
<i>South-West Point, Anticosti.—Continued.</i>			
G. T. Philips .....	Hardware and repairs.....	30 85	
E. Chanteloup.....	Lantern.....	65 11	
Archer & Co.....	Lumber.....	37 53	
R. Blakiston.....	Sails.....	15 00	
J. Vandry.....	Cloth and leather.....	9 12	
J. Giblin.....	Coals.....	2 50	
S. Bedard.....	Stove piping.....	8 15	
J. Parent & Co.....	Lime.....	2 60	
F. O. Vallerand.....	Chimneys, wicks, &c.....	38 00	
T. Routier.....	Wages of painters, &c.....	63 00	
J. Boivin.....	Hardware.....	19 85	
J. Vandry.....	Clothing.....	20 60	
			1,259 26
<i>East Point, Anticosti.</i>			
Thos. Gagné.....	Twelve months' salary as Keeper, \$395, for two As- sistants, \$200, and provisions, \$200.....	795 00	
Archer & Co.....	Lumber.....	176 70	
J. Boivin.....	Hay fork, rake, nails, &c.....	30 70	
S. Bedard.....	Stove and pipes.....	37 05	
J. Vandry.....	Cloth and leather.....	5 04	
Dastous St. Laurent.....	Paint and nails.....	16 40	
Audet & Robitaille.....	Rope.....	6 11	
C. Duquet.....	Telescope.....	5 00	
J. Colvin.....	Oats.....	24 90	
P. F. Renfret.....	Medicine.....	8 00	
J. Parent & Co.....	Lime.....	2 60	
F. Vezina.....	Painting.....	39 00	
C. Cazeau.....	Sleigh.....	31 00	
F. O. Vallerand.....	Lamp and chimneys.....	10 30	
			1,187 80
<i>Forteau.</i>			
P. Godier.....	Twelve month's salary as Keeper, \$395, two As- sistants, \$400, and provisions, \$20.....	815 00	
E. Chanteloupe.....	Glass.....	168 24	
Audet & Robitaille.....	Rope.....	7 40	
F. O. Vallerand.....	Chimneys.....	2 60	
Fisher & Blouin.....	Harness.....	14 00	
P. F. Renfret.....	Medicines.....	1 10	
L. Leclerc.....	Junk.....	15 12	
S. Bedard.....	Repairs to lamps.....	8 10	
G. T. Philips.....	do.....	14 00	
F. Vezina.....	Painting.....	111 00	
Dastous St. Laurent.....	Paint.....	4 50	
Archer & Co.....	Lumber.....	19 50	
C. Cazeau.....	Cart and sleigh.....	63 00	
J. Colvin.....	Oats, bran, &c.....	24 90	
J. Boivin.....	Hardware.....	28 85	
J. Vandry.....	Cloth and leather.....	5 04	
			1,302 35
<i>Paspébiac.</i>			
L. Strong.....	Twelve months' salary as Keeper.....	150 00	
do.....	Fuel.....	40 00	
Dastous St. Laurent.....	Lead.....	10 00	
R. Manger.....	Filling with stone, &c., space in pier.....	30 00	
J. Vandry.....	Cloth and leather.....	4 00	
J. Boivin.....	Nails and hinges.....	1 20	
			235 20
<i>Carried forward.....</i>			18,349 01



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

		\$ cts.	\$ cts.
	<i>Carried forward</i> .....		18,349 01
<i>Belle Isle.</i>			
M. Colton .....	Twelve months' salary as Keeper, \$568, and for three Assistants, \$460.....	1,048 00	
E. Chanteloup.....	Plate glass.....	346 75	
John Giblin.....	Coals.....	176 90	
S. Bedard.....	Stove and pipe.....	58 10	
L. Leclerc.....	Junk.....	15 12	
F. Vézina.....	Painting.....	93 00	
Ross & Co.....	Freight.....	41 85	
Audet & Robitaille.....	Rope, canvas, &c.....	31 70	
Dawson & Co.....	Paper.....	1 25	
J. Colvin.....	Oats, bran, &c.....	41 50	
Fisher & Blouin.....	Horse cover and straps.....	15 50	
J. Boivin.....	Hardware.....	54 30	
J. Vandry.....	Cloth and leather.....	5 04	
C. Cazeau.....	Wheels.....	19 00	
J. Houghton.....	Horse shoes.....	7 20	
Archer & Co.....	Shingles.....	2 00	
			1,957 21
<i>Point Rich.</i>			
Eug. Roy.....	Twelve months' salary as Keeper.....	588 00	
C. F. Langlois.....	Fuel.....	60 00	
Audet & Robitaille.....	Rope.....	4 50	
S. Bedard.....	Repairing lamps.....	10 25	
J. Vandry.....	Cloth and leather.....	5 04	
G. T. Philips.....	Repairing pumps, pipes, &c.....	29 75	
F. Vézina.....	Painting.....	30 00	
Archer & Co.....	Lumber.....	18 00	
T. Routier.....	Wages of joiners making windows.....	37 60	
J. Vandry.....	Curtains.....	5 68	
J. Parent & Co.....	Lime.....	1 30	
J. Boivin.....	Hardware.....	48 58	
Dastous St. Laurent.....	Paint.....	4 50	
			843 20
<i>Montée du Lac.</i>			
E. Simard .....	Twelve months' salary as Keeper.....	296 24	
do .....	Fuel.....	30 00	
Audet & Robitaille.....	Rope.....	30 00	
Dunning & Webster.....	Wire rope.....	20 46	
J. Vandry.....	Cloth and leather.....	2 52	
H. S. Scott.....	Blasting powder.....	3 90	
J. Parent & Co.....	Lime.....	1 30	
H. Simard.....	Freight.....	15 00	
Archer & Co.....	Lumber.....	5 70	
F. O. Vallerand.....	Chimneys.....	1 20	
J. Boivin.....	Steel.....	7 14	
S. Bedard.....	Oil feeders and repairs.....	7 50	
			420 96
<i>South Point, Anticosti.</i>			
O. Têtu .....	Twelve months' salary as Keeper.....	588 00	
L. Arel.....	Tallow.....	15 36	
J. Vandry.....	Cloth and leather.....	5 04	
F. Vézina.....	Painting.....	36 00	
J. Boivin.....	Hardware.....	59 14	
			703 54
	<i>Carried forward</i> .....		22,373 91

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

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		22,273 92
	<i>Provision Dépôt.</i>		
G. Bouchard.....	Pork.....	76 50	
M. Dion & Co.....	Flour.....	17 25	
L. Bourget.....	Tea and sugar.....	10 00	
J. Vandry.....	Boots and caps.....	36 00	139 75
	<i>Fog Alarm.</i>		
D. Têtu.....	Twelve months' salary as Engineer.....	520 00	
G. T. Phillips.....	Guage, \$22.50; repairs, \$19.62.....	42 12	562 12
	<i>Amherst Island.</i>		
W. Cormier.....	Twelve months' salary as Keeper.....	296 24	
J. Vandry.....	Cloth and leather.....	10 18	
M. Thibaudeau.....	Chimneys.....	3 40	
J. Parent & Co.....	Lime.....	1 30	
G. T. Phillips.....	Emery cloth.....	0 90	
J. Boivin.....	Hardware.....	10 35	
W. Cormier.....	Firewood, \$8.00; repairs, \$2.31.....	10 31	332 68
	<i>Cape Magdalen.</i>		
P. Savage.....	Two months' salary as Keeper.....	49 08	
G. Lavergne.....	Ten do do.....	246 86	
Et Fontaine.....	Repairs to lighthouse and building shed.....	149 75	
J. Bédard.....	do do do do.....	161 75	
E. Vachon & Co.....	Lumber.....	15 10	
P. Savage.....	Clearing land, \$24; painting, \$20; firewood, \$17.20.....	61 20	
A. Dupuis.....	Fuel for 1875-76.....	20 00	
J. Parent & Co.....	Lime.....	2 60	
Quebec & Gulf Ports S.S. Co.....	Passage of workmen.....	12 00	
F. O. Vallerand.....	Lantern.....	1 70	
S. Bédard.....	Repairing lamps.....	2 00	
J. Vandry.....	Cloth and leather.....	4 20	
Archer & Co.....	Lumber.....	45 05	
J. Boivin.....	Hardware.....	11 51	782 80
	<i>Cape Ray.</i>		
R. Rennie.....	Twelve months' salary as Keeper.....	588 00	
do.....	Making road.....	100 00	
do.....	Painting, \$93.00; paid for oil, tar, hardware, \$34.30.....	127 30	
do.....	Fuel.....	40 00	
Audet & Robitaille.....	Rope.....	30 47	
Dawson & Co.....	Log book.....	1 60	
M. Thibaudeau.....	Lantern.....	1 16	
E. Chanteloup.....	Oil cups.....	90 25	
Dastous St. Laurent.....	Paint.....	4 50	
J. Boivin.....	Paint brushes, braces, &c.....	66 75	
S. Bédard.....	Lamps and repairs.....	12 65	
J. Vandry.....	Cloth and leather.....	11 84	
Archer & Co.....	Lumber.....	40 00	
J. Parent & Co.....	Lime.....	6 50	1,121 02
	<i>Carried forward</i> .....		25,212 29

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

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		25,212 29
	<i>Fog Alarm.</i>		
R. Rennie .....	Twelve months' salary as Engineer.....	400 00	
do .....	Landing coals.....	104 00	
J. U. Black .....	Coals.....	456 75	
J. Boivin .....	Hardware.....	67 65	
G. T. Phillips.....	Gauge and repairs.....	152 67	
A. M. Fraser.....	Balance of wages as Engineer.....	55 56	
			1,236 63
	<i>Cape Chatte.</i>		
T. Coté.....	Twelve months' salary as Keeper.....	296 24	
Audet & Robitaille.....	Rope, canvas, &c .....	38 76	
J. Parent & Co.....	Lime and barrels .....	27 50	
T. Coté.....	Building shed.....	30 00	
Dinning & Webster.....	Wire rope.....	7 90	
A. P. Frechette.....	Paint brushes.....	7 50	
S. Bedard.....	Stove, piping and repairs .....	46 95	
J. Vandry .....	Cloth and leather.....	2 72	
C. Cazeau .....	Cart for supplies.....	22 00	
G. Touchette .....	Repairs .....	22 50	
J. Boivin .....	Hardware .....	5 00	
M. Thibaudreau.....	Lamp and chimneys.....	2 96	
Chinic & Beaudet.....	Nails.....	1 20	
J. Coté.....	Repairs to light.....	5 40	
			516 63
	<i>Gaspé Harbour.</i>		
J. Eden .....	Chain and paint.....		8 75
	<i>Gaspé Lightship.</i>		
John Ascah.....	Twelve months' salary as Keeper.....	400 00	
J. Eden .....	Rope.....	2 50	
F. O. Vallerand.....	Wicks and chimneys.....	6 55	
J. Vandry .....	Cloth and leather.....	2 52	
E. Chanteloup.....	Glass.....	6 15	
			417 72
	<i>Gaspé Basin.</i>		
B. Eden.....	Salary as Keeper during season of 1875.....	42 00	
J. Vandry.....	Cloth and leather.....	4 20	
			46 20
	<i>Red Island Lightship.</i>		
Capt. J. Levesque.....	On account of contract, 1875.....	1,810 00	
do .....	do do 1876.....	550 00	
O. Picard .....	Plumber's work .....	24 00	
G. T. Phillips.....	Repairs to engine.....	1,041 61	
L. Guérard.....	Furniture and repairs.....	20 00	
A. McCallum .....	Repairing compasses.....	6 25	
T. Routier.....	Wages paid carpenters.....	161 19	
do .....	do do for cutting ice.....	30 30	
J. Boivin .....	Hardware .....	15 64	
S. J. Shaw.....	Rubber packing.....	105 22	
Archer & Co.....	Lumber .....	8 41	
J. Levesque.....	Postage and telegrams.....	38 08	
G. T. Railway Co.....	Freight of iron.....	4 47	
L. Aré.....	Tallow.....	28 80	
	<i>Carried forward</i> .....	3,843 97	37,438 22

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

		\$ cts.	\$ cts.
<i>Brought forward.....</i>		3,843 97	27,438 22
<i>Red Island Lightship.—Continued.</i>			
F. Vezina.....	Painting.....	22 88	
Allan Gilmour.....	Wintering at Indian Cove, 1874-75.....	85 00	
F. Derouin.....	Blocks.....	35 00	
S. Bedard.....	Stove and pipes.....	77 45	
Robitaille & Piche.....	Glass.....	58 00	
R. Blakiston.....	Sails.....	534 21	
Duquet & Co.....	Clocks.....	11 00	
J. Levesque.....	Wood.....	138 00	
A. H. Murphy.....	Coals.....	140 00	
Crawford & Sons.....	do.....	225 00	
C. Vien.....	Towage.....	20 00	
J. Vandry.....	Cloth and leather.....	5 04	
P. Poirier.....	Labor.....	10 00	
J. M. Tardif.....	Pole.....	7 00	
Audet & Robitaille.....	Rope, canvas, &c.....	628 50	
J. Blais.....	Wintering, 1875-76.....	40 00	
J. Parent & Co.....	Sand.....	34 80	
D. Levesque.....	Freight of coals.....	25 00	
J. Levesque.....	Chain and repairing boat.....	29 50	
Dinning & Webster.....	Wire rope and tube cleaners.....	15 19	
Quebec Rubber Co.....	Rubber joints.....	2 74	
T. N. Tweeddell.....	Towage.....	18 00	
O. Chamberland.....	Freight.....	8 00	
Belanger & Gariépy.....	Files.....	26 65	
<i>Special Account.</i>			6,040 93
G. T. Davie.....	Wintering on patent slip.....	300 00	
do.....	Wire rope, davits, &c.....	1,168 28	
do.....	Iron, lumber, repairs, coals, windlass, blocks, use of machines, and general ship chandlery.....	3,523 87	
Ph. Philip.....	Iron work.....	53 15	
Tweeddell & Campbell.....	Repairs to machinery.....	119 50	
Geo. Bisset.....	do do.....	121 87	
L. Leclerc.....	Chain and oakum.....	68 80	
A. P. Frechette.....	Locks and bolts.....	2 46	
Belanger & Gariépy.....	Tools.....	74 70	
J. Boivin.....	Hardware.....	104 99	
H. S. Scott & Co.....	Iron.....	70 39	
Archer & Co.....	Lumber.....	64 76	
Dussault & Co.....	Towage.....	40 00	
J. Marmen.....	Cartage.....	16 10	
Terreau, Frères.....	Furnace bars.....	26 50	
F. O. Vallerand.....	Chimneys.....	16 75	
<i>Lower Traverse Lightship.</i>			5,772 12
Gourdeau.....	On account of contract, 1875.....	1,800 00	
do.....	do do 1876.....	500 00	
do.....	Firewood, \$132.32; petty expenses, \$10.33.....	142 65	
G. Glassford.....	Tubes.....	96 32	
J. Nadeau.....	Wages for watching.....	112 50	
Audet & Robitaille.....	Ropes, canvas, &c.....	111 20	
R. Blakiston.....	Sails.....	44 75	
Dawson & Co.....	Log book.....	3 75	
T. Poliquin.....	Repairing machinery.....	199 99	
T. Routier.....	Wages of carpenters for repairs.....	43 39	
A. P. Frechette.....	Hardware.....	12 47	
J. Boivin.....	Tools.....	92 28	
C. Duquet.....	Clock.....	4 00	
<i>Carried forward.....</i>		3,163 30	39,251 27

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	3,163 30	39,251 27
<i>Lower Traverse Lightship.—Continued.</i>			
G. Seifert.....	Marine glass.....	15 00	
B. Leonard.....	Glass.....	6 00	
F. Veziua.....	Painting.....	11 25	
Dinning & Webster.....	Tube cleaners.....	4 50	
J. Vaudry.....	Cloth and leather.....	3 56	
Quebec Rubber Co.....	Joints.....	11 34	
Crawford & Sons.....	Coals.....	185 25	
J. M. Tardivell.....	Glass.....	3 00	
G. T. Phillips.....	Hardware, brass and copper repairs.....	61 13	
J. N. Tweeddell.....	Towage.....	18 00	
G. T. Davis.....	Wintering on patent slip.....	200 00	
do.....	Carpenter's and blacksmith's repairs.....	766 37	
S. Bedard.....	Lantern.....	10 50	
			4,459 20
<i>Upper Traverse Lightship.</i>			
A. M. Dechene.....	On account of contract, 1875.....	1,300 00	
do.....	do do 1876.....	200 00	
Audet & Robitaille.....	Rope, canvas, &c.....	67 18	
S. Bedard.....	Stove and pipe.....	32 30	
J. Levesque.....	Wages of Guardian.....	110 83	
F. O. Vallerand.....	Chimneys.....	3 80	
A. M. Dechene.....	Travelling expenses.....	60 94	
Archer & Co.....	Lumber.....	1 25	
J. Boivin.....	Hardware.....	5 27	
G. Bisset.....	Castings for windlass.....	1 47	
J. Vaudry.....	Cloth and leather.....	1 68	
Duquet & Co.....	Repairing clock and telescope.....	3 00	
Dastous St. Laurent.....	Grinding stone.....	1 16	
P. Jobin.....	Repairs to hull.....	382 17	
J. Marmen.....	Cartage.....	12 00	
			2,183 05
<i>Cape Norman.</i>			
Hy. Locke.....	Twelve months' salary as Keeper.....	493 72	
Audet & Robitaille.....	Rope.....	16 66	
J. Parent & Co.....	Casks.....	22 50	
C. Cazeau.....	Cart.....	27 00	
J. Boivin.....	Hardware.....	22 77	
F. Veziua.....	Painting.....	93 00	
J. Vaudry.....	Cloth and leather.....	5 04	
Archer & Co.....	Pine.....	2 64	
S. Bedard.....	Stove pipe.....	2 50	
			685 83
<i>Egg Island.</i>			
P. Côté.....	Twelve months' salary as Keeper.....	493 72	
Z. Lapierre.....	Boat.....	100 00	
Audet & Robitaille.....	Rope.....	23 91	
S. Bédard.....	Two stoves, piping and chimney top.....	87 80	
N. Bernier.....	Freight of boat.....	15 00	
Lachance & Dugal.....	do supplies.....	5 75	
J. Parent & Co.....	Lime.....	2 60	
J. Vaudry.....	Cloth and leather.....	4 20	
J. Boivin.....	Hardware.....	27 97	
F. O. Vallerand.....	Lamp and chimneys.....	5 05	
G. T. Phillips.....	Emery cloth.....	0 90	
			766 90
	<i>Carried forward.....</i>		47,346 25

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			47,346 25
<i>Carleton Point Light.</i>			
E. Landry.....	Twelve months' salary as Keeper.....	296 24	
do.....	Fuel.....	20 00	
J. Vandry.....	Cloth and leather.....	3 36	
S. Bedard.....	Ventilator and tray.....	9 05	
			328 65
<i>Manicouagan Lightship.</i>			
Capt. T. Connell.....	On account of contract, 1875.....	2,781 00	
do.....	do do 1876.....	540 00	
G. T. Davis.....	Wintering on patent slip.....	200 00	
do.....	Wages to carpenters, &c.....	356 93	
G. T. Phillips.....	Hardware, copper, brass, repairs.....	123 46	
Crawford & Sons.....	Coals.....	251 35	
Audet & Robitaille.....	Rope, canvas, &c.....	77 03	
R. Blakiston.....	Sails.....	135 54	
S. J. Shaw.....	Rubber packing.....	36 97	
G. Glassford.....	Tubes and expander.....	148 68	
A. P. Fréchette.....	Tools.....	1 35	
Terreau & Frères.....	Furnace bars.....	22 50	
S. Redard.....	Three stoves, pipes, lamp, chimneys, &c.....	115 35	
D. Kerr.....	Glass.....	2 45	
J. Vandry.....	Cloth and leather.....	3 56	
C. Duquet.....	Repairing clocks.....	3 25	
Quebec Rubber Co.....	Joints.....	7 13	
A. McCallum.....	Repairing compass.....	2 00	
A. Tranquille.....	Blocks.....	8 40	
G. T. Cary.....	Advertising.....	6 08	
F. O. Vallerand.....	Chimneys.....	2 85	
J. Boivin.....	Hardware.....	46 30	
J. Marmen.....	Cartage.....	5 40	
T. Routier.....	Wages to carpenters.....	95 73	
J. Nadeau.....	do Guardian, Dec., Jan., Feb., March, April.....	112 50	
T. Connell.....	Boarding three workmen, \$9.00; firewood, \$61.97.....	70 97	
G. T. Davis.....	Wages to boiler-makers, &c., for repairs.....	400 16	
T. Robert.....	Swivel.....	5 00	
T. N. Tweedwell.....	Towage.....	20 00	
			5,581 94
<i>Point des Monts.</i>			
L. F. Faffard.....	Twelve months' salary as Keeper.....	695 00	
do.....	Salary in advance to 30th Sept., 1876.....	173 75	
do.....	Boat, sails, anchor, chain, &c.....	150 00	
L. Leclerc.....	Junk.....	15 12	
J. Boivin.....	Stove and hardware.....	63 45	
Chinic & Beaudet.....	Scythes, forks, &c.....	13 40	
F. O. Vallerand.....	Lantern and chimneys.....	7 40	
Audet & Robitaille.....	Rope, &c.....	3 49	
E. Giroux.....	Medicines.....	4 50	
J. Colvin.....	Oats, bran, &c.....	24 90	
W. E. Brunet.....	Medicines.....	4 05	
J. Vandry.....	Cloth and leather.....	5 04	
G. T. Phillips.....	Soldering bolt.....	3 50	
Archer & Co.....	Lumber.....	10 00	
			1,173 60
<i>Provision Dépôt.</i>			
G. Bouchard.....	Pork and beef.....	168 00	
M. Dion & fils.....	Peas and flour.....	104 00	
L. Bourget.....	Tea and sugar.....	10 00	
			282 00
<i>Carried forward</i> .....			54,712 44

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

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				51,712	44
<i>Macquereau Point.</i>					
A. Brotherton.....	Twelve months' salary as Keeper.....	296	24		
E. Chanteloup .....	Lamp and glass.....	31	50		
J. Boivin.....	Hardware.....	4	45		
J. Vandry .....	Cloth and leather.....	3	36		
				335	55
<i>Cape Despair.</i>					
John Beck.....	Twelve months' salary as Keeper.....	395	60		
do .....	Fuel.....	16	00		
J. Vandry.....	Curtains, cloth and leather.....	9	04		
Dastous St. Laurent.....	Putty.....	2	35		
Jos. Eden.....	Expenses from Gaspé, visiting light.....	19	00		
S. Bedard.....	Stove, piping and chimney top.....	51	95		
				493	34
<i>Matane Light.</i>					
F. X. Dionne.....	Twelve months' salary as Keeper.....	246	88		
do .....	Three months' increase of salary to 30th June, 1875, from \$200 to \$250.....	12	35		
Z. Lapierre.....	Boat, &c., (21 feet).....	100	00		
R. Blakiston.....	Sails.....	44	77		
S. Bedard.....	Stove.....	28	65		
J. Vandry.....	Cloth and leather.....	3	36		
J. Boivin.....	Paint and nails.....	13	35		
H. C. Austin.....	Preparing and registering deed.....	6	50		
Audet & Robitaille.....	Rope.....	6	00		
J. Parent & Co.....	Lime.....	1	30		
V. Brisebois.....	Freight of canoe.....	6	00		
F. X. Dionne.....	Fuel.....	7	00		
				476	16
<i>Portneuf Light (Lower.)</i>					
D. Tremblay.....	Twelve months' salary as Keeper.....	246	88		
do .....	Advance of salary.....	75	00		
do .....	Fuel, \$30; repairs, \$3.....	33	00		
J. A. Purze.....	Building Wharf.....	275	00		
Archer & Co.....	Lumber.....	197	50		
T. Routier.....	Wages of carpenters' (repairing).....	331	43		
L. Arel.....	Provisions for men repairing.....	24	01		
G. Bouchard.....	do do .....	43	89		
M. Dion & fils .....	do do .....	7	00		
J. Davidson.....	do do .....	8	80		
L. Marois.....	do do .....	6	35		
L. Bourget .....	do do .....	20	40		
Audet & Robitaille.....	Rope, &c.....	7	33		
D. Desbiens.....	Repairs.....	10	94		
A Warren.....	Passage of workmen.....	29	00		
J. Vandry.....	Cloth and leather.....	2	92		
Crawford & Sons.....	Bricks.....	4	50		
S. Bedard.....	Repairing lamps.....	5	50		
J. Boivin.....	Hardware.....	65	89		
J. A. Purze.....	Board and shingles.....	16	60		
				1,411	94
<i>Metis Light.</i>					
J. Martin .....	Twelve months' salary as Keeper.....	296	24		
do .....	Fuel, \$18.00; building stables, \$50.....	68	00		
do .....	Repairs to lighthouse.....	54	85		
				57,429	43
<i>Carried forward</i> .....					

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

		\$ cts.	\$ cts.
<i>Brought forward.....</i>			57,439 43
<i>Metis Light.—Continued.</i>			
Z. Lapiere.....	Boat, &c.....	106 00	
S. Bedard.....	Stove, pipes, &c.....	25 60	
J. Vandry.....	Cloth and leather.....	2 72	
J. Parent & Co.....	Casks.....	10 00	
Audet & Robitaille.....	Rope.....	22 60	
R. Blakiston.....	Sails.....	44 76	
J. Boivin.....	Paint and brushes.....	13 65	
X. Dionne.....	Freight.....	8 00	
J. Martin.....	keeping Horse.....	20 00	
			671 88
<i>Martin River.</i>			
J. Vandry.....	Cloth and leather.....	3 76	
F. T. Thomas.....	Chimneys and wicks.....	4 87	
S. Bedard.....	Stove and pipe.....	30 20	
			38 83
<i>Etang du Nord.</i>			
Tim. O'Brien.....	Twelve months' salary as Keeper.....	400 00	
A. Brodero.....	Land for lighthouse.....	100 00	
Archer & Co.....	Lumber.....	47 00	
S. Bedard.....	Stove and pipe, kettle, &c.....	40 25	
J. Vandry.....	Cloth and leather.....	4 20	
Dastous St. Laurent.....	Paint and hardware.....	40 24	
J. J. Fox.....	Repairs.....	5 50	
Audet & Robitaille.....	Rope.....	6 78	
J. Boivin.....	Iron.....	2 85	
			646 82
<i>(Fog Alarm.)</i>			
Tim. O'Brien.....	Twelve months' salary as Engineer.....	400 00	
L. Arel.....	Tallow.....	31 80	
G. T. Philips.....	Pressure guage, \$29.00; copper and brass repairs, \$20.52.....	40 52	
T. Bourgue.....	Hauling coals.....	71 00	
Tim. O'Brien.....	Firewood.....	100 00	
S. J. Shaw.....	Rubber joints.....	8 82	
			661 14
<i>Cape Gaspé Light.</i>			
C. D. Esnouf.....	Twelve months' salary as Keeper.....	395 00	
J. Eden.....	Repairs to lighthouse, \$119.30; crane, \$55.....	174 30	
do.....	Landing supplies.....	10 50	
Audet & Robitaille.....	Rope.....	105 15	
P. Rousseau.....	Labour.....	24 75	
G. Turgeon.....	Masons' Work.....	72 50	
N. Rabais.....	Work.....	43 50	
Gulf Ports Steamship Co.....	Freight.....	4 45	
M. Thibaudeau.....	Wicks.....	1 36	
F. O. Vallerand.....	Chimneys.....	2 40	
Archer & Co.....	Lumber.....	180 00	
J. Boivin.....	Hardware.....	32 68	
A. P. Fréchette.....	do.....	15 85	
J. M. Tardivel.....	Paper.....	11 15	
S. Bedard.....	Stove pipes.....	4 05	
J. Roberts.....	Freight.....	6 00	
A. Talbot.....	do.....	50 00	
			1,133 64
<i>Carried forward.....</i>			60,581 74



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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			60,581 74
<i>(Fog Alarm.)</i>			
C. D. Esnouf.....	Twelve months' salary as Engineer.....	400 00	
J. Roberts.....	Freight of coals.....	233 55	
J. Carter.....	Water pipes.....	47 93	
G. T. Phillips.....	Guage, \$22.50 ; sheet lead, &c., \$75.42.....	97 92	
Acadia Coal Co.....	69½ tons of coal, \$2.50.....	174 11	
Dastous St. Laurent.....	Rubber packing.....	12 70	
E. Roberts.....	Making road.....	60 00	
Jos. Eden.....	Empty Barrels, filling with coal and coopering.....	150 10	1,176 31
<i>Percé Light.</i>			
C. Bourget.....	Twelve months' salary as Keeper.....	100 00	
do.....	Fuel, \$50 ; repairs, \$14.23.....	64 23	
S. Bedard.....	Stove, &c.....	25 75	
J. Vandry.....	Cloth and leather.....	2 72	
Archer & Co.....	Lumber.....	22 00	
Audet & Robitaille.....	Rope.....	3 12	
J. Boivin.....	Hardware.....	10 25	228 07
<i>Entry Island.</i>			
J. Cassidy.....	Twelve months' salary as Keeper.....	296 24	
do.....	Increase of salary, from 1st November, 1873, to 20th April, 1874.....	118 05	
do.....	Fuel.....	30 00	
J. Parent & Co.....	Lime.....	1 30	
S. Bedard.....	Tin.....	12 50	
J. Vandry.....	Cloth and leather.....	3 56	
M. Thibaudeau.....	Chimneys.....	1 80	463 45
<i>Ellis Bay.</i>			
R. Setter.....	Twelve months' salary as Keeper.....	197 48	
S. Bedard.....	Stove and pipe.....	26 35	223 83
<i>Point aux Orignaux Light.</i>			
J. Hudon.....	Thirteen months' salary as Keeper.....	267 45	
Audet & Robitaille.....	Rope.....	19 40	
S. J. Shaw & Co.....	Paint, brush and putty.....	4 09	
J. Boivin.....	Saw and files.....	6 93	
J. Vandry.....	Cloth and leather.....	2 52	300 39
<i>Port St. John.</i>			
C. Langlois.....	Twelve months' salary as Keeper.....	296 24	
do.....	Fuel, \$16 ; repairs, \$11.50.....	27 50	
Jalbert Bros.....	Use of winch.....	12 00	
J. Vandry.....	Cloth and leather.....	2 52	
J. Boivin.....	Paint.....	5 50	343 76
<i>Lark Islet.</i>			
P. Bouilliaume.....	Twelve months' salary as Keeper.....	197 48	
S. Bedard.....	Two stoves and pipes.....	40 85	
C. M. Forgues.....	Glass.....	22 00	
J. Boivin.....	Hardware.....	27 72	
<i>Carried forward</i> .....		288 05	63,317 55

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		288 05	63,317 55.
<i>Lark Islet.—Continued.</i>			
F. O. Vallerand.....	Chimndys .....	4 00	
Audet & Robitaille.....	Rope.....	13 72	
P. Bouilliaume.....	Fuel.....	10 00	
J. Vandry .....	Cloth and leather.....	2 52	
L. Poliquin.....	Ladder.....	2 50	
T. Routier.....	Making doors, windows, &c.....	37 00	
J. Gaudrault.....	Freight.....	4 00	
			361 79.
<i>North Traverse Range Lights.</i>			
T. Routier.....	Making road.....	110 00	
J. Boivin.....	Hardware.....	13 53	
			123 53.
<i>St. Francis Range Lights.</i>			
J. Lepage.....	Ten months' salary as Keeper .....	106 25	
do .....	Fuel .....	6 00	
J. Marceau .....	Three months' salary as Keeper .....	18 75	
do .....	Land.....	30 00	
F. Lemelin .....	do .....	25 00	
Audet & Robitaille .....	Rope.....	20 00	
J. Boulanger.....	Eleven days' labor, \$22.00 ; passage, &c, \$3 25.....	25 25	
			231 25.
<i>Seven Islands Light.</i>			
J. Vandry .....	Cloth and leather.....	4 20	
J. Parent & Co .....	Empty barrels.....	10 00	
L. Dionne.....	Skiff.....	15 00	
			29 20.
<i>Tadouac Range Lights.</i>			
L. Gray.....	Ten months' salary as Keeper.....	125 00	
R. Blakiston.....	Sails.....	40 37	
F. Bourgoin .....	Boat.....	24 00	
J. Parent & Co .....	Casks.....	11 30	
J. Boivin .....	Paint and shovel.....	4 80	
Audet & Robitaille.....	Rope.....	14 33	
Dastous St. Laurent.....	Iron.....	9 75	
M. Thibaudeau.....	Wicks.....	4 08	
J. Vandry .....	Cloth and leather.....	2 88	
St. Lawrence Navigation Co.....	Freight.....	11 74	
F. O. Vallerand.....	Wicks.....	0 70	
			248 95.
<i>Provision Depot.</i>			
Taché & Co .....	Preserved meats .....	259 20	
Connolly & Co.....	Flour.....	70 05	
			329 25.
<i>Chicoutimi.</i>			
Wm. Warren .....	Wages of Keepers.....	192 00	
do .....	Cartage.....	11 55	
C. Harvey.....	Salary, 1875 .....	40 00	
O. Tremblay.....	Placing buoys .....	70 12	
Guay & Letellier .....	Oil, chimneys, wicks, &c.....	51 33	
<i>Carried forward</i> .....		365 00	64,641 52

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	265 00	64,641 52
	<i>Chicoutimi.—Continued.</i>		
St. Lawrence Navigation Co.....	Freight.....	11 75	
F. T. Thomas.....	Chimneys and wicks.....	6 15	
M. Thibaudeau.....	Chimneys.....	6 00	
	<i>Buoys and Beacons.</i>		338 90
J. Parent & Co.....	New buoys.....	1,621 10	
Terreau & frères.....	Sinkers.....	922 07	
Archer & Co.....	Lumber.....	2 10	
T. Routier.....	Wages, blacksmiths making chains.....	694 99	
J. Boivin.....	Iron.....	323 58	
D. Bouilliaume.....	Salvage.....	12 00	
N. Tremblay.....	do.....	20 00	
L. Leclerc.....	do.....	12 00	
Crawford & Sons.....	Coals for forge.....	100 00	
P. H. Montgomery.....	Placing and lifting buoys.....	20 00	
H. S. Scott & Co.....	Iron.....	17 03	
C. Robin & Co.....	Placing buoys.....	32 00	
Wm. Barbour.....	Travelling expenses.....	28 91	
G. T. Cary.....	Advertising.....	7 20	
J. O. Reilly.....	Painting.....	27 60	
J. Gaudrault.....	Salvage.....	15 00	
D. Chouinard.....	do.....	25 00	
Dawson & Co.....	Printing.....	12 75	
P. Gamache.....	Repairing beacons.....	13 00	
P. Bouilliaume.....	do.....	4 00	
	<i>General Lighthouse.</i>		3,910 33
Bélangier & Gariépy.....	Paints, white lead, boiled oil, hardware, &c.....	1,974 68	
J. Boivin.....	Hardware.....	636 16	
Archer & Co.....	Lumber.....	1,329 26	
J. Folnette.....	Oars.....	136 20	
T. Routier.....	Wages to carpenters and smiths for general repairs, models and boxes.....	5,139 42	
Fitzgerald & Co.....	Petroleum, 28,795 gallons at 27½ cents... \$7,918 62 Less empty barrels and returns... 604 12	7,314 50	
Chinic & Beaudet.....	Powder, 169 barrels, 100 lbs. each, at \$15.00.....	2,535 00	
do.....	Freight, cartage, storage, &c.....	184 42	
do.....	Twelve kegs powder at \$4.50, \$54.00; boxes, \$2 88.	56 88	
J. C. Hamel.....	Storage of oil.....	368 62	
Department of Militia & Defence, Halifax, N.S.	Friction-tubes, £101 11s. 5d Stg.....	494 32	
Thibaudeau, frères.....	Flannel for bags.....	312 33	
L. Tétu.....	Porpoise oil.....	196 00	
E. Chanteloup.....	Four dioptric lights, \$640; chimneys, wicks, &c., \$98.60.....	738 61	
J. Marmen.....	Cartage, \$375.20; fuel, \$100.00.....	475 20	
E. Desgagné.....	Chimney cleaners.....	20 00	
Montreal Telegraph Co.....	Messages.....	184 92	
McTaggart & Ryan.....	Repairing water pipes, &c.....	17 75	
J. Carroll.....	Advertising and printing.....	78 50	
J. P. Déry.....	Almanacks.....	6 90	
A. Côté & Co.....	Printing and stationery.....	10 00	
W. Barbour.....	Travelling expenses.....	106 50	
W. C. Adams.....	Coals.....	9 00	
W. Barbour.....	Services connected with fog-whistles in 1875.....	50 00	
M. Fitzhenry.....	Making powder bags (8,000).....	50 00	
	<i>Carried forward.....</i>	22,425 96	68,940 75

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	22,425 96	68,940 75
	<i>General Lighthouse.—Continued.</i>		
Department of Militia & Defence .....	Powder.....	80 00	
Dinning & Webster.....	Buckets.....	61 07	
Dastous St. Laurent.....	Sponges and hardware.....	15 00	
G. T. Phillips.....	Plumbers' repairs and emery cloth.....	46 93	
J. Eden.....	Services as Sub-Agent.....	75 00	
D. Davidson.....	Felt paper, cotton waste, &c.....	180 26	
L. Leclerc .....	Oakum and junk.....	14 75	
G. Seifert.....	Twelve telescopes, \$55.52; one marine glass, \$22.50	78 02	
C. Duquet.....	Six clocks, \$4.50.....	27 00	
J. J. Fox.....	Services in connection with Magdalen Islands, 1st September to 31st October, 1875.....	100 00	
Dawson & Co.....	Stationery.....	233 83	
N. S. Hardy.....	do.....	64 80	
J. Marcotte.....	do.....	23 00	
P. Portugais.....	Repairing roof of sheds.....	48 00	
A. P. Frechette.....	Hardware.....	23 85	
H. S. Scott & Co.....	Iron.....	8 23	
Dastous St. Laurent.....	Paints and oils.....	49 45	
S. J. Shaw.....	Rule.....	1 00	
Tim Berrigan.....	Clearing snow.....	55 00	
W. Pettipass.....	Wharfage of coal.....	12 50	
C. Poston & Co.....	Coals.....	69 65	
Crawford & Sons.....	do.....	10 00	
F. O. Falleraud.....	Chimneys, wicks, &c.....	27 40	
O. Picard.....	Trays and pumps.....	34 50	
J. Vandry.....	Chamois, bags, &c.....	211 19	
J. U. Gregory.....	Travelling expenses.....	40 00	
Ant. Gagnon.....	Freight of canoe.....	4 00	
F. Vezina.....	Paint brushes.....	10 50	
A. Kane.....	Chimneys.....	22 40	
L. Bourget.....	Brooms, soap, soda, &c.....	107 10	
Quebec Harbour Commissioners.....	Use of winch.....	4 00	
M. Thibaudeau.....	Wicks.....	24 00	
E. Levey.....	Burners.....	9 50	
W. Crawford.....	Hay.....	123 97	
J. Parent & Co.....	Lime.....	226 40	
P. F. Renfret.....	Medicine.....	18 40	
W. E. Brunet.....	do.....	40 00	
E. Giroux & frère.....	do.....	5 50	
J. J. Foote.....	Advertising.....	117 40	
J. Eden.....	Telegrams and postages.....	24 10	
Quebec Gulf Ports Steamship Company.....	Freight.....	93 75	
H. Baker.....	Fire extinguishers.....	750 00	
Terreau & frère.....	Castings.....	28 20	
S. Bedard.....	Tin boxes and cans.....	75 00	
J. J. Foote.....	Subscription to <i>Morning Chronicle</i> .....	6 00	
Receiver-General.....	Tax on salaries of lighthouse keepers.....	217 41	
Audet & Robitaille.....	Rope.....	132 35	
	Total.....		26,056 37
			94,997 12

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*

JOHN TILTON,

*Accountant.*

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## APPENDIX No. 3

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### REPORT OF THE NEW BRUNSWICK AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED THE 30TH JUNE, 1876.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES.

ST. JOHN, N. B.

SIR,—I have the honor, at the close of another term, to submit a Report of the several operations which have been carried out in the New Brunswick Agency of the Department for the year ended 30th June, 1876.

It affords me much pleasure in forwarding this Annual Report, to notice the prosperity which has attended the Lighthouse service on this coast the past year, and the immunity from any of those casualties attended by loss of life and property which have been so common on our coasts in other years. This cannot but be a source of gratification to you and those connected with your Department, as it shows the increased efficiency that the service has attained on these coasts,—an efficiency which bids fair to increase confidence in the present management of the service, and be a guarantee that the Department will continue to use its utmost exertions in the future, as in the past, to provide every means possible for the safety of life and property on these shores.

Every means necessary to increase the efficiency of the Lighthouse service, as the erection of new lights and the repairs, and keeping in working order of old lights have been attended to with care, and the new lights that were noticed in my last report as in process of building have been completed, and are in successful working.

#### LIGHTHOUSE AND COAST SERVICE.

The district over which this Agency has supervision embraces all the lighthouse stations on the coast of the Province of New Brunswick, situated in the Bay of Fundy, River St. John, Straits of Northumberland and Bay des Chaleurs; all the buoys and beacons, fog-whistles, hospitals and temporary lodgings for sick and distressed seamen who may be landed upon our shores; all fog-whistles and lighthouses now in course of construction, together with the various accounts connected with the above works, and the accounts of the Fishery Branch.

**LIGHTHOUSES.**—There are 64 lights under the supervision of this Agency of the Department, and these are under the immediate charge of fifty-six lighthouse keepers including the lightship on the Miramichi River, and fog-whistles.

**FOG-WHISTLES.**—There are seven fog-whistles in operation on the coast of this Province, five of which are in the Bay of Fundy, and two in the Gulf of St. Lawrence.

**EXPENDITURE.**—The total amount of expenditure for the support of the coast service in the maintenance of these lights, cost of repairs, and improvements, and the amounts for salaries of lighthouse keepers, engineers and other officers and employes for the fiscal year ended 30th June, 1876, was \$32,410. 67, and for construction, \$17,959. 65.

A detailed statement of the expenditure of the different services in this branch of the Department will be found under their respective headings in the immediately foregoing appendix; and in referring to the different items of expenditure, I may be

permitted to notice other outlays on works of an important character at some of the stations, either finished or still in progress, up to the close of the calendar year, in addition to the regular expenditure of the fiscal year ended the 30th June, 1876, to which this report is intended specially to refer.

ORDER OF REFERENCE.—In noticing the different lighthouse stations, I shall refer to them in the following order, viz.: First. Those on the southern coast of the Province, beginning with the stations at the head of the Bay of Fundy, and including those on River St. John. Second. Those on the north shore of the Province, to include the stations on the Northumberland Straits, and those in the Bay des Chaleurs.

GRINDSTONE ISLAND (FIXED WHITE.)

Lat. 45 43 13 N.; Long. 64 37 25 W.

This station is in charge of Mr. J. R. Styles. In company with Wm. M. Smith, Esq., I visited the Island on the 11th July, 1876, for the purpose of ascertaining if a suitable site could be obtained for the erection of a steam fog-whistle. We, at the same time, made a survey of the Island for the purpose of procuring a proper water supply for the boiler and for establishing other necessary conveniences. On my return I made the following report to the Department:

ST. JOHN, N. B., July 24th, 1876.

SIR,—Enclosed, I beg to hand you a report from Mr. Wm. M. Smith with reference to a site for a fog-whistle on Grindstone Island, in which I concur. It will be necessary to have a dam, pond or reservoir made in the swamp a short distance from the lighthouse lot, where the water could be collected and conveyed by pipes to the reservoir at the fog-whistle building, which can be placed on the property belonging to the Department, not many yards from the lighthouse building, and in a favorable position for the sound being conducted at all points required. I also examined and found that at small expense a good landing place for coal could be got, not over fifty yards from the station, and where vessels and steamers can anchor at all times with safety during any storm while delivering the supplies.

I would strongly recommend that a small shed should be erected there for lighthouse purposes, unless the Department proceed to erect a coal shed, as the \$25 a year rent that we are now paying for a store at the other extreme end of the Island is entirely too high a rent, and the difficulty of getting the oil from that store by five-gallon cans is very considerable, which has to be carried by hand, as there is no vehicle of any kind on the Island.

I will annex a small sketch of the Island. I have further to report that I found the joists and sills of the lighthouse very much decayed and will all require to be renewed either this or next year at the furthest; it arises from there being no air holes left in the stone wall. My attention was not called to this before, and I did not suspect anything of the kind, from the general appearances of the other parts of the building.

When the fog-alarm is being erected it will be a favourable time to have this work attended to. The joists are in such a decayed state that it cannot be deferred much longer.

I have the honor to be, Sir,

Your most obedient servant,

J. H. HARDING.

WM. SMITH, Esq.,  
Deputy of the Minister of Marine and Fisheries, &c.,  
Ottawa.

## CAPE ENRAGE (FIXED WHITE.)

Lat. 45 35 34 N.; Long. 64 46 55 W.

This station is under the charge of Mr. Wm. S. Starratt, who employs his son as assistant.

After I had visited Grindstone Island, I proceeded to Cape Enrage Station and returned the same evening to Harvey. During a recent storm, accompanied with thunder and lightning, the lighthouse at this station was struck. From the appearance of the building the electric fluid seemed to have struck the south side just below the lantern floor, and proceeded down one side of the building, shattering the braces and posts in that side nearly to the floor. It then passed out through one of the door jams and passed into the ground immediately beneath the doorstep. On reaching the main floor the current appears to have divided, the one branch taking a course as above, the other passing out the side where it first struck and leaving quite a hole in the ground where it entered.

The keeper was directed to have the damage repaired immediately after the accident occurred, in order to ensure protection from the weather. Fortunately the damage was comparatively trifling. Had the fluid struck a few inches higher it must have destroyed the lantern and dioptric light. On this visit the boiler was tested by Mr. Smith at the pressure of 100 lbs. to the square inch. It showed no signs of weakness although the pressure is an extreme one, eighty pounds being the usual pressure while working. The buildings at this station are in a good state of repair and the appearance of everything about the building and grounds is neat and tidy.

The supply of coal and oil was delivered from the Steamer "Newfield" on my visit of inspection in August last.

## QUACO (REVOLVING WHITE.)

Lat. 45 19 20 N.; Long. 65 31 55 W.

This station has not been visited by me during the time included in this report, but I shall visit the Island before the close of the season. A new lantern with modern revolving machinery was erected on the tower of this station last year to replace the rude and primitive machinery for producing a flash light, to which I have alluded to in former reports. The new light is a very brilliant one, and as the station is well maintained it cannot fail to be a still greater boon to navigators, the station being one of the most important in the Bay of Fundy. The cost of alterations and introducing the new lighting apparatus appears in the accounts for this year. To make this station more efficient and valuable, a fog-whistle will be erected as soon as possible, it having been already secured. This will be an additional safeguard against the dangerous reefs that abound near the Island.

## CAPE SPENCER (REVOLVING RED AND WHITE.)

Lat. 45 12 30 N.; Long. 65 54 0 W.

This station was not visited during the year included in this report. The accounts respecting the light, however, and the affairs at the station show that its efficiency is well maintained and that it keeps up its reputation for being one of the best lighthouse stations in the Bay of Fundy. The light is a revolving red and white, alternately for periods of forty-five seconds and an interval of forty-five seconds. It is situated on the east side of the entrance to St. John Harbour on the pitch of Cape Spencer, and throws its light far out over the Bay towards the Nova Scotia shore.

By a recent purchase of 100 acres of well wooded land, the Department has secured a large quantity of fuel, which must result in a saving in years to come and assist in supplying adjacent stations.

No expenditure has been made at this station during the past year, except a small amount for the opening of a road to the lighthouse. This road has been completed to within fifty-six rods of the lighthouse. The expenditure was made under the direction of the keeper at this station. This road, when completed, will be a mile and a quarter in length, and will prove a great convenience in carrying fuel and other supplies to the lighthouse.

BEACON LIGHT (FIXED WHITE.)

Lat. 45 15 10 N. ; Long. 66 3 40 W.

This light is well maintained by Mr. Clark. It is in an exposed position and has withstood the heaviest storms since the repairs without apparent motion.

There has been no expense beyond the ordinary maintenance except the repairing of the new windlass and davits for securing the boat, as it was so low that one boat was damaged and in danger of being swept away by breakers, rolling over the top of the block.

PARTRIDGE ISLAND (FIXED WHITE.)

Lat. 45 14 20 N. ; Long. 66 3 20 W.

This is an important station commanding the entrance to St. John Harbor. Several changes of importance have been carried out here during the past year which will increase its efficiency. The station was visited on the 11th August. The fog-whistle was visited at the same time. A more powerful boiler has been supplied to it. The whistle was elevated some feet higher above the roof of the whistle-house. This change of position has greatly increased the volume and power of the sound. The commanders of the International line of steamers now report that the sound is heard more clearly and at a greater distance than formerly.

The boiler though much longer than the one previously in use, yet the engineer reports that it consumes but little more coal, than the old one.

No disposition has yet been made of the old boiler from this station. It is in a somewhat dilapidated condition. It is the smaller of the two which were in use at the station and was the first one set. The other and larger of the two was taken to Cape Enrage Fog-whistle and is now in use at that place.

The new boiler at Partridge Island requires a larger quantity of water during the twenty four hours, and I am apprehensive that the wells are not sufficiently large to retain the required supply during very dry seasons. Thirty-six hours supply was all that the well contained when I visited the station. Arrangements were made in the event of the supply getting down so as only to be sufficient for twelve hours, that the tank under the boiler should be refilled with salt water.

As a quantity of rain fell the following day and clear weather followed, the supply of water was increased; and I am in hopes that such an emergency may not again occur—at least during the present season or the coming winter. It is during the long droughts of summer that such severe tests occur. In the meantime, careful observation and timely calculation will enable us to judge more accurately of the duration of the water supply. Too much attention cannot be given to ensure the proper maintenance of this fog-whistle and have it kept in the highest state of efficiency and worked with the greatest accuracy. This is the more necessary on account of the fast sailing steamers which depend upon it in entering the Harbor.

A new water pipe, 100 feet long, has been laid from the well next the engine house, the old one having become impaired through rust. On my visit, I found that the coal shed on the south side of the Island had been forced out. I directed Mr. Wilson to have the shed roof extended a few feet further so as to have the coal under cover and protected from the weather.

I found that the supply of oil had been delivered at this station and was still in barrels, the tanks not having been cleaned out and made ready for use. The lighthouse building is in good condition with the exception of a small leak on the south-east side which Mr. Wilson told me he would have secured with a coating of thick paint.



The lamps and reflectors were not then in the condition in which they were usually to be found, owing to the great number of days the weather had been foggy. His time consequently had been taken up largely in attending to the fog-whistle, but he informed me that the lamps and reflectors should receive his attention at once.

No expenditure has been made in connection with this lighthouse during the past year beyond the ordinary bills of maintenance, with the exception of providing a new boat, the old one not being considered safe or sufficient for emergencies in bad weather. During the recent trip of the steamer "Newfield" she landed at St. John 120 tons of coal in scows. This was deemed the cheapest way that could be taken, previous to getting it to Partridge Island Station, as the steamer could not lay at the wharf at that station to discharge.

POINT LEPREAUX LIGHTHOUSE AND FOG-WHISTLE.

Lat. 45 3 40 N.; Long. 66 27 39 W.

I visited this station on the 30th August last, at which time I found that supplies had been landed by the steamer "Newfield." The addition to the keeper's dwelling, notice of the completion of which was given in my last report, now gives ample room for the lighthouse keeper's family and telegraph office. The additional building is 20 x 16 feet, of stone foundation, and is connected with the main building.

I found that the lighthouse and its surroundings are kept in a neat and orderly condition, the light as well maintained as possible.

I seldom visit this station but I have to regret that the old lantern with its old panes of 11 x 14 glass are allowed to remain instead of being replaced by large panes of plate glass such as is now in use in all modern lanterns.

A few dollars are required to be expended on the road leading from Thompson's Cove to the fog-whistle to keep it in repair for hauling the coal and other supplies, a considerable part of the roadway to the station being the property of the Government.

BLISS ISLAND (FIXED RED.)

Lat. 41 1 15 N.; Long. 66 51 0 W.

A red fixed light visible from all points of the compass, is exhibited from the lighthouse at this station, the lantern having a wooden frame with five plates of glass, and the light consisting of five mammoth flat-wick burners.

I visited the Island on the 31st of August; at the same time supplies were landed from the steamer "Newfield."

I found that the light during the last year had been well maintained, and that everything about the station was in a clean and orderly condition. The representations that I made in my last report in regard to the necessity of a dwelling-house for the keeper and his family have been carried out, and the building has been erected. This will prove a great relief and comfort to the keeper and his family, who, since the erection of the lighthouse, have been forced to live in it, and with very inferior accommodation, added to which the smell from the oil and lamps was anything but agreeable or pleasant.

This new building, with the recent acquisition of six acres of land containing a large amount of fuel, has made a great improvement at this station.

No extra expense has been incurred here for the past year beyond the ordinary sum maintenance, except the cost of the new dwelling-house which does not appear in this year's accounts.

BEAVER HARBOR (FIXED WHITE.)

Lat. 45 3 45 N.; Long. 66 44 0 W.

This harbor, which was recently selected as a lighthouse station, is situated to the west of Mace's Bay, and is frequently resorted to as a harbour of refuge.

I visited the station on the 31st of August; at the same time supplies were landed from the steamer "Newfield."

I was both surprised and pleased to see the improvements which have been carried out here during the past year. The keeper, aided by his family and his young men, has cleaned most of the ground owned by the Department, and has erected a small wharf for the landing of supplies, clearing away the rocks to remove the difficulties of landing. This with other improvements carried out, is very creditable to the keeper, who, although a man of weakly constitution, is very attentive to his work, and desirous of discharging his duties to the best of his ability.

The lighthouse and the building in connection therewith require to be repainted. From what has been said above it is almost needless to add that the station and its appurtenances are well cared for, and the lamps and lanterns kept neat and clean.

#### MIDJIC BLUFF (FIXED WHITE.)

Lat. 45 6 53 N.; Long. 66 54 30 W.

This is one of the new light-houses erected during the course of the past year. I found that the house was too much enclosed with trees which obscured the building almost entirely from view when approaching the harbor. I therefore arranged with the owner of the soil to cut down the trees on his property as well as on the lighthouse lot, and he agreed to do so for twelve dollars, retaining the wood on his own lot. I found that the road to this station was almost impassible for a team, except in winter, I therefore further agreed with the owner that on condition of his removing the stumps, large rocks and grading the road satisfactorily, the Department would pay him twenty dollars, and in addition he was to remove a fence and throw the corner of a field into the road: this was agreed to.

I regretted to find that two panes of the glass had been taken out, having been broken, and that two new panes of glass recently put in has also been cracked, one in several places. Either the heat of the lamps with the oscillation of the lantern or the expansion of the iron lantern, together with its contraction, must have broken the glass. I am inclined to the latter opinion, as I found on examining the windows that they had been set too firmly and fastened hard up against the iron frames, and puttied solid, and this again screwed hard against the glass. Whether the tender particularly specified how this was to be set or not, I do not know; but it is evident that great care should be taken in this respect, and the instructions made so plain that no mistake could be made in the mode of setting the glass.

Some soft substance such as rubber should go between the glass and frame inside and out, so that it will yield to the expansion or other cause, to prevent the strain from breaking the glass. I do not attach any blame to the keeper.

He is very desirous to have every thing just as it should be, and is a very attentive and reliable man.

The supplies were delivered by the "Newfield" on the 1st Sept. The building requires painting, and a small store-room for winter. The lighting apparatus is kept in good order.

#### SAND REEF LIGHTHOUSE, PASSAMAQUODDY BAY.

Lat. 45 3 45 N.; Long. 67 0 50 W.

This building was erected last fall, and lighted on the first of January last. The keeper is MR. James Clarke, who took charge on the 26th November, 1875. No regular appointment of a keeper has yet been made for this station; it is an important light for all the harbors on the Passamaquoddy Bay and the eastern passage from Letang Harbor to Passamaquoddy Bay.

The supplies were landed from the "Newfield" on the first of September last. Mr. Clark complains that the building shakes very much in stormy weather and he wishes to have three stays of three-inch wire rigging attached to the tower below the lantern and secured to the block. He is in fear for the tower during the winter

gales. It is desirable that Mr. Tomlinson should be consulted on this point, viz., as to whether the tower under the present circumstances is secure to the block, and as to his opinion of the necessity of the rigging referred to above.

The braces and timber above the block on which the tower and dwelling rest are large and well braced, but I was unable to see how the dwelling and tower were secured to the block, and not having the terms of the contract to consult, was unable to judge whether the whole structure is fully up to the requirements of the contract or not.

I found that there was no rail enclosing the stairs directly opposite the door, and that while it is left open, it is very dangerous, as the keeper might unthinkingly in stepping a few feet forward be precipitated down this open stairway to the water or beach below. I therefore had a rail put round it, and the entrance removed and placed further along the platform with a small gate at the end. There was no rail round the stairs inside nor hand-rail to the side of the stairs; this was necessary as the stairs were steep. The lumber on the floors had shrunk very considerably, and the floor of the kitchen was in consequence quite open. Mr. Clarke stated that the draft which came up from the open space below required to be corrected before the cold weather set in. I informed him that I would send the lumber and he could lay another floor above and have thick paper laid between which will make the desired improvement.

Mr. Clark requires a set of davits on the north-east side of the building, so that he can land and depart from that side of the building when the wind and sea proves an obstacle on the south side.

I have already reported that the weather-cock on the lantern is too short and does not work in ordinary weather, which prevents a steady light being maintained in the lantern, and the spatters of rain and snow breaks the glasses. The lights have not been satisfactorily maintained. Mr. Clark had replaced some of the round-wick lamps with others of flat-wick as he informed me the others would not stand the heat. As the flat wicks inserted were too small for such an important station, I had the round-wick replaced, and the lights put in operation and a good light exhibited before leaving the reef, and Mr. Clark instructed so as to maintain the same in future. I would recommend that the iron roof of all new lanterns be made with more pitch. The pitch of this lantern roof is seventeen inches in three feet six inches, and would also recommend that an inside lining of zinc with drips-pipes be made and inserted under the roof inside the lantern, as the frost collects in the inside of the iron roof and falls on the chimneys after being lighted and breaking them.

If the roof was three feet pitch instead of seventeen inches the draft would be improved.

#### SAINT ANDREWS (FIXED WHITE.)

Lat. 45 4 10 N.; Long. 67 2 50 W.

I made my visit of inspection to this station and had the supply of oil delivered on the 2nd of September.

Notice was given in my last report of the removal of the old lighthouse from the public wharf in the town to the old light block on the eastern side of the public wharf, and of the repairs. The lighthouse is still in charge of Mr. Pendlebury. The inhabitants of St. Andrews still cling to the old buildings and appear unwilling to let them go.

#### ST. CROIX RIVER LIGHTS.

These lights were not visited by me this season, but the supplies were landed at St. Andrews to be forwarded by the keeper of the Saint Andrews light to their respective destinations.

## SOUTHERN WOLF (REVOLVING WHITE.)

Lat. 44 56 30 N.; Long. 66 44 10. W.

I visited this station on the 4th September, at which time supplies were landed from the Steamer "Newfield."

The new wharf for landing supplies and the storehouse, to which allusion was made in my last report, have proved of great service and convenience, and the supplies on my last visit were landed with but slight detention to the steamer.

The block and platform were built by Mr. Snell at his own expense but the store at the end of the platform next the bank was paid for by the Department.

I have a letter from Mr. Snell giving the particulars of the work. The letter is as follows :

## LIGHTHOUSE, SOUTHERN WOLF,

November 24th, 1875.

SIR,—In regard to the improvements, wharf, &c., made by me at this station, I beg to enclose a bill of items and expenses received and cash paid by me in the matter. I also desire to meet your expressed wish in the matter, and beg to submit the following detailed report showing what I have effected in the way of improvements since I came to this station in 1873. On the 10th of July in that year you made a suggestion with reference to the wharf, and it was then arranged that I would see what effect a gale of wind would have upon a wharf at the western cove. On the 24th of August of that year we had a fearful gale of wind from the north to the south-west, on the next day making a tremendous cross sea. It then occurred to me that a wharf or a small breakwater well built, iron fastened, and well filled with stone, might stand and would be of inestimable service for the safe landing of supplies, the taking care of boats, and a safe landing place generally.

I feared that as the season was far advanced the Government would not be likely to build such a wharf that fall, as requested; and as I knew the want of it, especially in the winter months when it was almost impossible to land them or take care of a boat two-thirds of the time—because this station is in a particularly exposed situation and the sea is so rough, that the want of such protection was more apparent,—I, after considering the effects of the several gales during the summer months, concluded to commence the erection of such breakwater.

I might here remark that if such could not be made to stand I was willing to bear the loss myself; while, in the other event, I trusted that the Department of Marine and Fisheries perceiving the advisability of such structure and the necessity for it, in fact, would remunerate me for any expenditure I was subjected to in regard to it.

Acting then under this idea, I hired three men, and on the 13th day of October I commenced to build a wharf in the west of the cove. These men were employed on building it, procuring and gathering materials, &c., thirty-six days each, their wages being \$1.50 per day for each man, besides their board, which I have fixed as you will see by the enclosed bill at \$4 per week.

In addition to these I had an extra man for six days on the same terms, viz., \$1.50 per day and board. Besides these, there was a bill for iron and blacksmith work, \$22.50, and freight on the same, \$5.00, making \$27.50.

The wharf was so far advanced towards completion when the men came from Grand Manan to build the porch, tank, &c., that they could not have landed either themselves or their materials for more than a week had it not been for the shelter and protection afforded by such wharf.

After they did land it was found to be of great benefit to them in furthering their operations. There were so many things, such as lime, sand, brick, cement, &c., to be carried to the station that Mr. Green hired a small vessel to carry them, and he kept her here at this wharf while he was working here. The breakwater is 25 feet long by 12 feet wide and 18 feet deep. The inshore wharf is 80 feet long by 15 feet wide where it joins the breakwater and 10 feet wide at the shore, the whole structure

is in the form of an L. It stood well all that winter, as you doubtless remember, having seen it when here with Mr. Tomlinson. On the 24th November, 1874, we had a violent gale of wind which carried the long wharf away from the breakwater toward the shore. In the Spring of the present year I had the wharf rebuilt at a cost as near as I can ascertain of \$65.

I also procured and erected a flag-staff for the station, which cost five dollars.

Now, Sir, in further explanation, I would say that these works were undertaken by me without direct instructions from the Department I admit, but clearly and solely in the interest of the Department and as being of vital importance and necessity for the better protection and safety of the property of the Department placed in this extremely isolated and dangerous part.

I trust then that the Department will see how useful, how efficacious they are for the purpose intended, and will consider that I, in my zeal and my desire to promote the interest of the Department, have but anticipated their wishes in this respect, and in all fairness and justice will reimburse me for my outlay in its behalf.

The works have cost as represented in the enclosed bill, and I have paid for them myself out of my salary. I worked with these men myself when my time from the lantern would admit, yet I of course make no charge for it. I believe I averaged five hours daily with them, and that I worked as hard and as faithfully as any man employed there. I might also state that on the 14th May, 1874, the supplies for this station were landed in the Eastern Cove, and rolled over the rocks to high water mark where they laid for some time in the sun. This exposure caused the oil barrels to leak so badly they fell short in gauging about 90 gallons. I had no assistance on the Island at the time and consequently I could not roll them up to the oil-house.

I therefore built a small house in the Eastern Cove to cover them, size 14 feet long, 12 feet wide 9 feet posts and saddle roof. I built it well and substantially; it is all properly secured and clapboarded. In putting up this small building I built it well, because I thought it would be a benefit in the event of the oil being landed there on any other occasion; in fact a house of the kind seems to be as necessary in the Eastern Cove as in the Western Cove, because the latter does not always admit of access. My spare time for five weeks was all occupied on this building, picking up materials for it, and erecting it, viz: Shed building on east side.

There is no doubt, as a glance will satisfy any one, that it is most useful; it is as indispensable for the purposes of the light station as the building in the Western Cove.

I do not make any direct charge against the Department for my work on this, but I will say that in connection with it I would commend myself to the consideration of the Department, and if they consider I deserve payment I will be most happy to receive it, apart from the purchase of the building, the value of which I estimate at \$40.00 (forty dollars.) Hoping this explanation will prove satisfactory, and that the Department will be induced, by examination of the work or in any other way that may seem desirable, to reimburse me for such outlay as I have shewn in connection with the improvements at this station,

I am, Sir,

Yours respectfully,

EDWARD SNELL.

J. H. HARDING, Esq.,  
*Agent of the Department of Marine and Fisheries.*

LIGHT STATION, SOUTHERN WOLF,  
November 24th, 1875.

SIR,—I wish to give you a report of my action in the matter of the store-house in the Western Cove and the disposal of the lumber and materials supplied by you for that purpose. I at once employed two men to assist me in framing the building.

and we now have the house boarded in and battened and the roof shingled. There are no doors or windows yet made for it owing to the lumber falling short, but I will make it answer in its present shape this winter. Our frame stuff also ran short, but we procured what was necessary on the island. The size of the building is 24 x 18 ft. and 13 ft. posts. The posts were made high in order for hoisting to upper story from the wharf and then to roll it by means of a stage to the bank. I have already used the building for taking up my coal and I found it most suitable and convenient.

I have also planked the breakwater all on the outside and have put on it and in t 20 tons of ballast additional. I have also driven about two-thirds of the iron you eft me, and I am of opinion it will now be perfectly safe.

I will send you the bill of wages and board for the men, they worked six weeks each, one at \$1.50 per day and the other at \$1.00 per day, with board, which I supplied during that time at \$4.00 per week.

Trusting this will meet and receive your approbation,

I am, Sir,

Yours respectfully,

EDWARD SNELL.

J. H. HARDING, Esq.,  
Agent of the Department of Marine and Fisheries,  
Saint John.

DEPARTMENT OF MARINE AND FISHERIES  
OF THE DOMINION OF CANADA.

To EDWARD SNELL, Dr.

Cost of Block and Wharf from same to Shore, West side South Wolf Island.

October, 1873.	To wages three men, 36 days @ \$1.50 per day constructing breakwater 25 ft. x 12 x 18 ft. and wharf 80 ft. x 15 ft x 10 ft. at shore Western Cove on Southern, Wolf Island at light station.....	\$162 00
"	One extra man, 6 days @ \$1.50.....	9 00
"	Board 3 men, 36 days and 1 man 6 days @ \$4 per week.....	63 00
"	Iron and blacksmith work.....	22 50
"	Freight on same from Eastport. ....	5 00
"	Rebuilding wharf, from Block to Shore. ....	65 50
"	Flag staff for light station.....	5 00
		\$331 00

SOUTHERN WOLF ISLAND,  
November 24th, 1875.

From the foregoing statement it will appear that Mr. Snell has made improvements to the amount of \$331.00 for material and labor. No charge is made for his own labor. I am satisfied that compensation should be made him for the materials purchased and for boarding the men, as the work has proved of great service and convenience to the Department.

The Department paid to Mr. Cunningham \$54.00 for labor in building the store and improving the platform, and to Mr. John Catherine, \$36 for labour for the same purpose.

The keeper complains that the lantern has been shaken in heavy gales, causing two or three panes of glass to crack in several places. There are no spare panes at this station, and I would therefore advise the Department to order a new set before the fall weather sets in, as some of those panes now in may fail at a critical time. The size of the glass is 5 feet by 2 feet 6 inches,  $\frac{1}{2}$  in thick.

The weather-cock at this station also requires changing, in order to secure a proper draft. The lining under the roof inside also required.

#### HEAD HARBOR (FIXED WHITE.)

Lat. 44 57 40 N.; Long. 66 54 10 W.

This station is on Campobello Island near the entrance to Eastport Harbor, and is an important one. The captains of the steamers between St. John, Portland and Boston frequently bear testimony to its value.

The iron lantern at this station is nine feet in diameter on the inside and 36 feet 6 inches in circumference on the outside. There are seven mammoth flat-wick lamps with reflectors 18 inches in diameter and  $8\frac{1}{2}$  inches deep.

I visited this station on the 2nd of September, 1876, and the supplies were landed and delivered at the lighthouse without any detention to the steamer. Mr. Hevenor of St. John had just returned from setting a new weather cock on the lantern at this station. This I find to be working very satisfactorily, indeed, The keeper reported that he was enabled to preserve a more uniform draft, and that his lights have burned with greater steadiness and brilliancy since the improvement was made.

This light is well maintained, and Mr. McLaughlan, the keeper, is attentive to his duties, and has everything about his building in good order and condition.

A fog-whistle is very much needed at this station, and it has formed the subject of much enquiry from the captains and stockholders of the International line of steamers. They are frequently obliged to go to Grand Manan whistle, and remain there until a favorable opportunity occurs of passing this dangerous point. The surf makes so much noise that the small fog-horn cannot be heard, though it is close by; should the whistle be built, it will be a matter of some difficulty to procure a supply of water. My attention has been, directed to the practicability of using a caloric engine at this station; or, otherwise, very large reservoirs would be required for storing the water.

Captain Hall, lately in command of the steamer "New England" informed me that there has been quite an improvement in the sound of the fog-whistles at Lepreaux and Partridge Islands since the recent change of boilers at those stations.

#### SWALLOW TAIL LIGHT (FIXED WHITE.)

Lat. 44 45 52 N.; Long. 66 44 0 W.

This station was visited on the 7th September, and the necessary supplies landed from the "Newfield."

Early last spring a large mass of rock became detached from the side of the cliff above the landing ways, and was precipitated against them, smashing them down. Some of these portions of rock could not be removed without blasting. Mr. Kent, the keeper, removed the whole mass and replaced the broken ways with new ones, 200 feet long, supplying new timber and drilling new holes for fastenings. He has made a very substantial job, but I fear it will be more costly than was anticipated when the order was given to have the ways repaired.

This station cannot be supplied without the landing ways, as the lighthouse is situated on a high cliff of rock, nearly perpendicular on all sides, and there is no approach from the main land except over a deep gorge, which has only a small crossing for foot passengers.

This work was completed in time to have supplies landed from the "Newfield" without any detention. Had it been otherwise, the delay of the steamer for a day or two would have amounted to more than the whole expense of the work.

The timber and plank for the platform from the ways to the lighthouse was also delivered from the steamer. Mr. Kent had not laid the platform, but expected to do so before the close of the season.

All the buildings at this station present a good appearance, being newly painted, clean, and well cared for. Mr. Kent is attentive to his duties, and takes pride in having everything about the station neat, clean and orderly.

Three of the reflectors require resoldering, which I will have attended to. The light gives very general satisfaction to navigators in the Bay.

MACHIAS SEAL ISLAND (FIXED WHITE.)

Lat. 44 30 7 N.; Long. 66 47 0 W.

I visited this important station on the 4th September, and the "Newfield" delivered all the supplies in good order, and in a very short time. This was owing to the fine condition of the railroad leading from the landing up to the engine-house. The railroad had been extended down to low water, so that no detention occurred, and the boats were discharged as fast as they could be loaded from the steamer.

I have from the first advocated the laying down landing-ways at all the stations where they are needed, and connecting the cars with the machinery of the fog-whistle so far as practicable. This I had carried out, by the permission of the Department, at this station, and the expense saved in this one trip of the "Newfield" to this station, fully compensates for the outlay. The coal was taken to the shore in large boats carrying from two to three tons of coal each, which was first put into bags in the hold of the vessel and hoisted up by steam, and landed at once into the boats alongside. Then they were rapidly conveyed to the rail cars where they were emptied without detention, and this can be done at all times of the tide. The cars after conveying the coal to the storing place, dump it on both sides of the rail by the withdrawal of the fastening pin, and then run down of their own accord to the water's edge. In this way 127 tons of coal and other supplies were delivered from the steamer and conveyed to the store-house in eleven hours without increasing the outlay of a single dollar for manual labor in handling.

Mr. Eddy, the present engineer, is an attentive and practical man, and keeps the fog-whistles and lighthouses in good working order.

The dam built at this station last season has proved of great service in retaining a sufficient supply of water. Mr. Eddy informed me that there had not been an hours rain from the first of June up to the date of my visit.

Mr. Eddy was of opinion that the whistle should be stopped for five days, from the first of October, in order to give him an opportunity to examine the inside stays of the boiler. I have complied with his request. The new lighthouse with the dioptric lantern are kept in first-rate order. I never found all the internal part of this building in such fine condition. The outside of the building requires another coat of paint: and Mr. Eddy is to make arrangements to have this done.

The old lighthouse is in much the same condition as when last reported; and as the Department contemplates erecting a new building to correspond with the large new one, no repairs or expenditures have been made on the old one. I had an opportunity of examining those lights from the deck of the "Newfield" while near Gannet Rock, and I could scarcely believe that the light from the old building was that from a lighthouse. And this mistake has occurred frequently to masters of vessels within the last few years. I am fearful that some serious disaster may yet result, if a change is not speedily made, and a new and more brilliant light corresponding to the other one is not erected, in order to agree with the lights laid down. They are important lights, ranging with the Mur Ledges to warn vessels when they are brought in range that they are to tack ship and stand off.

On consulting Capt. Purdy, we took the range of those lights, and thought they should range *south* of the ledge, and not *with* them as at present, otherwise a vessel in bringing them in range, finds herself almost amidst the ledges.



## GANNET ROCK (FIXED AND FLASH WHITE.)

Lat. 44 0 38 N.; Long. 66 47 0 W.

This rock is situated about eight miles south of the Grand Manan, is very little larger than the lighthouse that stands upon it. It marks a line of wild coast and dangerous rocks and ledges, extending nearly across to Machias on the west. As many of the rocks are covered at high water, and as they lie in the paths of vessels entering and leaving the Bay, they have always been a source of dread and anxiety to the mariner. Many valuable lives and much property have been engulfed in these wild and dangerous waters. Among the vessels that have been destroyed here were the "Queen" of Liverpool; the "Imperial," a Yarmouth brig; and the ship "Parkfield," which latter vessel was wrecked on "Old Proprietor Rock," seven miles south of Gannet Rock.

My visit was made to this rock on the 5th September, when supplies were landed from the steamer "Newfield." I found the light well maintained, although there is some irregularity of motion in the machinery, which, however, is carefully watched.

The want of an inside lining to the roof of the lantern is much felt, as the frost collects and drops on the prism glasses.

One of the cog-wheel shafts of the machinery revolving the dioptric light requires washers, and the attendance of a skilful machinist for repairs.

The hip roof and connection with the tower requires repairing, as it allows the water to enter and wet the sill. The leaden water conductors also require renewing.

The lighthouse has been painted inside, and every part is kept in clean and orderly condition.

## ST JOHN RIVER LIGHTS.

There are eleven stations on the St. John River, including four on the Grand Lake, and two on Washademoak Lake, situated as follows:—

Green Head, Mr. J. N. Williams, keeper; Sand Point, Mr. James Clark, keeper; Oak Point, Mr. Chas. Theal, keeper; No Man's Friend, Mr. Edmund Buzzza, keeper; Oromocto Shoals, Mr. James K. Hazen, keeper; Wilmot's Bluff, Mr. J. D. Wilmot, keeper; Robertson's Point, Mr. Samuel Robertson, keeper; Fanjoy's Point, Mr. Wm. Fanjoy, keeper; Cox's Point, Mr. M. Y. Cox, keeper; Newcastle, Mr. Robt. McMan, keeper; Musquash Island, Mr. Daniel Smth, keeper; and Hendry's Point, Mr. Jos. Hendry, keeper.

These light stations have not been visited by me up to the closing of this report, with the exception of that at Wilmot's Bluff and the one at Oromocto Shoals. Certain changes were proposed with reference to the position of the Oromocto Light which were approved of by the Minister, but still remain as they were for the present.

## HILLSBOROUGH, ALBERT COUNTY.

I visited this station on my way to Grindstone Island, and found the light well maintained by Mr. Beatty. The block or wharf on which the beacon rests has settled on the south side, in consequence of a large quantity of plaster being stored thereon. The beacon at present therefore is not perpendicular, but I would not advise anything being done to it until the plaster is removed, and then it can be levelled on the block and its position strengthened.

## FOG-WHISTLES.

These important aids to navigation on our rock-bound and foggy coast continue to be maintained in good condition, and provided with such improvements as they are needed, as will make them of the utmost possible service to the mariner in the season of his greatest danger and emergency, in foggy and tempestuous weather.

There are now seven fog-alarms in operation on the southern and eastern coasts of our Province, viz., at Partridge Island, Point Lepreaux, North Head on Grand Manan, Machias Seal Island, Cape Enrage in the Bay of Fundy, and at Point Escuminac and Point Miscou in the Gulf of St. Lawrence. These have all been maintained in successful operation during the year.

#### PARTRIDGE ISLAND.

Important changes have been made at this station during the past winter. The old boiler has been removed, and one much larger and of greater power substituted. The whistle was elevated some feet above the roof of the house, and Captain Hall, of the International steamers, informed me that the change has been attended with great advantage, as the sound is now much louder and can be heard with distinctness at a much greater distance than formerly.

The supply of coal for the present season was landed from the "Newfield" in scows and taken to the wharf.

The increased size of the boiler adds largely to the consumption of water, and may necessitate the enlargement of the storing well. The long drought of the summer of 1876 severely tested all the stations in this respect. The fog was also dense and continued. The whistle was kept blowing for three weeks during the month without any intermission.

#### CAPE ENRAGE.

This station was visited by me on the 11th of July, in company with Mr. Wm. M. Smith. The boiler was tested at a pressure of 100 lbs to the square inch. The machinery was found to be in good working order. Mr. Starrat gives careful attention to both the lighthouse and fog-alarm. The supplies of oil and coal were landed from the steamer "Newfield" after the time of my visit.

#### POINT LEPREAUX.

This station was visited on the 30th of August, and 100 tons of coal landed from the steamer "Newfield" at Thompson's Cove, about a mile distant from the whistle.

This station has also been supplied with a new boiler of greater power; and other important changes have been made in the internal arrangements of the building. The whistle has also been raised higher, like that on Partridge Island; and in consequence of this change and the increased boiler power the sound is more distinctly heard at a distance.

A brick floor has been laid, and the sides of the building faced inside with bricks, so that the structure may now be considered fire-proof, with the exception of the roof.

The channel which conducts the water from the swamp, a distance of 350 feet, has been enlarged and put in good order. A planked way, elevated two feet high, for the distance of 100 feet has been laid down. This change ensures a safe and permanent supply of pure fresh water.

This station may now be considered in fine condition, and Mr. Gallant has everything connected with the machinery in a greatly improved condition, and appears anxious to give every satisfaction to the Department. No complaint has been made against this keeper for neglect or want of attention in sounding the whistle during thick weather, but he has always been at his post, and has ever acted with promptitude.

No disposition has yet been made of the old boiler taken out of this station. It now lies outside the building. It is larger and in much better condition than the one formerly used at Partridge Island.

#### NORTH HEAD, GRAND MANAN.

I visited this station on the 7th September. The ceiling of the building and double covering of the floor which were put in last year have, I find, done good service during the winter season. The building was comfortable for the inmates, and the water in the tanks under the building had not frozen during the winter.

The crank shaft of the pump was found to be bent and a duplicate shaft was therefore necessary; also, a new set of fire-bars, those in use being burned out. The articles required will be forwarded together with others that are needed in connection with the machinery.

The small lean-to added to the dwelling-house enabled the Assistant to keep his family in the same building, giving this up to his son. The keeper's quarters are very limited, and by adding a few feet more to the shed on his end of the building and having it plastered they would be able to get along very comfortably. As the expense will be moderate, I promised to have this done for them, and the Department will thus be saved the expense of erecting another building.

#### MACHIAS SEAL ISLAND.

This station is referred to under the head of Machias Seal Island Lighthouse.

#### NEW LIGHTHOUSE AND BUOYS.

The new Lighthouses in course of erection and completed during the fiscal year of 1875-76, and put in operation, are as follows; Pokemouche, Point Midgie Sand Bar; Passamaquoddy Bay, Spruce and Mark's Point, St. Croix River; Hendry's Point and Musquash Island, Washademoak Lake; and a range of beacons at Point du Chene, Tracadie, Neguac and Tabusintac Gulleys.

No new light-house buildings have been erected nor have contracts been made for such beyond those named above, which were in course of erection and were completed during the year.

During the heavy gale of last fall in the Gulf, the beacon light in range with the light-house at Neguac was carried away. This has been restored, and the buildings repaired and are now in good condition and present a tidy appearance.

A lighthouse is needed on the south-west end of Grand Manan. While there recently, I visited the place and selected the most suitable site for a station. Mr. W. B. McLaughlan was directed to enquire the value per acre of the site for the information of the Department. The location is favorable, and from information I gathered before visiting the Island, a light here would prove of great service to the inhabitants of the Island as a guide in approaching land. It would also prove a guide for vessels passing up and down the North Channel of the Bay of Fundy.

An additional beacon light or two, together with some more buoys are greatly needed along the south side of this Island.

On Buck's Rock, a dangerous sunken ledge, lying in Seal Cove Harbor, some warning signal has been greatly needed, and Mr. Pettis will put a spar buoy at once.

Mr. Isaac Newton pointed out to me at Grand Harbor a point on one side of the entrance where a beacon light is much needed. He offered to give five acres of land for a site, at the rate of five dollars an acre.

A beacon light is needed at the east extremity of Point Pringle, Young's Cove, an important harbor where a large trade is carried on. A light established here would also prove a general coast guide to several harbors among the Islands.

All the above could be small beacon lights with the exception of that on South Head.

Two can buoys are required on Ox Head Ledges, and one on White Head Ledge. On the Cannon Ledges three spar buoys are needed, and also one spar buoy on Handy's Ledge, between Chaney's Island and Big Duck Island.

Two can buoys made at St. John, by Mr. Lane, were placed at Flags Cove last season. These were highly spoken of on account of the great service they proved to be to navigators. They withstood the storms of winter, and proved of great service in guiding vessels into the inner anchorage, and clear of the reefs at the entrance to the harbour.

That description of buoy has proved very satisfactory as a guide. It was got up under my own personal supervision, and I have no doubt but that it is now the best

and cheapest wooden can buoy the Department can adopt. I forwarded a plan of it with particular descriptions to the Department.

In glancing at the difficulties which the fishermen of this Island have to encounter in making the land in thick and stormy weather through all the numerous Islands and reefs lying on the south side of Grand Manan Island, I am amazed that so few lives are lost, and so small an amount of shipping is destroyed. The attention of the Department is earnestly directed to the importance of establishing these simple and effectual signals on this dangerous coast.

### BUOYS AND BEACONS.

Under the proper head will be found a list of the buoys in the different harbours in connection with this branch of the Department. The buoys at the head waters of the Chignecto Bay have been difficult to maintain, owing to a variety of causes, among which are the rapid tides in this part of the Bay, and the disposition, as it is stated, of some of the fishermen who meddle with the buoys. These are said to interfere with the nets while drifting for shad, and on this account it is reasonable to suppose they have met with foul play.

#### IRON SPINDLES.

The Department recently erected iron spindles on two very dangerous and prominent ledges, lying in the direct track of vessels passing up and down the Bay of Fundy. One was placed on Quaco Ledge, and the other on the "Old Proprietor" Rock. The one on Quaco Ledge was completed last summer. It remained secure in its position during the ensuing fall and winter, but in the spring when the ice was freed from the head waters of Chignecto Bay and the Basin of Minas, the current carried these heavy ice floes against the spindle with such force that it was broken off near the surface of the rock. The upper portion of the spindle was carried away, but the main part was found on the ledge, and was brought to St. John. Many regrets were expressed on account of the destruction of the spindle by those who are accustomed to navigate the Bay, as it was found to be an unerring guide in avoiding those dangerous ledges on that part of the coast.

I cannot advise the reconstruction of this spindle beacon on the point where it was first placed, as I think it would not be possible at any moderate expense to make it secure.

#### BELL BUOY.

Since the repairs made last fall on this buoy which is anchored off Partridge Island, it has remained quite tight, and to judge from appearances it will last for some years to come. The moorings have been examined, and new keys put in preparatory to the approach of winter weather.

#### THE "OLD PROPRIETOR" ROCK.

This rock is situated in Lat. 45 33 20 N. and Long. 66 40 0 W. It forms the eastern portion of a dangerous ledge to the south of Grand Manan, and has always been the dread of navigators in the Bay of Fundy. Many lives have been sacrificed, and much property destroyed by being dashed by the fury of the sea against this treacherous reef. It has at last been distinctly marked by the erection of an iron spindle beacon, standing 31 feet above the level of high water, with an iron cage on the top.

As we approached it in the "Newfield," a few miles west of Gannet Rock Light-house, all hands were delighted to observe the friendly signal looming up in the air like some tall straight pine tree that had grown out of the ocean. The distance at which I saw it was about eight miles, but the fishermen state that it can be seen

distinctly at the distance of ten miles. They are all delighted at the successful result. Mr. W. B. McLaughlan remarked to me that it is invaluable as a danger signal. No one but those who are accustomed to coast in the vicinity can form an adequate estimate of the value of this beacon in approaching Grand Manan and navigating the Bay of Fundy. "It is" remarked Mr. McLaughlan, "worth \$100,000 to have it there." The terror of the "Old Proprietor" has been to a great degree removed, and the lives and property that may be saved by this friendly beacon none can estimate, as almost every year some vessels stranded upon it, lying as it did directly in the track of ships using the South Channel.

Since writing the above I have received the following Report from Mr. W. B. McLaughlan, keeper of the light on Gannet Rock, which I have much pleasure in copying into this Report :

GANNET ROCK, September 12th, 1876.

SIR,—I have the honour to report that the iron spindle recently erected on the "Old Proprietor" Ledge, seven miles to the eastward of this station, is a great success. I have made enquiries of the fishermen of the Dominion and the United States who unanimously testify to its great utility. It can be seen from this station seven miles distinctly, even in somewhat hazy weather, and is in my opinion worth \$10,000 a year to navigation in the Bay of Fundy. I have seen vessels stranded on this dangerous ledge in clear weather without being able to warn them of the danger which they were approaching. I witnessed the loss of the British barque "Parkfield" at noon-day, May 13, 1863, with a ship and cargo worth £100,000 sterling.

I therefore take the liberty of congratulating you upon the success of this very difficult but necessary undertaking.

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

W. B. McLAUGHLAN,  
*Light-keeper.*

J. H. HARDING, Esq.,  
*Agent, Marine and Fisheries.*

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#### OIL.

The quality of the oil received from Messrs. Fitzgerald was satisfactory, and similar to that delivered last year. Mr. George Thomas, one of our most competent light keepers, informed me that the oil did not congeal or thicken with the thermometer at 10° below zero, to which test it was subjected by him last winter. The casks were in good order and had the stamp of the Government Inspector on them.

I find that after the casks are in store for a time there are some that will leak, although no better casks apparently than those sent by Messrs. Fitzgerald & Co., can be made, and I presume they have all been thoroughly coated with glue inside before being filled with oil. The greatest attention should be given to this particular, otherwise great loss by leakage must ensue.

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#### OBSERVATORY AT ST. JOHN.

The Observatory in St. John is under the supervision of Mr. Geo. Hutchinson, Mr. John B. Longley is the keeper. It has been operated satisfactorily during the year. From the roof of the Custom House building, the signals made by the keeper of the Partridge Island Station are seen and repeated, and a record of the same made in the keeper's book, copies of which are put upon the black-board at the News Room in this City.

The following is Mr. Longley's Report :

(Copy.)

DEAR SIR,—In making up my report of the number of vessels signalled from the Custom House Station, I find that three hundred and seventy-two have arrived, being an increase of forty-two over the year ending September 30th 1875, beside thirty-two communications between this station and the Island, and beg to recommend for your consideration, that an order might be given to the Pilots, when near enough to distinguish, that all vessels hoist their number. By so doing we can have the name of the ship before she comes up the Harbour.

Ships .....	70
Barks.....	132
Barkentines .....	16
Brigs .....	18
Brigantines .....	113
Three-masted Schooners.....	14
Screw-steamers .....	9
	372

Your most obedient servant,

(Signed,) J. B. LONGLEY.

JOHN H. HARDING, Esq.  
Saint John, N. B.,  
September, 20th 1876.

#### SCHOONER ELLA G. McLEAN.

This schooner, which was employed under the command of Capt. J. N. Purdy in supplying coal to the fog-whistles in the Bay of Fundy and conveying and placing buoys, was disposed of to Mr. Saunders for \$2,250, after being publicly advertised. This was the highest offer that could be obtained. Fifty dollars was paid to Messrs. Wm. Thomson & Co., as brokerage on the transaction.

In conclusion, I append the report of Mr. James Mitchell, Superintendent of Lights on the North Shore and East Coast of the Province.

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

(Signed,) J. H. HARDING.

HON. A. J. SMITH,  
*Minister of Marine and Fisheries.*

#### REPORT OF THE SUPERINTENDENT OF LIGHTS.

NEWCASTLE, August 1st, 1876.

SIR,—I have the honour to report to you the following, as carried out by me under the Agency during the past season:—

#### CAPE JOURIMAIN.

A new lantern has been put on this station with a fixed white light. Seven No. 1 circular-wick lamps, three twenty-four-inch reflectors and four twenty-two inches in diameter.

This is a fixed white light with illuminating apparatus catoptric.

On visiting this station, in company with Mr. Barbour, we found that seven lamps were quite too many, as the heat had broken a number of the panes of plate-glass in the lantern, and we reduced the number to five, finding on examination that number to be quite equal to the seven, and would prevent the lantern-glasses from being broken. Regarding the alteration made I duly notified the Department.

The keeper's dwelling has had a thorough repair and is in excellent order.

Mr. A. Bent is in charge of this light, has a family of five, including himself and wife.

There has been a new fence built around, which is quite an addition to the station.

The whole seems to be in excellent condition, neat and clean in every department and the keeper, Mr. Bent, very attentive and obliging and understands the duties of his office.

The usual supplies of oils and other necessaries were landed on the 26th July.

#### SHEDIAC BEACON LIGHT.

There are two, No. 1 mammoth flat-wick lamps at this station exhibiting fixed white lights. The lamps are in good order.

The keeper, Mr. Robinson, is a very efficient officer and attends to his duty. This station exhibits a superior light.

The usual supplies were landed on the 27th July.

#### CASSIE'S CAPE.

This is a revolving white light. Wood lantern  $9\frac{3}{4}$  feet in diameter. The illuminating apparatus is catoptric with four mammoth flat-wick lamps.

Mr. Charles Le Blanc is in charge of this station, he has five in family, including himself and wife. This station requires a fence to prevent cattle from interfering with the premises. In company with Mr. Barbour, I visited this station on the 27th July, found everything in good order, the keeper at his station, and willing to carry out any instructions or advice given him in connection with his duties.

#### RICHIBUCTO.

This is a fixed dioptric white light, one mammoth flat-wick lamp, lantern 7 feet 4 inches diameter.

I visited this station in company with Mr. Barbour on the 27th July. A new lamp is much required at this station. The buildings and everything connected therewith I found in good order.

Mr. Fabien Robichau is in charge of this station, he has a family of eight, including himself and wife.

We landed the necessary supplies of oil and other stores.

#### ESCUMINAC.

A fixed white light dioptric is exhibited from this station; three mammoth circular-wick lamps, iron lantern  $8\frac{1}{2}$  feet in diameter, wooden building painted white. A fog alarm is connected with this station.

The new addition to the keeper's dwelling affords great accommodation to himself and family, which consists of himself, wife and six children.

The lighthouse and fog-alarm are in perfect order; everything neat and clean around the premises.

A fence is very much required around this station, as the keeper is continually annoyed by horses and cattle. Mr. Barbour accompanied me to this station and inspected the machinery of the fog-alarm. We landed the usual supplies on the 27th July.

Mr. Thomas Philips, who is keeper of the fog alarm and lighthouse, is a very excellent officer and fully understands the duties imposed on him. His family consists of eight.

## PORTAGE ISLAND.

A fixed catoptric white light; four dual-burner lamps is exhibited at this station.

This light has not received the attention of the person employed. The lights are tolerably good, but the lighthouse and keeper's dwelling, the latter being a new building, differ very much from similar stations on this coast, owing no doubt to the want of female assistance as at other stations.

Mr. Barbour and I visited this station on the 28th July, and landed the usual supplies of oil, &c.

## NEGUAC.

There is a fixed catoptric white light exhibited at this station; four mammoth flat-wick lamps, with four reflectors 15 inches in diameter.

There has also been a beacon erected on the site of the one carried away last fall in the storm of November. It is a good substantial job, and of great service in making the channel in connection with the lighthouse, and as a guide for navigating the Gully. This station is well cared for, the lamps and reflectors are in perfect order, and reflect credit on the keeper, Mr. Morrison.

I visited this station, in company with Mr. Barbour, on the 28th July, when the usual quantity of supplies and small stores were landed.

This station would require a wooden structure level with the sill to prevent the heavy winds from undermining the foundation, and I instructed the keeper to use every precaution to prevent any damage being done to the foundation. I would recommend that the Department order this erection to be made.

## TABUSINTAC.

A fixed catoptric white light; three mammoth flat-wick lamps is exhibited at this station; there is also a beacon exhibiting a white light in connection with the lights. Mr. Thomas Savoy is in charge of both those lights. The lamps and reflectors are in good order, but the building requires painting, which I would recommend to be done.

This station was visited on the 28th July, and the necessary supplies landed.

## TRACADIE.

There is exhibited from this station a fixed white light; four mammoth flat-wick lamps; there is also in connection a beacon light as a guide for fishermen and others making that harbour. This lighthouse was painted as recommended last year.

This station has been provided with a boat for the use of the keeper, and is in much better order than on my previous visit, the lamps and reflectors being well cared for.

I visited this station in company with Mr. Barbour on 25th July, and landed the necessary supplies.

## POKEMOUCHE GULLY.

A lighthouse tower and dwelling have been erected at this station during the present season, painted white. Iron lantern with five lamps, three No. 2 circulars; two mammoth flat-wick lamps with five reflectors, three of those 18½ inches in diameter, and two 17½ inches exhibiting a green light. Philip Robichau, the keeper, understands the duties of his office perfectly.

## SHIPPEGAN.

In company with Mr. Barbour I visited this station on the evening of 28th July. We found the keeper, Mr. Dumaresque, absent, and the station in charge of another person, who told us that the keeper had gone to Tracadie to see his wife who was very unwell. The lighthouse we found in very bad order, the plaster in the building broken very much, and the building generally very untidy.



The breakwater erected around the station has proved quite a success. The usual supplies of oil and necessary stores were landed, and given in charge to the person acting as keeper.

## MISCOU.

On the 29th July I visited this station in company with Mr. Barbour, and inspected the lighthouse and fog-alarm; found the lamps and reflectors in very good order, the buildings neat and clean and satisfactory as far as the keeper was concerned.

There is a very bad leak in the tower, and also round the roof of the lantern which the keeper cannot repair, he being an elderly person, and would require the services of a joiner and tinsmith to do the necessary repairs.

The keeper's dwelling is also very much out of repair, the floor requiring to be relaid, and also plastering in some of the rooms of the building.

Mr. Barbour suggests the frames to be furnished with ruby glass to put in the reflectors, and thinks it would answer much better, and be a saving as well as giving a much better light.

The usual oil and stores necessary were landed here.

The lighthouse we found very neat and clean, lamps and reflectors in good order, but found the green glass fitted in the lantern instead of being fitted in frames over the reflectors, of which I notified the Department.

On being apprised of the fact, you instructed me to take the necessary steps to have the light put in proper order.

I at once proceeded to the station, taking with me a suitable person to do the work and also frames for the reflectors, in which to place the green glass.

On my arrival there I found another pane of glass broken, which we had to replace with the only spare one on hand.

I would recommend the Department to send two or three spare panes of glass, suitable for the lantern, 36 x 36 inches. Also a few panes of common green glass, 18 x 18, as several of the panes were broken by being placed in the lantern.

The keeper informed me that the dwelling leaks a good deal in one of the rooms which he will try and remedy: the building otherwise is satisfactory.

There is also a suitable oil shed at this station, and the whole enclosed by a suitable fence. A boat has also been supplied for the use of the keeper.

This station I visited in company with Mr. Barbour, when the necessary oils and stores were landed.

## GOOSE LAKE.

There is a revolving white light at this station, with two No. 1 circular wick lamps. I visited this station on the 2nd July in company with Mr. Barbour; found everything in good order, the lamps, reflectors and keeper's dwelling neat and clean.

The high winds has blown the sand away from the foundation of the building, and unless something is done to prevent the shifting of the sand, the building will be undermined.

I directed the keeper to make a temporary protection, as he had not suitable material to make it permanent.

I would recommend the Department to order a suitable protection to be placed around the building. The cost would be trifling, and if attended to in time will be the means of saving a greater outlay.

The necessary supplies were also landed.

## CARAQUET.

I visited this station in company with Mr. Barbour; found the repairs recommended on my last visit had been attended to, the lamp repaired and the reflectors resilvered.

The keeper, Mr. Narcisse Porrier, is a good officer, attentive, and at his Station the usual supplies of oil and other necessaries were landed here.

## HERON ISLAND.

I visited this station on 30th July ; found all the repairs recommended by Mr. Tomlinson during my visit last summer had been attended to by the Department.

Mr. Dutch, the keeper, has improved very much in his office, and found the building and lights in very good order.

This station exhibits a fixed white light ; three mammoth flat-wick lamps are in this lantern.

The usual supplies of oil and other necessaries were landed.

## DALHOUSIE.

I visited this station on the 30th July, in company with Mr. Barbour. The oil store in this place which I recommended to have built on my last visit, although much required, has not been attended to, and I would suggest the immediate attention of the Department to this matter, as the oil for the use of the light is kept in the basement.

These lights are in very good order, and the keeper, Mr. Philip Arsineau, always at his station.

## BEACONS.

There are 20 beacon lights in the Miramichi River and Bays, situate as follows:—

## MIDDLE ISLAND.

One fixed white light, two mammoth flat-wick lamps, shewing east and west. This light is in good order, kept by Mr. David McEwan, his family consisting of four persons. Necessary oil and stores have been supplied, and a boat will be furnished the keeper immediately.

## GRANT'S BEACONS.

There are two fixed white lights at this station. The application of the pilots to have one of the beacons removed to Innis's property has been carried out by the Department. The keeper, Mr. George Grant, is a very efficient officer, and the lights are well kept.

The necessary supplies have been landed.

## SHELDRAKE ISLAND.

There are two fixed white beacon lights, with mammoth flat-wick lamps, on this Island, exhibiting a very bright light.

The keeper, Mr. John McKay, is a very efficient officer. A dwelling should be provided for the keeper, as he has to remain on the Island all the time. The usual supply of oil, &c., has been landed here.

## OAK POINT.

There are two beacon lights at this station, on the north side of the Miramichi, shewing two fixed white lights. The keeper, Mr. Joseph Coughlan, is a faithful officer in discharging his duties.

The usual supply of oil has been landed.

## UPPER FOX ISLAND.

There are two beacons here, shewing two fixed white lights. A new dwelling has been erected here to replace the one burned on 28th October last, also a well sunk and a pump inserted. The lights at this station are well kept, and reflect credit on the keeper, Mr. Wood Williston. The usual supply of oil has been landed.

## LOWER FOX ISLAND.

At this station there are two fixed white beacon lights, with a keeper's dwelling. These lights are exceedingly well kept, and highly spoken of by shipmasters coming to this port.

## PRESTON'S BEACONS.

There are two beacons here with two flat mammoth lamp-wicks in each, exhibiting fixed white lights. These lights are very well kept. The usual supply of oil &c., has been landed here.

The other three beacon lights which make up the number of twenty previously mentioned, being in connection with the following lighthouses, viz., Neguac, Tabusintac and Tracadie.

## LIGHTSHIP.

This vessel is situated on the Horse Shoe Bar, in the Miramichi, and exhibits four fixed red lights, and is of great importance to navigation.

She is in charge of Mr. George Rogers, and another hand, the Department deeming them sufficient to manage the vessel.

I have heard of no complaints of any parties in reference to lights this year, with the exception of Portage Island light, which the pilots say does not throw a sufficient light, owing probably to the construction of the lantern.

## MARINE HOSPITAL.

There has been no expenditure this year beyond the ordinary outlay for wages, maintenance and cleaning of the building.

In compliance with the request of the visiting physician, the Department has ordered a new store and pump to be furnished, which has been attended to. I would respectfully suggest that the back, east and west ends being much in want of pointing, should if possible be attended to before the cold weather sets in, as after that time it would be difficult to get the mortar to adhere, and also that a portion of the lower floor be removed and a new one laid, as it is very much required, the old being worn out.

## OIL.

In the course of my visits to the several stations on enquiry as to the quality of the oil supplied, received answers that the quality was excellent, and the casks much better than formerly, and no leakage, and gave good satisfaction.

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

J. MITCHELL,  
*Superintendent of Lights.*

J. H. HARDING, Esq.,  
*Agent of the Department of Marine and Fisheries,  
St. John, N.B.*

## LIST OF BUOYS AND BEACONS.

## GREAT SHEMOGUE RIVER.

No.	Description.	Colour.	Where Situated.
1	Can buoy.....	Black.....	Outside of bar, on the outer entrance on the south side of channel.
1	do .....	Red.....	On the north side of the end of outside bar, a west course from black buoy, and distant 400 yards from said black buoy.
1	Spar buoy.....	Black.....	North side of channel a W. by S. course, and from Can Buoy 400 yards.
1	do .....	do .....	North inside bar; W.S.W. course from first spar buoy, and 400 yards distant from said first spar buoy.
1	do .....	do .....	North side of first turn in channel, south-west from third spar buoy, and 500 yards distant from second spar buoy.
1	Beacon.....	Not painted....	North side of channel, a west course from third spar buoy, and 300 yards distant from third spar buoy.
1	Spar buoy.....	Black.....	North side channel, a south-west course of three-quarters of a mile from beacon; also 7 pickets on the south side of channel, between the beacon and fourth or last spar buoy.
7			

## SHEDIAC HARBOUR RIVER.

1	Buoy .....	Red .....	At Cape Brule, on Medea Rock.
1	do .....	Black .....	The entrance of the channel on Zephyr Rock.
1	do .....	Red .....	The south-east turn of the channel.
1	do .....	Black.....	On the Shediac Island, turn Bight.
1	do .....	Red.....	Point Duchene Spit.
1	do .....	do .....	The Narrows.
1	do .....	do .....	The Spit of Shediac Island.
7			

## PORT OF DALHOUSIE, RESTIGOUCHE RIVER.

6	Made of wood, strongly strapped with iron, and spiral shaped.....	Black .....	{ 1 Nashe's Creek. 1 Benjamin 1 Maguasha Spit. 1 North end of Middle or Ballast Ground. 2 At Point Le Garde, my limits on the River Restigouche.

## RESTIGOUCHE RIVER.

1	Funnel shape.....	Black.....	Entrance of the Traverse, north side, say at the mouth of the River Du Loup.
1	do .....	do .....	Entrance of the Traverse, south side.
1	Pole buoy .....	do .....	In the Traverse, on the south side.
1	Funnel buoy.....	do .....	Above Oak Point, on north side.
1	do .....	do .....	Between Battery Point and Point Le Garde, on the north side.
5			

List of Buoys and Beacons.—Continued.

CARAQUET HARBOUR AND RIVER.

No.	Description.	Colour.	Where Situated.
1	Buoy .....	Black.....	In the east channel.
1	do .....	Red.....	Port entrance,
1	do .....	Black.....	do
1	do .....	Red.....	Port entrance or Pockshondy Bar.
1	do .....	do .....	Port entrance point.
1	do .....	Black .....	Outside the island on the rift.
1	do .....	Red.....	Entrance west channel.
1	do .....	do .....	Port entrance, do
1	do .....	do .....	do do
1	do .....	do .....	do do
1	do .....	Black.....	do Going up from west channel up the river.
1	do .....	do .....	do do do do
1	do .....	Red.....	do do do do
1	do .....	Black.....	Inside of the island, handy to the shore on the east of the island. (No ballast ground.)
16	Buoys .....	Red .....	Outside the Little Shippegan Bar on one bar.
28			

LITTLE SHEMOGUE RIVER.

1	Can buoy .....	White.....	Outside of bar on outer entrance north side channel.
	do .....	Red.....	On the north side of the end of outer bar, south course, white buoy, distant say 400 yards from said white buoy.
1	Spar buoy.....	Black .....	North side channel, S. course, and distant from red buoy say 300 yards.
1	do .....	do .....	North point, inside the bar, W. course from No. 3 spar buoy, and distant from said buoy say 300 yds.
1	do .....	o .....	North side channel, W. course from No. 4 spar buoy, and distant say 300 yards from said buoy.
1	Beacon.....	Not painted....	North side channel, W. course from No. 5 spar buoy, and distant from it say 300 yards.
6			

BAY VERTE RIVER.

1	Spar buoy .....	White.....	Mouth of Gaspereaux River.
1	do .....	do .....	do Bay Verte River.
1	do .....	do .....	do Tidnish River.
1	do .....	do .....	On ships' loading ground, E.S.E from Fort Moncton.
1	do .....	Red.....	On ballast ground, E.S.E. from Fort Moncton.
5			

DIPPER HARBOUR.

1	Spar buoy.....	Black.....	Lying 30 feet off east end of breakwater.
1	do .....	Red.....	Lying 30 feet to the south of a ledge off Camel's Point.
2			

## List of Buoys and Beacons.—Continued.

## COCAIGNE RIVER.

No.	Description.	Colour.	Where Situated.
7	Cask buoys.....	3 Black, 2 Red, 2 have not been painted.	The first a black buoy placed in three and a half fathoms of water at the entrance to the harbour. (Port side.) The red ones on the starboard side running in. Two black ones on each side of a lump on the port side.

## MIRAMICHI RIVER.

1	Outer or bar buoy...	Black .....	Starboard side coming in from sea in 4 fathoms of water
1	Lump buoy.....	Red.....	Port do do 3 do
1	Elbow do .....	Black.....	Starboard do do 4 do
1	Spit do .....	Red.....	Port side coming in from sea (Horse-shoe) in 5 fathoms.
1	Buoy.....	Black.....	Starboard side outward Middle Ground in 2½ fathoms.
1	Lower buoy.....	do .....	do On Horse-shoe in 3 fathoms of water.
1	Fair way buoy .....	do .....	do do 2½ do
1	Middle do .....	do .....	do do 3½ do
1	Upper do .....	do .....	do do 3½ do
1	Robesheau's buoy...	do .....	do Robesheau's Flats in 3½ fathoms.
1	Musslebank do ...	do .....	do Musslebank's do 7 do
1	Napan buoy.....	do .....	do Napan Bay 3½ do
1	Murdoch buoy.....	do .....	do Murdoch's 4 do
1	Picket do .....	Red .....	Port side Gordon's Flats in 3½ fathoms of water.
1	do do .....	Black .....	Starboard side Hay's Flats in 4 fathoms of water.
1	do do .....	do .....	do Black Brook Channel in 3½ fathoms.
1	Buoy.....	do .....	do do do 3½ do
1	Picket buoy.....	Red.....	Port side S.E. from lower end Horse-shoe buoy, distance, one-eighth of mile, in 3 fathoms of water.
1	Buoy.....	Black .....	Starboard side N.E. of shoal, Portage Island, in 2½ fathoms water.
1	do .....	Red.....	Port side S.E. end of Herring Island, in 2½ fathoms.
1	do .....	Black.....	Starboard side entrance of Lipadore's Gully in 2 fathoms of water.
21			

## SHEPODY BAY.

1	Can buoy.....	Striped.....	On Middle Ground of Southward Grindstone Island.
1	do .....	do .....	do Cape Marinquin.
1	do .....	Black .....	do Cape Demozel.
1	do .....	do .....	do do
1	Spar buoy.....	Red .....	Point Mary Ledge, inside Grindstone Island.
1	do .....	Black .....	Point of Middle Ground, entrance to Shepody River .....
6			

## DORCHESTER RIVER.

1	Can buoy.....	Red.....	Wade's Ledges, guide approaching Dorchester River,
1	do .....	Red.....	Middle Ground, entrance Dorchester River.
1	Spar buoy.....	Red & White...	Moored off railway wharf, Dorchester.

List of Buoys and Beacons.—*Continued.*

MAGAGUADAVIC RIVER.

No.	Description.	Colour.	Where Situated.
1	Spar buoy.....	Red.....	On Western Head, or off Point Midjic.
1	do .....	Black.....	Off Mann's Sunken Ledges.
1	do .....	Red.....	On Dick's Ledge, Ship Harbour.
1	do .....	do .....	Off McDermid's Ledge (lost and replaced August 16th, 1876).
1	do .....	Black .....	Haley's Point.
1	do .....	Red.....	McKenzie's Bar.
1	do .....	Black.....	On Middle Ground.
1	do .....	Red.....	Grearson's Point.
1	do .....	do .....	Off Grearson's half-tide Ledge.
1	do .....	do .....	Grearson's Eastern Ledge (lost and replaced August 22nd, 1876).
1	do .....	Black .....	Mann's Bar.
1	do .....	Red.....	Dunham's Ledges (lost and replaced August 30th, 1876).
1	do .....	Black.....	On Ship Yard Point.
1	do .....	Red.....	Seely's half-tide Ledge.
1	do .....	do .....	Eastern Channel, Digdequash River.
1	do .....	Black.....	do Point of Long Island, Eastern Channel, Digdequash River.
1	do .....	Red .....	On Low Water Rock, Western Channel, Digdequash River.
1	do .....	do .....	Off Cedar Point, Western Channel, Digdequash River.
1	do .....	do .....	About one mile N.W. from centre of White Horse Island (lost and replaced September 12th, 1876).
1	do .....	do .....	Off half-tide Ledge, entrance to Back Bay Harbour.
1	do .....	Black.....	Cook's half-tide Ledge in Back Bay Harbour.
1	do .....	Red.....	Lovett's Point in Back Bay Harbour.
1	do .....	do .....	Western Point, Bliss Island.
1	do .....	Black.....	S.W. end of Man-of-War Rock, Bliss Harbour.
1	do .....	do .....	Eastern end do do
1	do .....	Red.....	On Calder's Ledge, Beaver Harbour.
1	do .....	Black.....	Haddock do do
27			

CUMBERLAND BAY.

1	Spar buoy, 65 feet long, circular.....	{ Red .....	{ About five miles below mouth of Minudie River, at the upper headland of Lower Cove, called Boss Point Reef, on Boss Point, bearing S.E.
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PETITCODIAC RIVER.

1	Can buoy.....	Red and white	S.W. by S., one nautical mile from Grindstone Island
1	do .....	Red.....	S.S.W., two miles from Cape Maringoin.
1	do .....	Black .....	South, 5° west, 2½ miles from Cape de Mosille.
1	do .....	do .....	N.E. by E., ½° E., 1¼ do do
1	do .....	Red.....	S.E. by S., one-fifth of a mile from Folly Point.

List of Buoys and Beacons.—*Continued.*

## PORT COCAIGNE.

No.	Description.	Color.	Where Situated.
2	Wood .....	Red.....	Leading out of the ballast berth, south side of the channel.
2	do .....	Black .....	Outward over the bar, north side of the channel.
1	do .....	do .....	Large buoy outside being the Farewell Buoy.
5			

## TRACADIE RIVER.

1	Buoy.....	Black.....	On outside bar of South Gully.
2	Beacons .....	White .....	Horse Island, in range of channel over the bar.
56	Green Bushes.....	.....	Every point on each side of the channel, also on all middle grounds between Gully and Portage River.

## ST. CROIX RIVER.

1	Spar buoy.....	Black .....	S.E. Doucet's Island.
1	do .....	White.....	Ballast ground, three-quarters of a mile from Oak Pt.
1	do .....	do .....	Bray's Point.
1	do .....	do .....	Young's Bar, near ship harbour.
1	do .....	do .....	On round ledges, covered at high tide.
1	do .....	do .....	S.E. side of Hill's Point.
1	do .....	do .....	William's Point.
1	do .....	do .....	Off Crocker's Island.
1	do .....	do .....	On Chipman's Point.
1	do .....	do .....	West side of Hill's Point.
10			

## BATHURST RIVER.

1	Iron buoy.....	White.....	Situated on ballast ground, four miles seaward from Carron Point.
2	do .....	Black.....	Situated two miles from Carron Point, and marking channel.
15	Spar buoys .....	.....	From Carron Point to town, marking channel.
18			



List of Buoys and Beacons.—Continued.

ST. ANDREWS RIVER.

No.	Description.	Colour.	Where Situated.
1	Spar .....	.....	On the reef outside western bar.
1	Black beacon.....	.....	Western bar at western entrance.
1	Spar.....	Black.....	Middle Ground, inside and near entrance.
1	do .....	do .....	Point of St. Andrews, S.E. entrance.
1	do .....	Red.....	Indian Point, outside harbour.
1	do .....	Black.....	Billey's Point.
1	Block beacon, pole and barrel top...	do .....	Extreme end Stinson's Bar.
1	Spar.....	do .....	South-west do
1	do .....	do .....	South end St. Andrew's Island.
1	do .....	do .....	Half-tide rock.
1	Beacon block .....	.....	Sand Reef in the bay.
11			

SHIPPEGAN RIVER.

1	Large buoy .....	Black.....	Grand Bateaux, north entrance.
1	do .....	Red.....	Point Pockshondie.
1	do .....	White.....	do Canocany.
1	do .....	Black.....	do Bermish.
1	do .....	Black & white	Alexander's Point.
1	do .....	White .....	Point Pamteuir.
1	do .....	do .....	Entrance of Peter de Gras Channel.
2	Small buoys .....	Black.....	Horse Knave Point, opposite Eshblunt.
2	do .....	do .....	Robisbeaux Shoal.
1	do .....	White .....	Thos. Mallet Point.
1	do .....	Red.....	Sand bar, Indian Point.
1	do .....	Black.....	South end sand bar.
1	do .....	Red.....	Entrance Shippegan Gully.
1	do .....	Black.....	Samacque Bank.
16			

DALHOUSIE RIVER.

1	Cedarstaves striped with iron hoops... ..... .....	Black.....	Inside of Heron Island.
1		do .....	Off Maquacha Point.
1		do .....	On ballast ground, opposite Dalhousie.
1		.....	Off Point Le Nimm.
1		.....	Off Point Le Garde.
5			

List of Buoys and Beacons.—*Continued.*

## RICHIBUCTO RIVER.

No.	Description.	Colour.	Where Situated.
1	Barrel.....	Black.....	Anchored in the roadstead approaching bar.
1	do .....	Red.....	On north side of channel or bar.
1	Picket.....	Black.....	South reef.
2	do .....	do .....	Jib Sheet, south side of bar.
1	Barrel.....	Red.....	North Marsh Point.;
1	do .....	Black.....	South do
1	Picket.....	Red.....	North Middle Ground.
1	do .....	Black.....	South do
1	do .....	do .....	North do No. 2.
1	do .....	do .....	Point abreast of town.
1	do .....	do .....	Oyster bed, south side.
2	do .....	Red.....	do north side.
1	Barrel.....	Black.....	Jib Sheet, south side.
2	Picket.....	Red.....	Point, north side of bar.
1	do .....	Black.....	Beecher Point.
18			

J. MITCHELL,  
*Superintendent of Lights*

J H. HARDING, Esq.,  
*Agent, Department of Marine and Fisheries.*

STATEMENT of Expenditure on account of Construction of Lights and Steam Fog-whistles in New Brunswick, for the Fiscal Year ended 30th, June, 1876.

		\$ cts.	\$ cts.
<i>Beaver Harbour Light.</i>			
Lewis Holms .....	Purchase of land for site.....	100 00	
R. A. Stuart.....	Travelling expenses and surveying land .....	23 00	
W. B. Deacon.....	Contract for building lighthouse .....	1,650 00	
do .....	Extra work.....	30 00	
Joshua Prescott.....	Inspecting expenses .....	105 00	
E. Chanteloup.....	Glass.....	78 45	
Geo. Helms.....	Freight of lantern.....	27 00	
T. W. Robinson.....	Storage.....	2 90	
			2,016 35
<i>Bliss Island Light.</i>			
Jas. Donohue .....	Erecting Keeper's dwelling-house.....		745 00
<i>Cape Enrage Fog-Whistle.</i>			
J. R. Stevens.....	In full of claims under contract and for extras.....		85 50
<i>Fog Island Light.</i>			
Geo. Browne.....	Contract for erection of dwelling .....		900 00
<i>Goose Lake Light.</i>			
Wm. Marks.....	Purchase of land for site.....		20 00
<i>Heron Island Light.</i>			
S. McGregor.....	Balance of contract, erecting oil shed .....		51 55
<i>Mark's Point, St. Croix River.</i>			
John Marks .....	Purchase of land for site .....	100 00	
Markee & Gilmour .....	Contract for erecting beacon light.....	475 00	
George Nixon.....	Glass.....	120 00	
			695 00
<i>Midjic Bluff Light.</i>			
John McDiarmid.....	Purchase of land for site.....	50 00	
D. Gilmour .....	Fees, preparing deed of land.....	6 00	
C. Messenett.....	Contract for erecting light.....	674 00	
E. Chanteloup.....	Lantern and lighting apparatus.....	526 42	
George Helms .....	Freight on do .....	23 00	
W. T. Robinson .....	Storage do .....	5 00	
A. H. Gilmour .....	Travelling expenses .....	6 00	
C. Messenett.....	Taking charge after completion until the arrival of Keeper.....	40 00	
			1,330 42
<i>McManus Point.</i>			
C. McPherson.....	Contract for erecting lighthouse.....	372 00	
E. Chanteloup.....	Lanterns, &c.....	195 88	
			567 88
Carried forward.....			6,411 70

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			6,411 70
<i>Pokemouche Light.</i>			
Martin Power .....	Purchase of land for site.....	75 00	
W. Ferguson .....	Contract for erecting lighthouse.....	1,800 00	
E. Chanteloup .....	Glass .....	81 72	
Chance Bros. & Co.....	Green glass .....	19 45	
James Fish.....	Carting glass.....	14 00	
P. Gatra .....	Freight on lantern.....	50 00	
J. Doran .....	Inspecting expenses.....	129 53	
P. Robichaux .....	Travelling do .....	10 00	
			2,179 70
<i>Portage Island Light.</i>			
Joseph Carter .....	Contract for building Keeper's house.....	1,000 00	
do .....	Extra work.....	50 70	
			1,050 70
<i>Spruce Point Light.</i>			
Markee & Gilmore .....	Erecting beacon light .....	475 00	
E. Chanteloup.....	Lamps and lighting apparatus.....	214 50	
G. Nixon .....	Glass .....	80 00	
			769 50
<i>St. Andrew's Light.</i>			
Angus Fisher.....	Contract for building lighthouse.....	4,740 00	
Robt. Ross.....	Inspecting expenses.....	88 00	
E. Chanteloup.....	Glass .....	98 45	
W. T. Robinson .....	Storage on lantern .....	6 00	
			4,932 45
<i>Tabusintac Light.</i>			
Thomas Savoy.....	Contract, building beacon light.....	100 00	
Hevenor & Co.....	Lantern .....	21 50	
G. Nixon .....	Glass .....	2 50	
			124 00
<i>Tracadie Light.</i>			
Vital Arseneaux .....	Contract, building two beacon lights.....	475 00	
Hevenor & Co.....	Lantern .....	22 00	
G. Nixon .....	Glass .....	2 50	
			499 50
<i>Washadamoak Lake Light.</i>			
J. C. & J. Q. Wetmore...	Contract for building .....	595 00	
E. Chanteloup.....	Lamp and lighting apparatus.....	214 50	
A. A. Belzea .....	Carting do .....	6 00	
George Nixon.....	Glass .....	48 00	
			863 50
<i>General Account.</i>			
Willis & Mott.....	Advertising.....	90 30	
W. Eldon .....	do .....	249 65	
H. T. Stevens .....	do .....	27 00	
Hevenor & Co .....	Lanterns for beacons .....	113 70	
S. Patterson .....	Advertising .....	3 00	
James Dow.....	do .....	24 00	
A. M. Smith .....	do .....	11 50	
<i>Carried forward</i> .....		519 15	16,831 05

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		519 15	16,831 05
<i>General Account.—Continued.</i>			
D. G. Smith.....	Advertising .....	10 90	
J. A. McLean.....	do .....	8 00	
W. C. Milner.....	do .....	7 50	
Barnes & Co.....	do .....	4 20	
J. A. Bowes.....	do .....	53 00	
T. W. Anglin.....	do .....	67 86	
George Peck.....	Erecting beacon light, Point du Chene.....	65 42	
W. Morrison.....	do Neguac.....	50 00	
G. Nixon.....	Glass.....	2 50	
Joseph Millar.....	Freight and cartage .....	8 03	
C. W. Weldon.....	Legal services.....	192 34	
Total .....			988 90
			17,819 95

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

JOHN TILTON,  
*Accountant.*

STATEMENT of Expenditure in connection with the Maintenance of Lights,  
New Brunswick, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
	<i>Grindstone Island Light.</i>				
John R. Styles.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	170	25		
				565	25
	<i>Cape Enrage Light.</i>				
W. S. Starratt.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	80	52		
				475	52
	<i>Quaco Light.</i>				
Wm. Love.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	1,543	25		
				1,938	25
	<i>Partridge Island Light.</i>				
James Wilson.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	219	32		
				614	32
	<i>Beacon Light.</i>				
Timothy Clark.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	422	95		
				817	95
	<i>Point Lepreaux Light.</i>				
George Thomas.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	808	25		
				1,203	25
	<i>Swallow Tail Light.</i>				
John W. Kent.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	822	82		
				1,217	82
	<i>Head Harbour Light.</i>				
H. McLaughlin.....	Twelve months' salary as Keeper.....	395	00		
	Repairs and supplies.....	729	15		
				1,124	15
	<i>St. Andrew's Light.</i>				
Geo. Pendlebury.....	Twelve months' salary as Keeper.....	296	28		
	Repairs and supplies.....	203	16		
				499	44
	<i>Gannet Rock Light.</i>				
McLaughlin.....	Twelve months' salary as Keeper.....	823	20		
	Repairs and supplies.....	744	64		
				1,567	84
	<i>Carried forward.....</i>			10,023	79

STATEMENT of Expenditure in connection with the Maintenance of Lights in New Brunswick, etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			10,023 79
<i>Machias Seal Island Light.</i>			
Alexander Eddy.....	Twelve months' salary as Keeper.....	493 72	
	Repairs and supplies.....	168 86	662 58
<i>Cape Jourmain.</i>			
A. W. Bent.....	Twelve months' salary as Keeper.....	246 88	
	Repairs and supplies.....	3,443 96	3,690 84
<i>Miscou Light.</i>			
Geo. McConnell.....	Twelve months' salary as Keeper and Engineer of Fog Whistle.....	493 72	
	Repairs and supplies.....	208 69	702 41
<i>Escuminac Light.</i>			
Thos. Philips.....	Twelve months' salary as Keeper.....	395 00	
	Repairs and supplies.....	339 12	734 12
<i>Richibucto.</i>			
Fabien Richard.....	Twelve months' salary as Keeper.....	182 68	
	Repairs and supplies.....	28 04	210 72
<i>Fox Island (Upper).</i>			
Wood Williston.....	Twelve months' salary as Keeper.....	296 28	
	Repairs and supplies.....	113 21	409 49
<i>Fox Island (Lower).</i>			
B. Reinsborrow.....	Twelve months' salary as Keeper.....	197 52	
	Repairs and supplies.....	42 44	239 96
<i>Portage Island Light.</i>			
Hugh Murray.....	Twelve months' salary as Keeper.....	197 52	
	Repairs and supplies.....	89 96	287 48
<i>Shediac Light.</i>			
M. Robinson.....	Twelve months' salary as Keeper.....	197 52	
	Repairs and supplies.....	37 86	235 38
<i>Caraquet Light.</i>			
Narcisse Porlier.....	Twelve months' salary as Keeper.....	197 52	
	Repairs and supplies.....	189 00	386
<i>Green Head Light.</i>			
J. N. Williams.....	Twelve months' salary as Keeper.....	80 00	
	Repairs and supplies.....	44 95	124 95
<i>Carried forward</i> .....			17,708 24

STATEMENT of Expenditure in connection with Maintenance of Lights,  
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			17,708 24
<i>Robertson's Point Light</i>			
Samuel Robertson .....	Twelve months' salary as Keeper .....	80 00	
	Repairs and supplies.....	188 62	268 62
<i>Sand Point Light.</i>			
James Clarke .....	Six months' salary as Keeper.....	40 00	
Robert Clarke .....	do do .....	40 00	
	Repairs and supplies.....	33 85	113 85
<i>Fanjoy's Point Light.</i>			
William Fanjoy .....	Twelve months' salary as Keeper.....	80 00	
	Repairs and supplies.....	36 03	116 03
<i>Oak Point Light (St. John River).</i>			
Charles Theal .....	Twelve months' salary as Keeper .....	80 00	
	Repairs and supplies.....	23 20	103 20
<i>Point du Chene.</i>			
T. McAvery & Sons .....	Repairs and supplies.....		11 52
<i>No Man's Friend Light.</i>			
E. Buzza .....	Twelve months' salary as Keeper.....	80 00	
	Repairs and supplies.....	13 20	93 20
<i>Oromocto Shoals Light.</i>			
J. K. Hazen .....	Twelve months' salary as Keeper.....	80 00	
	Repairs and supplies.....	11 15	91 15
<i>Wilmot's Bluff Light.</i>			
J. O. Wilmot .....	Twelve months' salary as Keeper.....	80 00	
	Repairs and supplies.....	2 70	82 70
<i>Grant's Beach Light.</i>			
George Grant .....	Twelve months' salary as Keeper .....	100 00	
	Repairs and supplies.....	34 85	134 85
<i>Oak Point Light (North Shore).</i>			
J. Coughlan .....	Twelve months' salary as Keeper .....	100 00	
	Repairs and supplies.....	41 82	141 82
<i>Tabusintac Light.</i>			
Thomas Savoy .....	Twelve months' salary as Keeper.....	197 52	
	Repairs and supplies.....	88 18	285 70
<i>Carried forward</i> .....			19,150 88



STATEMENT of Expenditure in connection with Maintenance of Lights,  
New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
		<i>Brought forward</i> .....			19,160 88
<i>Preston's Beach Light.</i>					
Thomas Lewis.....	Twelve months' salary as Keeper.....	100	00		
	Repairs and supplies.....	78	25		178 25
<i>Shippegan Light.</i>					
F. H. Dumaresq.....	Twelve months' salary as Keeper.....	237	00		
	Repairs and supplies.....	283	67		520 67
<i>Bathurst Light</i>					
John Connors.....	Twelve months' salary as Keeper.....	100	00		
	Repairs and supplies.....	41	29		141 29
<i>Tracadie Light.</i>					
Wm. Archer.....	Twelve months' salary as Keeper.....	237	00		
	Repairs and supplies.....	324	89		561
<i>Dalhousie Light.</i>					
L. Arseneaux.....	Twelve months' salary as Keeper.....	100	00		
	Repairs and supplies.....	52	93		152 3
<i>Cox's Point, Grand Lake.</i>					
M. Y. Cox.....	Twelve months' salary as Keeper.....	80	00		
	Repairs and supplies.....	17	75		97 75
<i>Goose Lake Light.</i>					
D. J. B. Robichaux.....	Twelve months' salary as Keeper.....	197	52		
	Repairs and supplies.....	45	09		242 61
<i>Heron Island Light.</i>					
John Dutch.....	Twelve months' salary as Keeper.....	197	52		
	Repairs and supplies.....	21	79		219 31
<i>Southern Wolves Light.</i>					
E. Snell.....	Twelve months' salary as Keeper.....	493	72		
	Repairs and supplies.....	858	06		1,351 78
<i>Bliss Island Light.</i>					
Jarvis Clark.....	Twelve months' salary as Keeper.....	296	28		
	Repairs and supplies.....	400	67		696 95
<i>Cassie's Cape Light.</i>					
Charles Leblanc.....	Twelve months' salary as Keeper.....	246	88		
	Repairs and supplies.....	63	49		310 37
		<i>Carried forward</i> .....			23,624 68

STATEMENT of Expenditure in coenection with Maintenance of Lights in New Brunswick, etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			23,624 58
<i>Neguac Light.</i>			
Wm. Morrison.....	Twelve months' salary as Keeper.....	148 12	
	Repairs and supplies.....	10 85	158 97
<i>Cape Spencer Light.</i>			
G. Blacklock.....	Twelve months' salary as Keeper.....	395 00	
	Repairs and supplies.....	384 31	779 31
<i>Sheldrake Island Light.</i>			
John McKay.....	Twelve months' salary as Keeper.....	296 28	
	Repairs and supplies.....	42 53	338 81
<i>Middle Island Light.</i>			
David McEwen.....	Twelve months' salary as Keeper.....	296 28	
	Repairs and supplies.....	51 44	347 72
<i>Miramichi Lightship.</i>			
Geo. Rogers.....	Twelve months' salary as Keeper.....	695 00	
	Repairs and supplies.....	349 99	1,044 99
<i>Escuminac Fog Alarm.</i>			
Thomas Philips.....	Twelve months' salary as Engineer.....	395 00	
	Repairs and supplies.....	113 40	508 40
<i>Miscou Fog Alarm.</i>			
Geo. McConnell.....	Wood and freight.....		48 60
<i>Partridge Island Fog Alarm.</i>			
James Wilson.....	Twelve months' salary as Engineer.....	395 00	
	Repairs and supplies, including new boiler, &c.....	2,777 80	3,172 80
<i>Cape Enrage Fog Alarm.</i>			
W. S. Starratt.....	Twelve months' salary as Engineer.....	395 00	
	Repairs and supplies.....	362 12	757 12
<i>Machias Seal Island Fog Alarm.</i>			
Alex. Eddy.....	Twelve months' salary as Engineer.....	493 72	
	Repairs and supplies.....	1,358 20	1,851 92
<i>Grand Manan Fog Alarm.</i>			
James Tatton.....	Twelve months' salary as Engineer and to pay for Assistant.....	695 00	
	Repairs and supplies.....	857 91	1,552 91
<i>Carried forward</i> .....			34,186 23

STATEMENT of Expenditure in connection with Maintenance of Lights in New Brunswick, etc. — *Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i> .....					34,186 23
<i>Point Lepreaux Fog Alarm.</i>					
William Gallant.....	Twelve months' salary as Engineer.....		444 36		
	Repairs and supplies.....		2,546 64		2,991 00
<i>Muir Ledge.</i>					
P. Carroll.....	Paid for labour and passage of workmen.....		164 75		
C. G. Berryman.....	Hardware, &c.....		57 35		
William Lewis.....	Iron and blacksmith's work.....		26 74		
C. E. Harding.....	Lumber.....		79 74		
George Helmes.....	Freight on lumber, \$50.00; 15 lay days, \$50.00.....		100 00		428 58
<i>Beaver Harbour Light.</i>					
Ezra Munro.....	Five and a-half months' salary as Keeper.....		113 94		
	Repairs and supplies.....		80 16		194 10
<i>Point Midjic Light.</i>					
George Helmes.....	Freight on oil.....				9 00
<i>Passamaquoddy Bay Light.</i>					
James A. Clarke.....	On account of salary as Keeper.....		60 00		
	Repairs and supplies.....		185 56		245 56
<i>Spruce Point Light.</i>					
John Boyd.....	Three months' salary as Keeper.....		20 00		
George Helmes.....	Freight on oil.....		12 00		32 00
<i>Mark's Point Light.</i>					
George Helmes.....	Freight on oil.....		12 00		
Hill & Robinson.....	do.....		3 75		15 75
<i>Hillsborough Wharf Light.</i>					
Samuel Gross.....	Salary as Keeper, from 11th May, '75, to 31st Mar., '76.....		44 32		
John Beatty.....	do do 1st April to 30th June, 1876.....		18 75		
	Repairs and supplies.....		16 47		79 54
<i>Musquash Island Light.</i>					
Bowes & Evans.....	Oil tanks.....				37 50
<i>Hendry's Point Light.</i>					
Bowes & Evans.....	Oil tanks.....				18 50
<i>Pokemouche Light.</i>					
William Taylor.....	Cartin oil.....				16 00
<i>Carried forward</i> .....					38,253 76

STATEMENT of Expenditure in connection with Maintenance of Lights in  
New Brunswick, etc. — *Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		38,253 76
	<i>General Account.</i>		
James Mitchell.....	Eleven months' salary as Inspector of Lights, from 1st July, 1875, to 31st May, 1876.....	1,078 00	
do .....	Travelling expenses and disbursements.....	264 45	
Willis & Mott.....	Advertising.....	252 25	
S. B. Patterson.....	do .....	13 00	
T. McAvery & Sons.....	Twine.....	1 05	
John Walker & Co.....	Sailing book .....	2 75	
William Elder.....	Advertising.....	184 30	
D. McNee.....	Code of signals .....	29 44	
W. & G. Watt.....	Paraffin oil, &c.....	119 52	
John Nugent.....	Carting oil and supplies.....	32 95	
W. T. Robinson.....	Storage on lime and oil.....	91 50	
W. M. Smith.....	Inspecting oil.....	5 50	
E. Graves.....	Taking delivery of oil.....	8 00	
R. & R. Call.....	Freight and coals.....	69 44	
John McKee.....	Carting lanterns.....	14 40	
H. C. Milner.....	Balance of account for advertising.....	83 00	
J. Drake.....	Twelve months' rent of warehouse to 1st May, 1876..	50 00	
Barnes & Co.....	Balance of account for advertising.....	65 12	
J. Mitchell.....	Paid for freight, cartage, &c.....	63 48	
Jos. Miller.....	do cartage, express charges, &c.....	24 80	
J. B. Hannan.....	Horse and buggy hire.....	8 00	
J. R. Cameron & Co.....	Chimney glasses.....	14 50	
Fitzgerald & Co.....	Oil, 15,746½ gallons at 29½ cts. and 11,646½ gallons at 28½ cents.....	4,446 75	
Ellis & Armstrong.....	Advertising.....	179 00	
H. Chubb & Co.....	Printing returns, stationery, &c.....	126 37	
Jos. King.....	Boating.....	137 95	
Geo. Holmes.....	Freight.....	18 00	
Call & Millar.....	do .....	3 50	
Bowes & Evans.....	Oil tanks, &c.....	130 11	
Western Union Telegraph Co.....	Messages.....	117 24	
Adelaide Thomas.....	Nine months' salary as Telegraph Operator, Point Lepreaux.....	112 50	
Hevenor & Co.....	New lamps.....	4 50	
W. H. Thorne & Co.....	Tape line and hardware .....	6 25	
R. Barbour.....	Painting boat and travelling expenses of painters, &c.....	46 90	
Jos. Wilson.....	Repairing flags, signal station.....	10 50	
Stitwell & Goggin.....	Cod lines.....	0 52	
J. H. Harding.....	Travelling expenses.....	33 35	
John Morrissey.....	Carting oil.....	4 75	
J. Johnston.....	Inspector's postage account, &c.....	19 62	
R. P. & W. F. Starr.....	Coal for signal station.....	7 81	
R. A. Smith.....	Inspector's telegraph account.....	26 52	
W. & J. Anslow.....	Printing.....	17 55	
J. A. McLean.....	Advertising.....	17 50	
Aug. Quick.....	Rope.....	5 14	
J. A. Bowes.....	Advertising.....	51 75	
Sheraton, Son & Co.....	Linoleum for signal station.....	38 50	
H. S. King & Co.....	Subscription to <i>Nautical Magazine</i> .....	4 89	
G. F. Sancton.....	Towing.....	5 00	
J. B. Longley.....	Three months' salary as Keeper of signal station..	120 96	
John Woodley.....	Two boats.....	90 00	
T. W. Anglin.....	Advertising.....	65 25	
J. R. Stone.....	Express charges on burners.....	4 65	
E. Chanteloup.....	Circular burners.....	145 00	
G. W. Day.....	Printing bill heads.....	5 00	
Scammell Bros.....	Bunting for signal station.....	3 60	
Jos. King.....	Moving stoves to new Warehouse.....	7 00	
Robt. McCoy.....	Carting oil.....	16 80	
	<i>Carried forward</i> .....	8,506 18	38,253

**STATEMENT of Expenditure in connection with Maintenance of Lights in New Brunswick, etc. — Continued.**

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		8,506 18	38,253 76
<i>General Account.—Continued.</i>			
Thos. Littlejohn .....	Top wharfage.....	6 00	
C. Ross.....	Oars.....	12 00	
Receiver General.....	Superannuation tax on salaries.....	201 64	
			8,725 82
Total of Maintenance of Lights, &c.....			46,979 58
<i>Schooner "Ella G. McLean."</i>			
Alex. Duff.....	Towing and water.....	42 75	
Wm. Quinn.....	Boating.....	3 00	
W. Cotter & Sons.....	Provisions, beef, &c.....	636 96	
C. G. Berryman.....	Baskets.....	13 00	
J. N. Purdy.....	Salary as Captain from 1st July, 1875, to 13th June, 1876.....	523 00	
do.....	Pay-list of wages to officers and crew.....	1,883 74	
T. B. Wilber.....	Groceries.....	163 00	
J. E. Lingley.....	Towing.....	6 00	
Welsh Bros.....	Provisions.....	899 57	
C. E. Harding.....	Lumber.....	16 44	
Jas. Shea.....	Stowing coal.....	45 00	
J. N. Purdy.....	Contingencies, \$35,54; travelling expenses, \$20.....	55 54	
H. Chubb & Co.....	Stationery.....	23 47	
E. Ross.....	Oars.....	9 00	
John Walker & Co.....	Rope, &c.....	28 70	
Adam Young.....	Iron piping and repairing lamps.....	13 13	
Lordly, Howe & Oo.....	Blankets and re-covering cushions.....	13 62	
R. Robertson & Son.....	New mainsail, foresail and jib.....	549 81	
Robertson, McLaughlin & Co.....	Oil, turpentine, varnish, hemp, &c.....	64 02	
Sheraton, Son & Co.....	Oil cloth.....	11 98	
J. A. Peters.....	Firewood.....	1 12	
R. W. Ruggles.....	do.....	4 90	
R. Patchett.....	Repairing boats.....	3 90	
W. J. Davidson.....	Towing.....	4 00	
Wm. McFee.....	Repairing anchor, &c.....	35 00	
McLaughlan & Wilson.....	Wharfage.....	16 50	
A. C. Smith.....	Medicines.....	6 95	
E. Gaskill.....	Firewood.....	1 75	
G. F. Smith.....	Rope, canvas, tar, oil, twine, &c.....	153 98	
Aug. Quick.....	Hardware, varnish, &c.....	58 61	
Leonard & Wetmore.....	Lumber.....	1 56	
T. McAvity & Sons.....	Hardware.....	7 00	
			5,297 00
BUOYS AND BEACONS.			
<i>Campbelton.</i>			
Danl. O'Keefe.....	Repairing and placing buoys.....		80 00
<i>Quaco Ledges.</i>			
J. Drake.....	Blocks.....	20 70	
P. F. Green.....	Paid for labour, setting spindles, &c.....	337 50	
Hugh Belmore.....	Charter of schooner and boarding men.....	200 50	
T. McAvity & Sons.....	Lime, olive oil, feeder, &c.....	5 15	
C. E. Harding.....	Lumber.....	7 38	
Jno. Walker & Co.....	Rope, &c.....	27 85	
J. Harris & Co.....	Labour.....	30 00	
			629 08
<i>Carried forward</i> .....			709 08

STATEMENT of Expenditure in connection with Maintenance of Lights in  
New Brunswick, etc. — *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			709 08
<i>Old Proprietor Ledges.</i>			
J. Harris & Co.....	Iron borings and labour.....	165 32	
R. Fitzgerald .....	Carpenter's labour.....	8 88	
J. Drake .....	Blocks .....	24 80	
Allan Bros. ....	Pump.....	5 25	
P. F. Green .....	Paid for labour.....	1,350 35	
Wm. Lewis .....	Iron work.....	16 85	
T. McAvity & Sons .....	Ingot lead, hardware, &c.....	17 87	
C. E. Harding .....	Lumber .....	23 27	
Geo. Williams .....	Shears, &c. ....	14 00	
Jno. Walker & Co.....	Rope, &c.....	171 87	
Hugh Belmore .....	Charter of schooner "Greyhound" and board of men .....	827 00	
Guy Stewart .....	Hire of scow.....	148 00	
Levi Young .....	Repairing tools.....	19 80	
Saml. Dixon .....	Hire of rigging .....	98 50	
E. Gaskill .....	Wharfage .....	5 86	
			2,897 62
<i>Dalhousie.</i>			
D. Steward .....	Placing and lifting buoys.....	136 81	
Jas. Ritchie .....	do do .....	77 00	
			213 81
<i>Petitcodiac.</i>			
Jno. Walker & Co.....	Boiled oil .....		5 20
<i>Grand Manan Buoys.</i>			
Walter Lane .....	Two new buoys .....	210 00	
Pritchard & Sons .....	Chain .....	100 99	
Andrew Stanley .....	Freight on buoys.....	5 00	
Jas. A. Pettis.....	Sounding and placing buoys..	20 00	
			335 99
<i>Bathurst.</i>			
Jno. Ferguson .....	Placing buoys .....	147 48	
P. J. Hatchie .....	Placing and lifting buoys .....	126 38	
			273 86
<i>Shippegan.</i>			
Wm. Taylor .....	Placing, &c., buoys.....		188 30
<i>Hopewell Buoys.</i>			
Jos. McAlmon .....	Lifting and placing buoys.....	86 50	
Pritchard & Sons.....	Chain .....	52 00	
T. McAvity & Sons.....	Paint and oil.....	17 75	
			156 25
<i>Caraquet.</i>			
G. E. Paulin.....	Lifting and placing buoys.....	286 68	
Robert Young .....	Chain, iron, painting, &c .....	96 33	
			383 01
<i>Carried forward</i> .....			5,163 12

STATEMENT of Expenditure in connection with Maintenance of Lights in New Brunswick, etc. — *Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		5,163 12
	<i>Miramichi.</i>		
Jno. K. Keagle.....	Scraping and painting.....	20 00	
Chas. Sargeant.....	Repairs and chain.....	179 78	
Mitchell Martin.....	Placing buoys.....	80 00	
W. & G. Martin.....	Raw oil.....	4 05	
Alexander Caird.....	Stone for buoys.....	20 00	
Jas. Walls.....	Placing do.....	28 00	
Angus McArchen.....	Lifting do.....	80 00	
Alexander Mills.....	Carting do.....	6 00	
Henry Kelly.....	Repairing buoys.....	150 00	
Wm. Johnson.....	Iron work, &c.....	63 00	
W. Muirhead.....	Chain, \$51.68; lumber, oil, paints, &c., \$145.62....	197 30	828 13
	<i>Richibucto.</i>		
Jas. Jardine.....	Chain, &c.....	16 29	
do.....	Placing buoys.....	179 94	
Jas. Long.....	Lifting do.....	73 00	269 23
	<i>Shemogue.</i>		
Jno. Avard.....	Placing, &c., buoys.....		78 90
	<i>Cocaigne.</i>		
Thos. Irving.....	Placing and lifting buoys.....		42 73
	<i>Neguat.</i>		
Jos. Breaise.....	Placing buoys.....		29 00
	<i>Shediac.</i>		
Placide White.....	Placing, &c., buoys.....	91 50	
Geo. Donnelly.....	Repairing wharf.....	10 00	101 50
	<i>Shepody River.</i>		
Walter Lane.....	Two new buoys, &c.....	214 27	
Bowes & Evans.....	Galvanizing iron shackle.....	2 50	
Wm. Lewis.....	Iron bolts.....	29 87	
J. King.....	Placing buoys.....	12 00	
Pritchard & Sons.....	Chain for buoys.....	205 58	464 22
	<i>Dipper Harbour.</i>		
Wm. Lewis.....	Iron work.....	10 40	
J. N. Purdy.....	Travelling expenses.....	11 20	
Wm. Whiton.....	Spars.....	14 60	
Wm. Quinn.....	Stones.....	7 00	
Hugh Belmore.....	Freight.....	21 50	64 70
	<i>Carried forward</i> .....		7,041 53

STATEMENT of Expenditure in connection with Maintenance of Lights in  
New Brunswick, etc. — *Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				7,041	53
<i>Bell Buoy.</i>					
Jno. Sullivan .....	Paid for labor .....	464	10		
Wm. Lewis .....	Iron and blacksmith's work .....	438	66		
Alexander Duff .....	Towing .....	45	00		
N. T. Ames .....	Scow hire .....	1	30		
Pritchard & Sons .....	Chain .....	15	80		
Alexander Yeats .....	Iron bolts .....	26	08		
				990	94
<i>St. Andrews.</i>					
Jno. Batson .....	Placing and lifting buoys .....			48	65
<i>Reed's Point.</i>					
Jos. Knowles .....	Gas bill to 1st May, 1876 .....			83	51
<i>St. George.</i>					
James McLeod .....	Lifting buoys .....	24	00		
C. McDiarmid .....	do .....	38	00		
James Dick .....	Placing buoys .....	198	10		
				260	10
<i>Dorchester Buoys.</i>					
C. E. Harding .....	Two spars for buoys .....	10	00		
J. McAlmon .....	Placing buoys .....	10	00		
Clark & Stackhouse .....	Spars .....	12	06		
Reid & Stevenson .....	Stones for buoy .....	48	00		
Valentine Cole .....	Picking up buoy .....	8	00		
Joseph King .....	Placing buoys .....	32	00		
				120	00
<i>St. Stephen.</i>					
Z. Chipman .....	Placing and lifting buoys .....			106	15
<i>Tracadie.</i>					
Alex. McDernan .....	Placing, &c., buoys .....	30	00		
F. Arceneaux .....	Chain and placing buoys .....	14	00		
				44	00
<i>General Account.</i>					
G. Fleming & Sons .....	Twelve new iron buoys .....	1,530	00		
Robert McCoy .....	Cartage of buoys .....	6	00		
William Lewis .....	Iron work .....	3	75		
Haden & Adams .....	Picking up buoy .....	30	00		
M. Finnigan .....	Carting chain .....	2	00		
D. G. Smith .....	Advertising .....	2	40		
William Elder .....	do .....	6	00		
				1,580	15
				10,275	03



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STATEMENT of Expenditure in connection with Maintenance of Lights  
New Brunswick, etc. — *Continued.*

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## SUMMARY.

Maintenance of lights, &c .....	\$46,979 58
do     Supply schooner "Ella G. McLean" .....	5,297 00
do     Buoys and beacons.....	10,275 03
	—————
Total Expenditure of Maintenance of Lights, &c .....	\$62,551 61

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WM. SMITH,

*Deputy Minister of Marine & Fisheries*

JOHN TILTON,

*Accountant,*

## APPENDIX, No. 4.

## REPORT OF THE AGENT FOR NOVA SCOTIA OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE YEAR ENDED 30TH JUNE, 1876.

NOVA SCOTIA AGENCY,  
HALIFAX, 25th Nov., 1876.

SIR,—I have the honour to forward a detailed statement of the expenditure of this branch of the Department for the fiscal year ended 30th June, 1876, and to report as follows on the general operations of this Agency from the date of my last report, until the present time. The accounts shew a total expenditure of \$272,725.84, which is \$71,117 in excess of that of last year. This increase is chiefly for Lighthouse and Coast Service and Dominion Steamers, the latter service including the expenses of the steamers "Lady Head" and "Newfield."

The work of supplying all the lights and fog-whistles in this Province, as well as those of New Brunswick, in the Bay of Fundy, was performed by the "Newfield" and was not commenced until an unusually late period, in consequence of the repairs and alterations of the steamer not being completed until late in the month of June. On the 26th June, the "Newfield," with a full cargo of oil and supplies and 600 tons of Springhill coal left Halifax for the Western lights. She had also on board three iron bell buoys, one to replace the Trinity Ledge buoy, which required to be taken in for repairs, one to be moored on the Brazil Rock, and one to mark the N. W. breaker off Brier Island. She returned to Halifax on the 10th September, having landed supplies at the light stations and fuel to the amount of 623 tons at fog-whistle stations. She also moored the buoys referred to and landed at Cape Sable the fog-whistle, boiler and machinery required there and which she took on board at St. John, N. B.

After her return to Halifax she has been employed in supplying the eastern lights and Sable Island, and is at this date engaged in this service. Her movements will be more particularly referred to under the head of Dominion Steamers.

## LIGHT HOUSE AND COAST SERVICE.

Repairs to a greater or lesser extent have been made at the following stations since my last report.

*Amet Island.*

The heavy repairs to the retaining wall round the Island begun last autumn were completed on the 23rd of October, 1876; the wall has been relaid in cement throughout its whole length of 1,388 feet, seven hundred and ninety-two cubic yards of new stone having been used and 950 barrels of cement.

The contract was given to Messrs. D. & A. Campbell, of Tatamagouche, for \$3,995, with an additional sum of \$4 per cubic yard for all new stone required—the cement was furnished by the Department. Although the wall has been built by specification and the work has been well and thoroughly done, something further will be required to prevent its displacement by the action of frost. At present a space is left between the wall and the soil of the Island, which in heavy storms is liable to be filled with water, which when frozen will greatly damage the structure. This can be prevented as well as the undermining of the wall in places at its outer base by filling in the

space with stones and earth and sloping them down and over the wall, thus preventing the dangerous effects of the frost referred to and forming an earth work protection to the wall. I would strongly recommend that steps be taken to have this work carried out, otherwise I fear a great deal of the expenditure already made will be thrown away.

The contractors have made a claim for loss sustained by them, through delay last autumn in the delivery of the cement. This claim is now under consideration of the Department.

#### *Annapolis.*

The keeper at this station reported that on the 25th June the Light-house was struck by lightning twice, and the deck once. It struck first on the west side of the tower, tearing off the laths and plaster in the room below the lantern, the next time it struck on the south east corner where the dwelling joins the tower and passing down into one of the rooms, burst off the lathing and plaster and destroyed some of the studding. The damage has been repaired.

#### *Argyle.*

The Light-house has been painted and the building which leaked badly has been shingled and otherwise thoroughly repaired. A water tank of brick lined with cement has been built and a keel boat and small dory provided for the use of the station.

#### *Betty's Island.*

The revolving apparatus which was found to work unsatisfactorily has been repaired and some new gear supplied. The machinist who did the work makes the following remarks and suggestions respecting this and similar clock machinery supplied.

He recommends that where a complete revolution is to be made only once in three or four minutes, the gears driving the lamp shaft should be made of equal diameter, the speed being regulated by the governor and weights. At present they are made two to one, which reduces the speed of the machinery, and with any extra friction, especially in cold weather, the revolving of the shaft is very liable to be stopped. The present arrangement will do very well when a revolution is to be made in any time not exceeding two minutes. He also states that the worm wheel shaft is made of bad steel and not sufficiently hard to stand wear.

#### *Beaver Island.*

A new lantern and lighting revolving apparatus have been supplied to this station. They were manufactured by Mr. E. Chanteloup of Montreal. The lantern is of iron ten and a half feet in diameter, having 12 sides glazed with plate glass 33 x 60 x  $\frac{3}{8}$  inches. While the work of placing the new lantern was going on the light was not extinguished, but the old lantern was shifted and placed on a temporary scaffold erected for the purpose until a new deck could be built. The work was completed and the new revolving apparatus and lamps put into position and lighted on the 15th October. The light at this station is a revolving white one making a complete revolution once in every two minutes, and was previously shewn by means of nine A lamps and 12 inch reflectors ranged in a half circle of iron. The new lamps are large circular burners provided with 20 x 12 $\frac{1}{2}$  inch reflectors; three lamps and reflectors are placed at either extremity of an iron arm and the clock work revolving once in four minutes causes the greatest brilliancy of the light to be thrown on any one point once in every two minutes. The remarks made respecting the revolving machinery at Betty's Island also apply to this station. I have been informed by masters of vessels that the power and brilliancy of this important coast light have been much increased since the alteration.

*Bird Island.*

A boat has been supplied to this station.

*Black Rock Point.*

The addition to the lighthouse for a kitchen authorized last year, has been completed.

*Bon Portage.*

The building has been shingled, roof repaired and rooms partitioned off in second flat. A road from the landing to the house has been made and a breakwater and landing been built.

*Cape Sable.*

The lighthouse has been painted and some small repairs made to the buildings.

*Canso Harbour.*

The deck has been covered with canvas and painted to prevent leakage.

*Cape North.*

The keeper has been supplied with a boat, and some expenditure been incurred in improving the road.

*Cape St. Mary's.*

Revolving apparatus has been repaired.

*Carribou Island.*

Building has been painted and ladders provided.

*Chebucto Head.*

Repairs have been made to the chimnies and the foundation walls repaired with cement, to make the building frost proof.

*Church Point.*

The addition to the light tower for a keeper's dwelling has been completed and the lighthouse painted.

*Egg Island.*

The lighthouse has been painted.

*Flint Island.*

Boat has been supplied.

*Grand Narrows.*

Light tower painted and repaired.

*Green Island.*

Work commenced last year has been completed. Some further work will be required at this station next year.

*George's Island.*

Boat has been supplied.

*Guysboro.*

Lighthouse has been painted.

*Isaac's Harbour.*

The light is at present a fixed red, and has been reported as unsatisfactory, not being seen to a sufficient distance from the coast line. It has, therefore, been decided to alter the character of the light, from a fixed red to two vertical white lights, twenty feet apart. The change will be made next summer. A well has been dug at this station.

*Ironbound.*

A boat has been supplied and the lighthouse painted.

*Jerseyman's Island.*

The clapboards and shingles have all been renailed, new lead put between the kitchen and tower—new cornice put round the buildings and windows, the deck has been covered with canvas and the buildings put in thorough repair.

*Kidston's Island*

A boat has been supplied, a well dug and some small repairs made.

*Liscomb.*

Lighthouse has been painted.

*Little Hope.*

Lighthouse painted, revolving machinery put in order, and repairs made to landing. As some damage has been reported to the breakwater at this station a person has been sent to make repairs if they are of a trifling nature, otherwise to report what should be done to put the cribwork in thorough order.

*Liverpool.*

Lighthouse painted and road repaired.

*Low Point.*

New lantern has been sent to Sydney; it will be erected and repairs made to the building in the spring.

*Meteghan.*

Steps have been altered and platform extended.

*Mahone Bay.*

Boat provided and Lighthouse and dwelling painted. Bank built up and road to landing repaired.

*Margaree.*

The late keeper was paid \$150 for permanent improvements made to premises, the building has been painted and deck and tower repaired.

*Margaret's Bay.*

Some further work has been done to the landing.

*Moser's Island.*

Lighthouse and oil store repaired and painted.

*Meagher's Beach.*

The protection work to the beach at this station, which was rapidly wearing away, was completed late last autumn and has successfully resisted the storms of the winter and spring. It has very thoroughly subserved the object for which it was constructed and was not built a moment too soon. The keeper reports that during a recent very heavy southerly storm, had it not been for the piles, a complete breach would have been made through the narrow part of the beach, the dwelling house would have been carried away, and the harbour formed by the beach destroyed. The work requires further ballasting and this should be done next summer. The tops of the piles have been sawed off even, and thoroughly coated with coal tar.

On the south side of the stone tower at this station looking seaward a wooden structure has been erected in which is placed a fog bell rung by machinery, seven strokes are made every minute. This will no doubt prove a great assistance to vessels entering the harbour in foggy weather.

*McKenzie's Point.*

A dwelling house for the keeper at this station has just been completed. The contract was awarded to Mr. Neil W. McKenzie for the sum of \$900. The house is situated a short distance from the light tower and will add much to the comfort and convenience of the station.

*Negro Island.*

The tower has been painted at this station.

*North Canso.*

Some small repairs have been made.

*Ouetique Island.*

A well has been sunk and the sides walled with stone and the keeper has been provided with a boat.

*Parrsboro.*

Some further repairs have been made to the breakwater—a good deal of which remain to be done before the beach will be thoroughly protected. A tank is also much required as water can only be obtained from a distance and with much inconvenience to the keeper.

*Peggy's Point.*

The lighthouse has been painted.

*Pictou.*

The breakwater has been repaired. A new lantern will be erected on close of navigation.

*Pictou Island.*

A fire occurred at this station which the keeper describes as follows :

“ On the night of the 19th April I lit the lamps at the usual hour, immediately after sundown. At half past-ten o'clock I made my usual inspection of the lamps before going to bed. I found every thing as usual. At 12 o'clock, a few minutes before my usual time of visiting the lantern, I was awakened by a loud explosion followed by several others. Upon rushing out doors, I found the lantern one sheet of flame. After about twenty minutes hard work we succeeded in subduing the fire, although we had scarcely any hopes of succeeding when we commenced. All the lamps are destroyed, the window glass broken, the ventilator blown off and broken, the stand burned down and the wood work charred. The copper metal on the floor is also destroyed. A piece of the lamp that exploded was thrown through the window a distance of about 40 yards. It weighed about 3 lbs.”

The damage was quickly repaired and the light put in operation on the 28th April.

*Point Tupper.*

The well has been deepened and relined with stone.

*Port Williams.*

General repairs made.

*Port Mouton.*

Well has been sunk and walled and repairs made to wharf at foot of tramway which was much injured in November 1875.

*Port L'Ebert.*

Light tower painted.

*Point Aconi.*

Small repairs.

*Sambro.*

The keeper's dwelling has been repaired and some of the rooms replastered.

*Shelburne.*

Very extensive and important repairs have been made at this station. The part of the dwelling house which was built in 1835 has been stripped inside and outside and completely rebuilt. An addition has also been built to the back and repairs have been made to the cellar wall. A floor has been laid in the basement of the lighthouse and other small repairs done to the building. The lantern has been painted and the drain opened and cleansed. Some painting and other finishing work remains to be done and slight repairs to the outbuildings, which work can be done next season.

*Shelburne Harbour.*

A fence has been put round the light house property.

*Tor Bay.*

A boat has been supplied.

*West Port.*

A boat has also been furnished this station.

*Whitehead.*

Floor laid in lighthouse, winter sashes provided and building and oil store painted.

*Yarmouth.*

Painting and small repairs.

## LIGHT VESSEL.

*Barrington.*

This vessel has been painted.

## FOG WHISTLES.

There are at present in operation in this District the following steam fog whistles.

Seal Island.  
 Brier Island.  
 Yarmouth.  
 Digby, on Point Prim.  
 Cap D'Or.  
 Sambro.  
 Cranberry Island.  
 St. Paul's  
 Sable Island, West end.

To which may be added Cape Sable about completed but not yet in operation. The boiler of the Brier Island whistle had become leaky and after a survey was condemned and replaced by one which had last year been taken from the Yarmouth station and put in thorough repair.

Considerable repairs were during the past season made to the boilers of the Cranberry Island and Sable Island whistles, mechanics having had to be sent from Halifax to both stations for the purpose.

On the 19th June the Fog Alarm at Point Prim, Digby, was destroyed by fire, the accident occurred about 6 o'clock in the evening and the building caught fire from the smoke stack in the roof. All efforts to arrest the flames were useless, and the building was entirely destroyed. The boiler fell from its bed into the tank, taking the engine, steam pump, &c., with it. The engine and pump were rendered perfectly useless, but the boiler was capable of being repaired for temporary use. All the brass work, whistle valves, &c., were destroyed. Also the engine house foundation, and fuel shed. Under direction of Mr. W. M. Smith, a rough shed of boards was erected, the boiler was repaired, the engine and steam pump of the boiler intended for Cape Sable were brought from St. John to the Digby station and connected with the boiler, and the Alarm was again put in operation in the 31st July.

As this Alarm was only of a temporary character arrangements had to be made for a new engine house and boiler.



Tenders were asked for, both in St. John and Halifax, and the contract for the boiler was awarded to Messrs. Fleming & Son for the sum of \$1,000, and that for the engine house to Mr. Daniel W. Clark for the sum of \$1,749.

The building is 25 feet square inside and 12 feet high, the sides and floor lined with brick and resting on a stone foundation. A coal shed is built at one end 16 ft. 1 in. x 24 feet. 8 in. with posts 11 ft. 8 in. The tank is 10 x 10 x 10 feet and the roof is covered with slates. The building is nearly completed and when done the boiler will be connected with the engine without interrupting the sounding of the alarm.

#### SAMBRO ISLAND FOG WHISTLE.

Latitude 44° 26' 11" N. ; Longitude 63° 33' 30" W.

The whistle is erected on the south side of Sambro Island at the western side of entrance to Halifax Harbour, and is elevated about 90 feet above high water. In thick weather, fog and snow storms, the whistle will be sounded as follows:—A blast of ten seconds duration in each minute, with an interval of fifty seconds between each blast.

The whistle was put in operation on the 16th day of October 1876, and, on and after that date the guns previously fired in thick and foggy weather were discontinued.

In my last year's report it was stated that extensive works were in progress at this station for the erection and maintenance of a steam fog whistle to take the place of the guns fired during foggy weather. The boiler and machinery for the station were constructed by Messrs. Fleming & Son, for \$7,250, and the buildings were under contract to Mr. Jacob Bowser for the sum of \$4,854. Besides these, a large amount of other work has been done in preparing a suitable landing and tramway for the fuel and also for the conveyance of the condensed water to the whistle house.

On the south side of the small inlet which forms a safe harbour for boats or a vessel of light draught, a building has been erected called the Evaporating House. This building measures on the outside 48 ft. 10 in. x 15 ft. 6 in. with 13 feet posts and rests on a foundation of solid granite masonry and is lined throughout with brick. It is divided into an engine room and fuel room. Under the engine room floor is a tank built of brick and cement 18 feet by 6 feet, and 5 feet deep inside. The greater part of this room has a brick floor—it contains a boiler and engine, condenser and powerful pump.

The chief supply of fresh water for the boiler of the steam fog alarm is condensed in the evaporating house. The tank here is filled and afterwards pumped through copper pipes up and over the Island and discharged into the large tank in the whistle house. The fuel room here measures 12 x 15 ft. 6 inches inside, in addition to which a coal shed has been built alongside by carrying a roof from the top of the house to the cliff wall. This shed will probably contain 100 tons coal.

The whistle house is situated on the summit of the Island on the site of the old trumpet house. It is 27 ft. 6 in. square in the inside and 12 feet in height from top of sill to underside of plate. It is built on a solid granite foundation and the walls and floor lined throughout with brick. In this building a large tank of brick and cement has been constructed 11 x 16 x 10 feet deep inside dimensions, which receives the condensed water pumped up from the evaporating house; this water is forced up to the tank through copper pipes placed in a box and surrounded with dried sawdust; the box is sunk in a trench and a mound of earth heaped over it to prevent freezing; the copper pipe is about 300 feet in length. Both the whistle house and evaporating house have roofs of galvanized corrugated iron imported by the Department from Mr. Isaac Dixon, manufacturer, Liverpool, G. B. The old trumpet house has been placed alongside the whistle house and is used as a coal shed, the door opening close to the furnace of the boiler. The building has been placed on a granite foundation, the sides and floor strengthened and the roof covered with galvanized iron.

A substantial wharf of solid timber filled in with stones has been built close to the evaporating house, and the slope of the granite rock under water has been blasted off to allow a vessel to lie at the end. On this wharf a derrick has been

erected with a jib for hoisting the coal from the boat alongside and placing it in the coal cars on the tramway. This tramway has been built on wooden supports firmly bolted to the rock and with an incline of 1 inch is carried up the side of the cliff to the summit, where a turn-table has been constructed. A similar tramway is built from the turn-table at a slight incline downwards to the fuel shed alongside the whistle house. Iron rails are provided on which the car runs.

The coal car is carried up over the tramway to the turn-table by means of an iron rope revolving over an iron wheel placed in rear of the turn-table—the power is applied by means of a shaft and gear connected with the engine in the evaporating house. Its own gravity carries the car from the turn-table into the fuel shed, when after discharging its contents by means of a moveable bottom, it can readily be pushed up the slight incline by hand.

All the arrangements, both for conveying the coal and for condensing the water and forcing it up to the whistle house tank have proved most satisfactory. The work at the wharf, tramway and coal shed was performed by Mr. E. Moseley according to plans prepared by himself and approved by the Department. The boiler and engines were erected by Mr. Mason, who also arranged the hoisting gear for coal, cars, &c.

The buildings and machinery were finally inspected by Mr. W. M. Smith, on the 13th November and taken over by the Department.

This station will no doubt consume a large quantity of fuel, and Mr. Smith suggests that a considerable economy could be exercised in this respect by connecting the well at the light-keeper's dwelling with the tank in the evaporating house, by means of galvanized iron pipes, and thus obviate the necessity of condensing so much water. I would recommend that this plan be adopted. The expense cannot be great and an important saving of fuel would be effected.

Mr. James Skinner was appointed engineer at this station. He will require an assistant as there are two boilers and engines to be attended to during foggy weather.

#### CAPE SABLE FOG WHISTLE.

The boiler and machinery for this station were constructed by Messrs. G. Fleming & Sons, of St. John, N. B., for the contract price of \$2,700; they were taken to Cape Sable by the steamer "Newfield" and erected under the superintendence of Mr. Christie. The whistle house is the same in all respects to that built at Sambro, brick lined, galvanized iron roof and tank of same dimensions. Besides the whistle house a fuel shed has been built at one end, 25 feet long by 16 feet wide, 11 ft. 8 in. posts and slanting roof. A circular wooden water tank or reservoir has also been constructed 28 feet diameter and 10 feet deep inside dimensions. This tank has been built with an inclination on the outside, the inside diameter of the top being 27 ft. 8 inches, and of the bottom 28 feet 4 inches. It is sunk in the earth, the top being level with the surface. The tank is covered with 3-inch spruce plank, on which is placed a layer of earth six inches thick and covered with sod.

A trench is dug from the engine house to the reservoir about 300 feet to a depth of 4 feet 6 inches and a 2 inch galvanized iron pipe is placed at the bottom covered all round with Portland cement, sifted earth is then placed on it to the depth of 6 inches, and the trench is filled in with earth and covered with sod. One end of the pipe is carried into the reservoir 6 inches from the bottom, the other is taken into the engine house.

The contract for the above works was taken by Mr. H. Chute for the sum of \$4,500, the work has been completed and the building and machinery will in a short time be ready for service.

It has been found necessary to build a dike to prevent the salt water gaining access to the reservoir. The dike is about 300 feet in length and between 2 and 3 feet high, having in the centre a gateway to drain off the surplus water and so constructed that it may be closed at pleasure. This work was given to the same contractor for the sum of \$250.

The coal for the whistle at Cape D'Or was supplied by a schooner chartered for that purpose to load at Spring Hill loading ground, at Dorchester, N.B.

## GEORGE'S ISLAND LIGHT.

Lat. 44° 38' 30" N.; Long. 63° 33' 20" W.

The above light was put in operation on the 15th January 1876. It is situated on the west side of George's Island in the harbour of Halifax. The building is a square wooden one 21 feet high painted drab, the top of the lantern is painted black. It was built by Mr. Thomas Halliwell for the sum of \$1,300.

There are two fixed white lights 20 feet apart vertically, the upper one being 50 feet above high water mark. They both show seaward towards the south and into the harbour on the north side. On the west only the upper light can be seen. The illuminating apparatus is as follows. Three mammoth flat wick burners with 17 inch reflectors and one B lamp with 12 inch reflector.

The light is for the purpose of guiding vessels into and out of the harbour of Halifax through the channel west of the Island. Vessels entering the harbour passing Meagher's Beach well keep this light on the starboard bow, and after passing the Island can take up a berth in any part of the harbour.

Mr. Robert Ross, sapper in Royal Engineers, was appointed keeper 18th January 1876, at a salary of \$150 per annum.

## TOR BAY LIGHT.

Lat. 45° 11' 37" N.; Long. 61° 18' 35" W.

This light was first exhibited on the 10th April 1876, and is situated on the eastern point of Berry Head at the west side of the entrance to Tor Bay, Guysboro County, and is for the purpose of guiding vessels into the bay.

The tower is a square wooden building 36 feet high from base to vane, with a dwelling for the keeper attached. The tower is painted white with vertical red stripes, and the top of the lantern is painted black.

The light is fixed shewing red to seaward, and white to northward into the bay and towards Molasses harbour, and is elevated 51 feet above high water mark.

The lantern is of iron 9 feet in diameter, having ten sides glazed with plate glass 36 x 28, x  $\frac{3}{8}$  and the light is shewn by means of large circular lamps and reflectors.

The building was erected by Mr. James McDonald for the sum of \$1,525. This sum includes the building of an oil store 12 x 16 feet with 8 feet posts, and also a fence round the lighthouse property.

Mr. Joseph Delorey was appointed keeper at a yearly salary of \$250 per annum.

## GUION ISLAND.

A light tower, dwelling house and oil shed have just been completed on Guion Island in the east coast of Cape Breton. The contract was given to Mr. J. G. Sinclair for the sum of \$2,980. The Superintendent is now inspecting the building previously to its being taken over by the Department. The lantern is of iron 9 feet in diameter having 12 sides glazed with plate glass 60 x 30 x  $\frac{3}{8}$  inches.

The light is to be a revolving white and eight No. 1 circular burner lamps with 22 inch reflectors have been provided as well as 4 spare lamps. Further details will be given when the light is to be put in operation, which will probably be early in the spring.

## LAHAVE LIGHT.

A light tower with keeper's dwelling and oil store has been built at Fort Point on the west side of La Have River in Lunenburg County. The contract was taken by Mr. Dean Wile for \$1,100 and the work was completed in October, and will probably be put in operation in the spring on the opening of navigation.

The tower is provided with a 5½ foot cast iron lantern having six sides glazed with plate glass 36 x 30 x  $\frac{3}{8}$  inches and three No. 1 flat wick lamps, with 16 x 5½ inch. reflectors, and one No. 2 circular wick lamp with similar sized reflectors have been provided.

PETITDEGRAT LIGHT.

A light tower with keeper's dwelling attached has been built at Big Arrow Island, Petitdegrat Inlet, Richmond Co., C. B. The contract was given to Mr. Colin Chisholm for the sum of \$1,230 and the work is about completed. The contract includes the erection of an oil store.

Besides the lantern erected at Beaver Island, new lanterns and lighting apparatus have been received and will be erected at several stations next year, and will be more particularly referred to in my next report.

47,527 gallons of oil were supplied to this agency during the past year by Messrs. Fitzgerald & Co. under their contract, for the sum of 27 cts. per gallon. This oil and that supplied last year does not give general satisfaction to the lightkeepers. They complain that it crusts the wicks, smokes the chimnies, and that especially during the winter it is most difficult to keep up a good light with it. The oil does not seem to be of a uniform quality, at some stations it is reported as good, while at others it is spoken of as almost unfit for lighthouse purposes. So far as the experience of this agency is concerned, I think the American oil much better than the Canadian and likely to prove a much more efficient illuminant.

BUOYS AND BEACONS.

There are six iron bell buoys in this Province.

One is moored at the Sisters near Sambro.

“ “ Trinity Ledge Shoal, St. Mary's Bay.

“ “ North West breaker, Brier Island.

“ “ Brazil Rock.

One on hand intended to be moored off John Island near Pubnico, arrived too late to be taken round by the "Newfield."

And one is kept as a spare buoy to take the place of any that may go adrift or be otherwise damaged. The spare buoy just now is the one brought in from Trinity Ledge and repaired by Messrs. Burritt and Johnson, Yarmouth.

An iron spindle with cage has been placed on Cow Ledge off the Long Island shore of the northern entrance of Grand Passage.

The buoyage of the various harbours around the coast has been maintained as usual and additions have been made where necessary. New buoys have been placed at Mahone Bay, Port Medway, West Arichat, Petitdegrat, St. Mary's River, and several other points of importance.

The following appointments and changes in lighthouse keepers have been made since last report :

*Cape George, Richmond County.*

Mr. Norman Murray appointed keeper Co. 3rd August, 1875, at a salary of \$200. per annum.

*Tor Bay.*

Mr. Joseph Delorey appointed keeper 10th April, 1876, at yearly salary of \$250,

*George's Island.*

Mr. Robert Ross, sapper in Royal Engineers, was appointed keeper 18th January 1876, at salary of \$150 per annum.

*Pictou.*

Mr. John D. Lowden was appointed keeper on 1st April, 1876, at a yearly salary of \$400 in place of Mr. H. B. Lowden, superannuated.

*Country Harbour.*

Mr. Alexander Foster appointed keeper from 5th October, 1875, in place of his father W. B. Foster, deceased.

*Sambro.*

Mr. Joseph Gilkie was drowned on the 1st<sup>st</sup> March, 1876, while proceeding to the Island from the mainland, and his brother Mr. Alfred Gilkie has since been in temporary charge.

*Scatterie.*

The salary of the keeper at this station has been fixed at \$500 per annum.

*St. Ann's.*

Mr. Angus B. Morrison appointed keeper on 17th January, 1876, in place of Mr. John Morrison, deceased.

## SABLE ISLAND.

The following wrecks have occurred on Sable Island since my last report.

On the evening of the 15th April, 1876, about half-past seven o'clock the ship "Neptune" of the Black Ball line of New York, Captain Spencer, from Liverpool bound to New York, with a general cargo, struck on the south side of the Island nearly opposite the east end station during a thick fog. All efforts of the master and crew to get her off proved useless and a heavy sea on and the ship rolling her rails under, the captain ordered the boats to be lowered. Two were stove but three were got safely over. About 4 a.m. the ship being full of water, the three boats left the ship. Two of them in command respectively of the chief mate and third mate reached the shore and landed all safely with the exception of one man, who was drowned while attempting to land. The captain's boat had fourteen persons in her including his wife and four children, the eldest six years, the youngest eight months old. The boat while attempting to get to the north side drifted to sea and for three days and nights they remained, their only food a raw ham and a little water, the weather thick and raining, the boats having provisions and compass being stove. They finally succeeded in beaching their boat on the N. E. bar, a considerable distance from the lighthouse. Assistance was sent them and they were taken to the east end station and cared for. The life boat from the Island put off to the ship but could not board her, the sea running so high, they succeeded, however, in saving one man who had remained on board when the boats left. The vessel eventually became a total wreck, little or nothing was saved, though repeated efforts were made to do so. A few bales of corkwood being about all that was washed on shore. The captain, his family and crew were brought to Halifax by the American fishing schooner "Venetia" where they arrived safely on the 4th May.

On the afternoon of the 7th June 1876, about half-past 4 o'clock, the American ship "Ironsides," Capt. Spedden, master, from Liverpool for St. John, N. B., in ballast, struck on the N. E. wet bar about twelve miles from the lighthouse during thick fog. The captain and crew remained by the ship for some time and engaged a fishing schooner to save what they could of the sails, rigging, &c. A quantity of material was saved and brought to Halifax by the schooner "Gordon" which also brought off the captain and crew. Nothing further was saved from the wreck.

On the morning of 29th June, 1876, about half past 3 o'clock, the Bark "Norma," Capt. Saunders, Master, of St. John, N. B., from Musquash bound for Liverpool, dead laden, struck during a thick fog on the N. W. bar, about four miles from the light, in two fathoms of water, a high sea running at the time. The captain and crew stayed by the vessel for some time, but as her bottom was breaking up they took to

their boats and arrived at the main station about noon. The next day in consequence of the heavy sea running it was found impossible to go off, but the following day, Sunday, the ship was boarded and a hawser and some sails and rigging saved. It was found that the ship had previously been boarded, supposed by a fishing schooner, and a large quantity of materials secured and taken off. On the 4th July, when the fog cleared up, it was found the ship had drifted off and could not be seen. On the 6th, the captain and crew left in their boat for the mainland and after a dangerous voyage in the open boat succeeded in landing in the Strait of Canso.

The Superintendent reports that on the 7th July a vessel supposed to be the "Norma" was seen on fire on the north side of the Island, abreast of the East end Lighthouse. She drifted round the N. E. bar to the south side of the Island.

On the 16th October, 1876, while a heavy gale of wind was blowing from the S.W., the engineer of the West end Light, saw a large two topmast schooner on the North West bar about  $\frac{3}{4}$  of a mile from the end of the dry bar. She was in the breakers, the sea breaking half mast high over her. He thought he could see three or four men in the rigging. The wreck was reported to the Superintendent who immediately placed the rocket gear in the cart and proceeded to the West end. It was dark when they arrived. An attempt was made to go out on the bar, but when they got out half a mile the sea was breaking over it so that they were surrounded by water and had to return to the lighthouse and wait for day-break. Another effort was then made and though the sea was still breaking over it, they succeeded in wading out to the end of the bar. When they arrived there the vessel was not to be seen. She must have gone to pieces during the night and all hands perished. During the next few days five bodies were washed ashore, and from some papers found upon one of them the vessel was identified as the sch. "M. P. Rieves," of Calais, Maine, Captain Bracy, master, with herring from Newfoundland. A quantity of herring in barrels also drifted on shore. I communicated at once with the Collector of Customs at Calais and at his request, the letters, &c, which had been recovered were forwarded through the American Consul to the relatives of those deceased.

The farming operations on the Island for the year ended 1st December, 1875, are reported by the Superintendent as very satisfactory, the quantity of vegetables raised being nearly double that of previous years and of better quality.

The following is a statement of the stock on the Island in December 1875 and of the vegetable raised during the year :

Stations.	Stock.				Stock died 1875.								Killed.	
	Horses.	Cattle.	Pigs.	Sheep.	Horses.	Cows.	Bulls.	Oxen.	Heifers.	Calves.	Pigs.	Sheep.	Calves.	Sheep.
Main station.....	9	31	12	48	.....	1	1	.....	.....	4	.....	4	1	6
East End.....	6	19	5	.....	.....	.....	1	1	.....	5	.....	.....	1	.....
New.....	4	19	4	.....	2	.....	.....	.....	1	1	.....	.....	.....	.....
Foot of Lake.....	4	15	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
East End L. H.....	1	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
West End L. H.....	1	2	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....
	25	88	26	48	3	1	2	1	1	10	1	4	5	6

	Vegetables raised.					Hay.	Com- post.
	Potatoes.	Cabbage.	Turnips.	Beets.	Carrots.		
	Bush.	Doz.	Bush.	Bush.	Bush.		
Main Station.....	532	139	33	15	1	50	250
East End.....	230	50	17	5	1	35	120
New.....	152	35	30	6	8	32	89
Foot of Lake.....	110	35	12	1	$\frac{1}{2}$	25	15
East End L. H.....	6	6	3	1	$1\frac{1}{2}$	7	
West End L. H.....						5	
Total.....	1,030	265	95	28	12	154	474

The cranberry crop was nearly a total failure in 1875, but this year is very good, the vines being very prolific and the berries of an unusually large size. About 45 barrels have been already brought off and I expect a large number more by the next trip of the steamer.

During the autumn of 1875 an oil store was built at the East end light and barn with sled attached at the foot of the lake station. The dwelling house of the Superintendent was shingled and otherwise repaired and a barn was built at the new station. The frame of the building was got on the Island and it was boarded with drift plank. During the last summer carpenters have been employed in erecting a house at the East end station for shipwrecked seamen and a storehouse at the main station. These buildings have been completed and a number of small repairs made to the other buildings on the Island.

The lights at the East and West end stations have been kept up with their usual efficiency. Mr. Stephen White who was in charge of the East end light has come off the Island and his place has been filled by Mr. Wm. Merson who had been assistant at the West end.

Repairs have been made to the fog whistle at the West end and the engineer informs me that the boiler is becoming defective and will require to have extensive repairs next summer.

There are very grave doubts whether this fog whistle is of any advantage to navigation, and I think the Department should hesitate before making any large expenditure either in providing a new boiler or sending men and materials to the Island for repairs of the old.

#### ST. PAUL'S ISLAND.

The lights on this Island have been kept up as usual. A number of new fastenings have been made for the mirrors which were resilvered by Messrs. Chance Bros. The new lamps for both lights have not yet come to hand. They are much required as the present ones, never very good, are becoming more unserviceable every day. The buildings at each light station require repairs which will be made during next summer, when workmen will require to be sent to the Island to complete repairs commenced at the Humane Establishment this autumn.

The following is a brief summary of the work done under the supervision of Mr. E. Moseley, at St. Paul's, last autumn :

*Engineer's House.*

At the fog alarm there has been erected a one and a half storey house for the Engineer, this building is 24 x 24 feet with 11 feet posts. It contains four rooms and an attic and a good frost proof cellar. This building has been constructed with the best materials and in a substantial manner and possesses every convenience to make it a comfortable dwelling house.

*Water Tank.*

There was also built a tank to hold water for fog alarm, the diameter of which is 28 feet by 10 feet in height. It will contain about 36,000 gallons. In order to get a level foundation for the tank it was found necessary to remove 150 tons of rock, the sleepers are built upon masonry and rest on a solid foundation. The tank is built in a substantial manner, the bottom being of 3 inch pine and the slates of 4 inch by 8 inch pine and the materials are of the best description. It is kept together by six iron hoops  $\frac{3}{4}$  x 4 inch and well riveted together. By this means the fog whistle has been supplied during the last season, the tank was filled in March and has continued full up to the present date.

*House over Tank.*

Owing to the snow and ice filling up around the tank during the winter, it was found necessary to erect a building over it, and for that purpose an octagon house has been constructed, the diameter of which is 32 feet by 11 feet post, thus leaving a passage of 2 feet around the outside. The roof is shingled with pine shingles and the sides are battened with 3 inch pine battens well fastened with wrought nails.

*Brick Tank in Whistle House.*

This tank was repaired on account of the walls not being sufficiently strong to stand a pressure of 5 feet of water. Three thousand bricks were used in building a retaining wall and otherwise strengthening the tank, and it is now found to be perfectly tight.

*Spouts.*

Three hundred feet of spouting was laid to conduct the rain water as it descends the sides of the hills and leading it into the main tank, from which the water is conducted into the whistle house tank by a two-inch iron pipe.

*Sign Boards.*

Sixty sign boards were built and erected on the different roads leading over the Island to direct shipwrecked mariners to the main station.

*Superintendent's House.*

Some repairs were done to the building and also in the building at the North East light station.

*Boats.*

All the boats were thoroughly overhauled and repaired.

This has stood well the test of the severe winter storms and frost. The large water tank is a thorough piece of work, is kept full of water and quite tight. Steam pipes connected with the boiler of the fog alarm communicate with the tank and during cold weather steam is in this way introduced and the water kept from freezing.



By this means last season the whistle was kept sounding a month later than usual and until navigation closed. The whistle commenced blowing this year on the 24th April, and has been in operation when required ever since. There was much foggy weather during the early part of the season, so that the whistle was kept constantly going.

The Superintendent is of opinion that a good deal of farming might be done on the Island. A portion of the land has been ploughed this year for the first time and after removing the stones the soil was found good and easily worked, so much so, that in a year or two he expects to have plenty of hay for the use of the Island.

The Superintendent thinks that the assistance allowed him is not sufficient. He has five men, two have to be kept at each of the light stations respectively, and one man with himself is not sufficient to do the work at the Humane Establishment and assist when required at the fog whistle.

A terrible water spout or tornado burst over the Island on the 18th August 1876, and its destructive effects are thus described by the Superintendent :

“ From the 1st of August up to the 16th instant we had no rain nor a cloud to cover the scorching rays of the sun. The air at last was filled with a suffocating smoke as if the whole world was on fire.

“ On the 16th the weather changed, the wind shifted round to the N.N.E. with rain squalls. The smoke, for some days back so oppressive, cleared away and I looked for pleasant weather. On the 17th the wind in the forenoon was from the east and a very hot sun. It shifted in the afternoon to the S.S.W. with rain squalls. During the forenoon of the 18th the wind was at about south with fitful gusts and threatening clouds. In the afternoon the sky looked fearfully wild, the clouds seemed to be flying towards each other and whirling in every direction. About 4 o'clock p.m., we had some distant peals of thunder with bright lightning, and at about a quarter past 4 there was a very loud crackling clap of thunder and a shower of rain. The wind changed round to north-west, and I went out and had a walk round the buildings to see that all was right after the thunder. All at once, I heard a fearful rushing noise, I think it was then about 5½ o'clock. Looking in the direction, I beheld a sight that made me tremble from head to foot. At a distance of less than a quarter of a mile from me in a westerly direction, I saw rocks, earth, trees and water all whirling round high up in the air to a distance of more than a hundred feet. For a few moments I watched the whirling blast to see what direction it was likely to take. I saw it was crossing the cove towards me and likely to take the dwelling house in its course. My mother, a deaf and dumb sister and the servants were in the house, and I had two men in the fields close by. I ran to warn them; as I did so, a squall of the whirling blast struck around me, carrying in its course a grinding stone, and stones and sticks high up in the air above me. The main body of the blast was now close to me and I ran with all my might for the dwelling house, calling on the two men in the fields to follow me. They both seemed terribly frightened, one of them on hearing me call ran in the house just in time to escape the destroying blast that followed. As we crossed the threshold of the door, it became dark as night and the raging tempest burst around us, shaking the house from top to foundation, and amidst falling plaster, chimnies, windows dashed in and broken into atoms, chairs, tables roughly overturned, we, as we thought, took the last look of each other. As quick as it came it was over, all was again still and calm, the sun shone out bright and fine, but what a perfect wreck was left. With the smoke of the falling plaster we at first thought the house was on fire; finding this not to be the case I made the best of my way outside. Two of my men, when the water spout first made its appearance, were away some distance from the house, I think about a quarter of a mile. On seeing the fearful blast coming over the mountain they also ran for the house, at last were obliged to throw themselves on the ground and clinging to a bush were saved, trees, earth and rocks passing over them. Not so with the poor fellow who seemed not to have heard my warning voice when I called on him to run for life. He was found after about half an hour's search, at the door step quite dead, and he must have been killed on the spot where he stood and carried with the blast to where we found him, a distance of about 300 feet.

“On looking around, I found that five buildings had been destroyed, not a particle of them being left, with all their contents. The boat-house, provision store and dwelling-house are still standing, but fearfully shattered. As for the dwelling-house it is a perfect wreck, roof broken down in several places, chimnies all gone, foundation started, windows all broken, and inside the plaster has all fallen. The buildings destroyed altogether consisted of house of refuge, barn, stable and two out-houses, one of which was about 600 feet from the other and to the north east on top of a hill. Four of the buildings covered an area of 70 x 20 feet. Two bridges over which I passed an instant before, were carried a distance of 400 feet and smashed into atoms. A rock 3 x 4 feet and 18 inches deep was broken in three or four pieces. A plough and stone that were in the house of refuge, along with a lot of farming utensils and cooking gear and carpenters' tools, &c., were all swept away. The stone and plough went over the dwelling-house and were found over 200 feet distant.

The man in charge of the South West Light told me he saw, about 4 o'clock p.m., six water spouts rising in a westerly direction from the Island, about three miles off. Two passed down on the south east side of the Island, one of which we saw from the Humane Station after the disaster, two passed the north side and two came over the Island, one of which struck the station. The two that came on the Island passed close to the South West Station, but fortunately did no harm.

“The deceased was a native of Ingonish, C.B., twenty-three years of age, leaves a widowed mother, and brothers and sisters, to mourn his loss. He was about eleven months with me.”

Immediate steps were taken to have this damage, as far as possible, repaired before winter, and men and materials were sent to the Island by the steamer “Glendon.” They are expected to return in a day or two having made temporary repairs sufficient to make the station habitable for the winter.

The following wrecks have taken place on the Island since last report :

The barque “Glenroe,” Captain J. Mockler, of Pictou, N. S., was wrecked on the southern end of the Island on the morning of 5th June at 5 o'clock a.m., in a very dense fog. The owner, his wife and two female servants were on board as passengers, no lives were lost, but the ship was a total wreck. Both lights were in their usual good order, and the fog alarm sounding at regular intervals at the time of the disaster. The captain stated that he mistook the fog alarm for a ship's horn, and that together with a strong easterly current which carried him a long distance out of his course, caused the loss of the ship.

One of the Island men was assisting the engineer of the fog alarm at the time of the disaster. He observed the ship a short time after she struck the rocks and went immediately and reported to the Superintendent that a ship was ashore, who with as little delay as possible launched a boat, and assisted in saving the passengers.

The wind increasing and the sea beginning to make very fast, they were obliged to haul up the boats at Atlantic Cove and proceed by land to where the ship was on shore. The Superintendent with four of the ship's crew who had landed in their boat, succeeded in getting a line on shore by which they saved the rest of the ship's crew and effects. In the meantime the spars had to be cut away to prevent their falling on board, as the ship was pounding on the rocks with great violence. The men and passengers were taken to the Humane Station and cared for.

The ship's provisions being in the hold were lost, as the ship filled with water as soon as she struck the rocks.

The barque “Glenroe” was from Tralee in Ireland, bound to Richibucto, N. B., and had called at Sydney, C. B.

The superintendant also reports that owing to the failure of the codfishery on the Western shore of Newfoundland a large number of fishermen came in large fishing boats or jacks around this Island in search of codfish, they landed on the North side of the Island on or about the night of 1st June and took two or three hundred dollars worth of ropes, blocks, &c., saved from the schooner “La Canadienne” wrecked on the Island in the previous August. The sails, chains and spars of the schooner are still on the Island, but as the staff of men is so small, he cannot keep a man watching them.

## SCATTERIE ISLAND.

The keeper of the East end Light reports the loss on 17th June last of the Norwegian barque "Zaurak" of Arendahl, Capt. A. Alhoem, on the eastern rocks of the Island, on a passage from Arendahl to Sydney, C. B., in ballast. At the time she struck it was a thick fog—wind S. S. W. Number of crew all told 13. They were five days on the Island.

## DOMINION STEAMERS.

The following is a summary of the movements of the Dominion Steamers under charge of this Agency since last report:

## STEAMER "LADY HEAD."

From the 25th October to 16th November, 1875, the ship was engaged in the neighbourhood of Halifax Harbour, the weather during the greater part of the time being very boisterous. Took in stores for St. Paul's Island and proceeded to sea on 10th November. In consequence of heavy gale put into Louisburg and arrived at Sydney on 19th—took in a quantity of supplies for St. Paul's, where she arrived on 26th; having through stress of weather to put into Ingonish and Aspy Bay. Having landed all stores on the Island, took on board the carpenters and returned to Halifax on 28th November, calling at Sydney.

Took in cargo for Sable Island and on 4th December proceeded to sea, and at 8.15 p. m., anchoring at White Head, blowing strong. Was detained in White head through stress of weather until evening of 8th December. Proceeded to Sable Island, arriving next morning; landed cargo and left same day for Whitehead, arriving there at 10.30 p. m. Embarked wharf builder at White head and arrived in Halifax on the morning of 12th December.

During the months of January and February 1876, ship was under repairs. March 4, repairs being completed proceeded to Tor Bay and landed stones, but owing to very tempestuous weather could not proceed to sea until the 17th, when the weather moderated, weighed anchor and sailed for Sable Island. Could not get within 25 miles of the Island on account of ice, and there being no prospect of getting there, returned to Halifax.

Received orders for the vessel to take on board goods for the Centennial Exhibition at Philadelphia. March 24, proceeded to sea; during the passage to Philadelphia the vessel experienced very heavy weather, and anchored inside the breakwater in Lewiston Roads on evening of 27th, and on 28th anchored in the river opposite the City and next day steamed to the Old Navy Yard and landed cargo. April 4.—After coaling ship proceeded to sea for St. John, N. B., where the vessel arrived on 7th. On 8th moored at wharf and commenced taking on board cargo and on 13th completed taking in cargo and proceeded to sea for Philadelphia. At 7 p. m., thick fog with rain setting in put into Little River. 15th, weather clearing up weighed anchor and arrived 17th at Delaware breakwater and 18th at the wharf at Philadelphia Navy Yard. 19th, shifted berth and landed cargo after coaling ship. Whilst coming out of dock came into collision with a schooner lying in the stream. 23rd, proceeded down the river and at 5 p. m. anchored inside the breakwater. Weather being very unfavourable, remained at anchor until the 26th when the vessel sailed for Halifax, arriving on the 29th. May 1st, loaded cargo for Sable Island and sailed on 2nd and came to an anchor that night at Whitehead. On evening of 3rd sailed for the Island and next morning hove too off main station, signaled and fired a gun, getting no reply. Could not land, and wind blowing heavy with thick rain and falling barometer shaped course for Whitehead where arrived on morning of 5th. Next day took in coal and remained in port through stress of weather and thick fog until 10th, and then proceeded for Sable Island. On 11th at 2 p. m., anchored off the Island and commenced landing cargo. After landing cargo proceeded to White head

and took in balance of coal and returned to Halifax, arriving on morning of 14th May. Took in bell buoy for Sisters which was placed in position on 17th. From 19th to 22nd taking in cargo for Sable Island and bell buoy for Grime's Shoal. Sailed on 22nd and placed buoy in position on 24th May. Proceeded to Cranberry Island, landed boiler makers to repair fog whistle. At 2 P. M., proceeded to sea for Sable Island and midnight anchored in 13 fathoms water. At 4.30 A. M., anchored off main station. Discharged cargo at main station and afterwards at West and East ends respectively. Returned to main station, landed Superintendent and boats and at 9 p. m. proceeded to sea for Pictou and arrived on 26th May.

On the 29th proceeded up Middle River hauled alongside the steamer "Glendon," shifted stores from one vessel to the other, transferred the "Lady Head" to Captain Morin, and took charge of steamer "Glendon."

#### STEAMER "GLENDON."

May 29.—Hauled alongside coal wharf and took in coals. On 1st June finished coaling and proceeded to the Railroad wharf and took in bell buoys. On the 2nd proceeded to sea and at 6 p. m. anchored in Port Hawkesbury, the weather being very foggy. On the 4th, fog lifting, weighed and steamed down through the Straits and anchored off Sand Point Lighthouse, thick fog setting in. On the 5th, weighed and proceeded to Cranberry Island and anchored in Little Canso Harbour. On 8th, anchored off Cranberry Light Station and landed about 35 tons coal. On the 9th left for Halifax, having to stop nine hours to repair boiler which was leaking. On the 10th arrived in Halifax and moored alongside the wharf. Some slight repairs were made to the boiler and purchases fitted for lifting the moorings of buoys and up to 4th Sept. the steamer was engaged in attending to the buoys of Halifax Harbour. She also made four trips to Sambro with coal and supplies for the work going on there in connection with the fog-whistle.

On 4th Sept. having taken in men and material to repair the damage done by the tornado at St. Paul's, the "Glendon" sailed for the Island and arrived there on the 8th, having put into Sydney in consequence of a heavy gale. The steamer was in charge of Lieut. D. M. Browne, R. N., and the following is an extract of the report of the trip to the Island :

"Having taken on board building materials and supplies for the Island of St. Paul's I left Halifax for that place on 4th instant, the weather being fine and sea favourable, and arrived at the Island about noon Wednesday 6th.

"In the evening the wind freshened from the eastward with a heavy sea, I therefore deemed it prudent to make an offing for the night. At midnight it freshened to a north-east gale, the ship commenced to labour very heavily and leak considerably, so much so that the donkey engine had to be kept going to keep her clear. At daylight the weather not improving, I made for Sydney Harbour and arrived there at noon. On the 8th the gale having abated I left for the Island and arriving there in the morning, we worked the whole of the next day, but it was with great difficulty, we did so on account of the heavy sea running. At midnight a gale came on from E. N. E. and the engineer reporting that the boiler was showing great signs of giving out, I thought it advisable to bear up for the southward and the next day arrived at St. Ann's. The vessel made a great quantity of water on this occasion as she did during the gale experienced before. On Monday, 10th, again left for St. Paul's, and the following morning succeeded in landing the rest of the cargo. This was no sooner done than the engineer reported that the boiler had given out. I therefore used all despatch to get clear of the Island with the little steam that could be kept for that purpose. On examining the boiler it was found that a hole of about 2 inches in diameter had broken out at the back connection. After some difficulty, Mr. Morris, the engineer, succeeded in plugging it with wood and by this means was enabled to keep sufficient steam, aided by the sails, to reach Halifax.

"With respect to the performance of the vessel, I beg to say that she is a good sea boat, but that in consequence of her boiler being in such bad order, her speed

under favourable circumstances, under steam alone, does not exceed five knots, and with the least head wind or sea this was reduced from 3 to 4 knots. In doing the buoy work at this port, it has been the practice of the engineer to carry a sufficient pressure of steam to run 7 knots in smooth water, knowing that if anything gave way, little or no harm could come to the vessel, but when actually at sea the pressure had to be considerably reduced.

"As the services of the vessel may again be required, I would respectfully suggest that the boiler be put in good order and that her bottom which is now in a very leaky state be thoroughly caulked and painted.

"With reference to the state of things at St. Paul's Island, I can only say that I found every thing as given in the report of the Superintendent, and from the complete state of wreck every thing was in, it seems truly wonderful there was not more loss of life."

After returning to Halifax the "Glendon" was placed on the Marine Slip and her bottom caulked and painted. On examination it was found that the outer flange of the shaft tunnel was leaking badly which accounted for the ship making so much water during the trip to St. Paul's. This was repaired and up to the present time the steamer has been engaged in taking coal to Sambro, attending to buoy service and supplying some of the Light stations near Halifax.

#### STEAMER "NEWFIELD."

The "Newfield" left Halifax on 8th October, under command of Captain Graburn. She landed lantern for new light at Tor Bay and then proceeded to Whitehead and filled the coal shed there, also landed lumber, etc., for Sable Island and coals for Cranberry Island fog whistle. The steamer arrived at Pictou on 18th October and took in coals for Quebec, which she landed and returned to Halifax the last of November.

On the 2nd December she sailed for the Magdalen Islands with provisions, &c., which it was feared would run short in consequence of many schooners bound to the Magdalen Islands with full supplies being lost. This service was performed on the 14th, returned to Halifax, having on the way extricated from the ice the steamer "Albert" that had for four days been completely jammed in the ice off Cape George and short of provisions.

4th January 1876.—Steamed down to Sambro to replace bell buoy. At noon, let go moorings and breeze springing up, had to slip, and buoy chain, and breeze increasing with high sea, returned to Halifax, picking up on the way a boat with two men in a very exhausted condition. On the 8th made another unsuccessful attempt to lay the buoy at Sisters, and in consequence of strong wind and heavy sea had to return to Halifax. Again on the 13th, steamed to Sambro, but had to return without doing anything, the weather being still unfavourable. On 14th proceeded to bell buoy and made fast to moorings—whilst heaving up the chain the buoy rope broke—shackled on new buoy to old moorings, took old buoy in tow, returned to Halifax in the afternoon, and hoisted bell buoy on the wharf.

From this date until 11th February, the ship was at wharf, the men employed in refitting rigging and discharging coals. 11th February, ship was placed on marine slip. Whilst on slip, the ship's bottom was thoroughly scraped and painted. Came off slip and returned to wharf 19th February.

Up to June, the ship was undergoing repairs to her boiler; engines, rigging and new decks were laid, a new crank shaft fitted and the vessel put in order for the work which she was intended for, viz: taking oil supplies to the lights and landing coal at the fog whistle stations.

On the 10th June, Captain Purdy took charge of the steamer, and the repairs and alterations being completed took in oil and stores for the western lights and 600 tons of Spring Hill coals, and sailed at 5 o'clock a.m. of 26th June.

Up to the 6th August, was engaged in supplying 46 lighthouse stations with oil and supplying and landing coal at the following places: Seal Island, 150 tons; Brier Island, 150 tons; Yarmouth, 123 tons; Digby, 150 tons. Also performed the following

work connected with the buoy service. On the 4th July, laid a can buoy S.S.E. 200 yards from the Jig Rock off Shelburne Lighthouse. On the 10th July, placed the iron bell buoy near the Brazil Rock, S.S.E., a quarter of a mile from the shoal in 20 fathoms water. On the 17th, placed in position a bell buoy in ten fathoms of water from Trinity Ledge, and unmoored the former buoy and took it in tow and landed it subsequently at Yarmouth for repairs—one of the mooring anchors became unshackled and was lost. On the 22nd July, proceeded to the N.W. Ledge with the bell buoy intended for that place and moored it N.W. by N. from the Ledge in 15 fathoms water.

On the 6th August proceeded up the Memramcook River and took in 612 tons of coals at the Spring Hill loading ground below Dorchester. Then supplied light-houses and fog whistles in the New Brunswick Agency. The "Newfield" while at St. John took on board the boiler and machinery for Cape Sable fog whistle which she landed at that station on the 8th Sept. also landed 50 tons of coal at this station and arrived in Halifax on 10th September.

Took in coal, oil, and supplies for the eastern lights and for Sable Island, and on the 14th proceeded to sea.

Arrived at Sable Island on the 15th and landed the oil and supplies and about 35 tons coal, when the weather becoming stormy was obliged to leave. On the morning of 17th anchored at Port Hawkesbury for the purpose of swinging ship and adjusting compasses. From this date to 21st October ship was employed in supplying some 38 Light stations, landing 40 tons of coal at St. Paul's, and also oil at Cranberry Island. On the 21st got under weigh for Sable Island but the wind veering to North East bore away for Whitehead where she remained until the 25th, arrived at Sable Island on 26th, discharged stores and took on board a quantity of wrecked material and arrived in Halifax on 28th October. Remained in Halifax until the 4th November discharging cargo and taking in stores for the eastern lights. Proceeded to sea on 4th November, supplied some 7 lights and visited a number of the stations for the purpose of adjusting the revolving machinery, and was prevented by stormy weather from replacing the Grime's Rock shoal buoy, and arrived in Pictou on 17th November and took on board 308 tons coal.

The "Newfield" will proceed to St. Paul's Island to bring off the carpenters, and calling at Sable Island return to Halifax, and afterwards make a final trip to Sable Island before the close of the year.

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

H. W. JOHNSTON.

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

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, &c., in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1876.

		<i>St. Paul's Fog-Whistle.</i>		
E. Moseley.....	Building Engineer's dwelling, tank, &c.....	3,793	75	
B. Forest.....	Freight of building materials.....	220	00	
B. O'Neill & Co.....	Bricks.....	90	00	
J. W. Allen.....	Lumber.....	128	97	
				4,232 72
		<i>Sambro' Fog-Whistle.</i>		
W. Morgan Smith, junior.....	Tracing and specifications.....	66	50	
W. M. Smith.....	Travelling expenses inspecting.....	72	50	
Chebucto Steam Co.....	Services of tug to Sambro'.....	40	00	
Jacob Bowser.....	On account of contract for buildings.....	4,654	00	
do.....	Removing old trumpet, \$57; house, &c., \$50.....	107	00	
do.....	Laying floors, shifting windows, &c.....	85	00	
do.....	Recovering with felt and gravel.....	50	00	
do.....	Excavating for road, \$120; building wall, \$64.....	184	00	
do.....	Truckage and freight of iron roofs.....	20	00	
G. Fleming & Sons.....	Amount of contract for steam fog-alarm, evaporating boilers, &c.....	7,250	00	
do.....	Truckage of machinery.....	25	00	
J. H. Mather.....	Freight on iron roofs.....	17	39	
J. Hatheway.....	Fire insurance premium.....	26	00	
Lawson, Harrington & Co.....	Services of tug-boat transporting men and material.....	256	00	
E. Moseley.....	Plan and specification of wharf, tramway, &c.....	35	00	
do.....	On account of carpenters' labour.....	450	00	
do.....	Timber and planking.....	385	63	
W. Fabridge.....	Rails, wheels and axles.....	132	32	
A. Gilkie.....	Board of workmen.....	140	00	
George Adams.....	Ironwork for tramway.....	221	56	
H. H. Fuller & Co.....	Hardware.....	56	93	
Intercolonial Railway.....	Freight of machinery.....	128	00	
J. W. Allan.....	Timber for tramway.....	200	00	
E. Albro & Co.....	Rope for tackle.....	11	96	
do.....	Forge, hardware, packing, &c.....	357	64	
E. Morrison & Co.....	Deals.....	2	12	
T. W. Offen.....	Purchase block.....	1	68	
William Murray.....	Wheelbarrows.....	9	00	
William Roberts.....	Shipping and landing machinery.....	100	00	
T. McAvity & Sons.....	Steam whistle.....	106	35	
				15,191 58
		<i>Cape Sable Fog-Whistle.</i>		
W. Morgan Smith, junior.....	Tracings and specifications.....	66	50	
W. M. Smith.....	Travelling expenses.....	50	00	
J. H. Mather.....	Freight of iron roofs.....	17	39	
T. McAvity & Sons.....	Steam whistle.....	106	35	
G. Fleming & Sons.....	Amount of contract for steam fog-alarm.....	2,700	00	
J. Fairweather.....	Fire insurance.....	14	07	
				2,954 31
		<i>Chebucto Head Light.</i>		
J. Sullivan and others.....	Purchase of land for site.....			105 00
		<i>McKenzie's Point Light.</i>		
B. E. Tremaine.....	Purchase of land for site.....	150	00	
do.....	Preparing and recording deed.....	10	54	
William Tory.....	Balance of contract for building.....	75	00	
				235 54
Carried forward.....				22,719 15

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, etc., in the Province of Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			22,719 15
<i>Betty's Island.</i>			
E. Chanteloup.....	Glass.....	215 03	
T. Walsh & Co.....	Painting and glazing.....	93 73	
E. Ryan.....	Superintending building.....	60 00	
P. Christian.....	Boarding glazier's workmen.....	13 80	
J. W. Allan.....	Lumber.....	29 28	
E. Albro & Co.....	Hardware.....	36 36	
E. Moseley.....	Planking and Carpenters labor, \$27.30; frames. \$16..	43 30	
D. Cronan.....	Wharfage of supplies.....	2 00	
Bauld and Reynolds.....	Shingles, &c., for store.....	36 41	
L. Baker.....	Paid for sundry items on account contract.....	622 40	
			1,152 31
<i>Lingan Head Light.</i>			
McKay & Hill.....	Purchase of land for site.....	175 00	
do.....	Preparing and recording deeds.....	20 00	
			195 00
<i>Church Point Light.</i>			
J. McLaughlin.....	Digging foundation and stones for enlarging Keeper's dwelling.....	75 37	
P. Deveau.....	80 days labor assisting, \$1.85.....	148 00	
W. Burrill & Co.....	Lumber, hardware &c., for dwelling.....	276 63	
			500 00
<i>Bon Portage Light.</i>			
N. Banks.....	Purchase of land for site.....		200 00
<i>Cape George Light.</i>			
D. McRae.....	Balance of contract.....	140 00	
do.....	Extras.....	58 55	
Jas. Morrison.....	Inspecting building.....	67 50	
			266 05
<i>George's Island Light.</i>			
Thos. Halliwell.....	Contract for building Light-house.....	1,300 00	
do.....	Excavating cellar, \$20; Cellar floor &c., \$10.....	30 00	
do.....	Making and fitting hatch.....	10 00	
do.....	Extra doors to Light-room..	10 00	
E. Chanteloup.....	Lamps and apparatus.....	238 75	
G. P. Black.....	Freight of apparatus.....	3 48	
T. Walsh & Co.....	Glass and cutting.....	1 80	
H. H. Fuller.....	Copper, zinc and iron.....	141 98	
R. Ross.....	Building water closet.....	10 00	
			1,746 01
<i>Guyon Island Light.</i>			
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	2,639 10	
J. G. Sinclair.....	On account of contract.....	400 00	
			3,039 10
<i>Meteghan Light.</i>			
Israel Chute.....	On account of contract.....	398 00	
T. Walsh, & Co.....	Glass.....	14 25	
Lambert Bros.....	Frames for reflectors.....	3 75	
			416 00
<i>Carried forward</i> .....			30,233 62



STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, etc., in the Province of Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			30,233 62
<i>Amet Island Breakwater.</i>			
Morton, Rose & Co	To pay for cement .....	1,744 30	
A. Patterson	Freight of cement .....	50 00	
Brookfield, Romans & Co	Cement.....	280 20	
J. S. McLean & Co	Cement.....	327 60	
D. & A. Campbell	Freight of cement.....	475 20	
do	On account of contract .....	1,200 00	
C. Dwyer	Services of tug boat.....	25 00	
S. A. White & Co	Storage of cement.....	28 89	
E. Albro & Co	Freight of cement from England .....	511 00	
			4,642 19
<i>Kidston's Island Light.</i>			
E. Chanteloup	Lantern, lamps and apparatus.....	561 90	
B. E. Tremaine	Purchase of land for site.....	140 00	
do	Preparing and recording deed.....	10 53	
Reid & Co	Cartage of lantern.....	10 00	
N. W. McKenzie	Contract for building lighthouse.....	674 00	
N. W. McLeod	Inspecting building.....	25 00	
T. Walsh & Co	Ruby glass.....	25 40	
D. McCurdy	Zinc, putty and lumber.....	27 80	
			1,474 63
<i>Creighton's Head Light.</i>			
W. Tory	Balance of contract for building.....	48 98	
J. J. Robertson	Survey and plan of land.....	11 50	
			60 48
<i>Grand Narrows Light.</i>			
B. E. Tremaine	Purchase of land for site.....	50 00	
do	Preparing and recording deed.....	10 53	
Wm. Tory	Balance of contract.....	18 00	
			78 53
<i>Tor Bay Light.</i>			
J. McDonald	On account of contract .....	1,125 00	
Reid & Co	Freight of lantern.....	4 30	
E. Chanteloup	Glass.....	92 85	
			1,222 15
<i>General Account.</i>			
E. Chanteloup	Four iron bell buoys, per contract .....	4,214 55	
W. Fairweather	Fire Insurance on machinery, Sambro and Cape Sable .....	139 80	
Thos. Gardner	Materials and frame for Brooklyn Pier Lighthouse..	60 00	
E. Moseley	Making wooden beacons and materials. ....	88 60	
			4,502 95
<b>Total</b> .....			<b>\$42,214 55</b>

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

STATEMENT of Expenditure on account of Maintenance of Lights, Light-houses, Steam Fog-Whistles, &c., in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
<i>Yarmouth Fog-Whistle.</i>			
N. K. Clements .....	Coal, \$296.67; wood, &c., \$44.33.....	341 00	
do .....	Oil, rope and blacksmith's work.....	60 21	
T. McAvity & Sons.....	Fog-alarm whistle.....	80 00	
R. P. & W. F. Starr.....	Coal.....	192 75	
J. H. Doane.....	Hauling coal.....	51 50	
Burriel, Johnson & Co.....	Repairs to boiler and machinery.....	182 75	
			908 21
<i>Digby Fog-Whistle.</i>			
George Adams.....	Grate bars .....	34 00	
W. M. Smith .....	Paid for passages and expenses examining repairs.....	53 65	
do .....	On account of erection of temporary building for fog-whistle.....	350 00	
James W. Hayden.....	Hauling coal, &c.....	88 65	
T. McAvity & Sons.....	Rubber hose, couplings, &c .....	118 26	
R. P. & W. F. Starr.....	Coal.....	208 95	
H. H. Fuller & Co .....	Hardware, &c.....	15 00	
G. Fleming & Sons.....	Pulleys, brackets, &c.....	20 00	
P. Gload .....	Labour at coals.....	9 50	
P. Walsh.....	Oakum, chimneys, freight, &c.....	23 50	
			921 51
<i>Brier Island Fog-Whistle.</i>			
Lordly & Stimpson.....	Cartage of coal.....	16 50	
G. Fleming & Sons.....	Pulleys, brackets, materials and repairs to machinery.....	302 13	
B. H. Ruggles.....	Wharfage of coal .....	16 65	
Holland & Graham.....	Trucking, boating and hauling coal.....	133 52	
R. P. & W. F. Starr.....	Coals.....	277 95	
James Morrell.....	Carting coals.....	34 50	
T. McAvity & Sons.....	Two fog-alarm whistles, \$160; oil, hardware, &c.; \$38.36; feed-water heater and connections, \$226.10.....	424 46	
E. Albro & Co.....	Oil, lanterns and lubricators.....	27 30	
J. Hunter & Co.....	Gauge-glasses, valves, &c.....	18 50	
E. C. Bowers .....	Twenty cords wood, \$140; coal, \$10.....	150 00	
Adam McKay.....	Repairs to boiler.....	67 77	
Z. G. Gabel .....	Boiler felt, canvas, &c .....	23 55	
F. Suthern.....	Twelve months' salary as Engineer.....	493 76	
J. Suthern.....	Boiler-maker's board, oil, &c.....	4 50	
do .....	Trucking and boating coal.....	14 50	
do .....	Coal hauling.....	112 50	
			2,118 09
<i>Sambro Fog-Whistle.</i>			
J. K. Goold.....	Two years' rent of land.....	0 49	
John Stairs.....	Olive oil and rosin.....	31 66	
			32 14
<i>St. Paul's Fog-Whistle.</i>			
Acadia Coal Co.....	144 <sup>3</sup> / <sub>4</sub> tons steam coal, at \$2.50 per ton.....	361 61	
J. A. Watt .....	Freight of steam coal.....	616 25	
J. P. Mott.....	Lime.....	40 00	
J. A. Stewart.....	Stove piping, &c.....	31 40	
H. H. Fuller & Co.....	Hardware, paint, cement, &c.....	197 98	
A. Heymore .....	Conveying telegraphic despatch from St. Paul's to Cape Breton.....	20 00	
A. McKay .....	Altering machinery.....	39 97	
			1,307 21
	<i>Carried forward.....</i>		3,979 95

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.---Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	1,307 21	3,979 95
<i>St. Paul's Fog-Whistle.—Continued.</i>			
S. Balcom.....	Landing coal.....	20 00	
E. Moseley.....	Repairing tank, &c.....	152 65	
R. Muirhead.....	Twelve months' salary as Engineer.....	493 76	1,973 62
<i>Sable Island Fog-Whistle.</i>			
M. Whelan.....	Trimming and bagging coal.....	12 30	
J. Melvin.....	Barrels, filling and coopering.....	198 00	
W. Roche, jun.....	Coals.....	327 37	
H. H. Fuller & Co.....	Canvas, felt, glass, &c.....	37 50	
T. W. Offen.....	Blocks.....	2 52	
A. McKay.....	Repairing boiler, cast iron bars, &c.....	177 40	
P. Grant & Co.....	Coal bags.....	8 60	
E. Albro & Co.....	Tube brushes, brooms, &c.....	11 40	775 09
<i>Cape d'Or Fog-Whistle.</i>			
Jno. Short.....	Twelve months' salary as Engineer.....	493 76	
G. A. Briggs.....	15 months and 10 days' salary as Assistant.....	383 33	
L. Lovey.....	Salary as Assistant, from 12th April to 30th June, 1876.....	65 00	
W. W. Briggs.....	Hauling coals, \$75.00; wood, \$50.00.....	125 00	
B. Morris.....	Caulking scow.....	8 68	
R. P. & W. F. Starr.....	Coals.....	298 95	
G. Fleming & Sons.....	Drilling flange.....	0 90	
Leander Morris.....	Carting coal.....	5 00	
G. K. Morris.....	Labor at coal.....	3 00	
W. W. Barteaux.....	Hauling coal.....	10 00	
W. Knowlton.....	Removing coal.....	27 50	
W. S. Suthergreen.....	Scowing 54 tons coal, \$2.50.....	135 00	
Z. G. Gabel.....	Hardware and machinery supplies.....	91 68	1,647 80
<i>Seal Island Fog-Whistle.</i>			
C. Crowell.....	Twelve months' salary as Engineer.....	493 76	
Avery Brown & Co.....	16 cords wood, \$80.00; hauling coal, \$41.25.....	121 25	
A. McKay.....	Repairs to boiler and machinery.....	948 34	
do.....	Engineer's time fitting and travelling expenses.....	122 00	
T. McAvity & Sons.....	Whistle, balance valve, boiler felt, &c.....	174 96	
Jno. Hunter.....	Rubber hose, brass and copper materials.....	117 50	
McDonald & Co.....	Force pump.....	68 50	
R. P. & W. F. Starr.....	Coals.....	208 95	
Smith Bros.....	Lumber, labor on engine house, &c.....	98 65	
W. Robertson.....	12 cords wood, \$60.00; hauling 80 tons coals... \$60.89.....	120 89	2,474 80
<i>Cranberry Island Fog-Whistle.</i>			
Jas. Hanlon.....	Twelve months' salary as Engineer.....	444 40	
do.....	Paid freight of hose, iron pipe, &c.....	2 50	
Jas. McDonald.....	42 cords wood.....	252 00	
H. H. Fuller & Co.....	Hardware, paint, glass, &c.....	16 23	
W. H. Tully.....	Lumber.....	5 97	
Thos. McDonald.....	Freight of coals and landing.....	325 00	
A. N. Whitman.....	Labor landing supplies.....	6 50	
Jas. Hunter.....	Gauge glasses.....	3 00	
McDonald & Co.....	Suction hose, pipe, &c.....	177 60	
A. McKay.....	Repairing boiler, \$111.00; iron bars, &c., \$57.18....	168 18	
	<i>Carried forward</i> .....	1,401 38	10,851 26

## STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward.....</i>		1 401 38	10,851 26
<i>Cranberry Island Fog-Whistle.—Continued.</i>			
C. H. Whitman.....	Board of Boiler makers, &c.....	35 12	
Jos. Sutton.....	Shovelling & bagging coal.....	6 80	
Alex. Roberts.....	Freight of supplies.....	2 70	
			1,446 00
Total Fog-Whistles .....			12,297 26
<i>Amet Island Lighthouse.</i>			
H. G. Bennett.....	Twelve months' salary as Keeper.....	493 76	
Jno. Maskell.....	Freight and truckage.....	6 50	
			500 26
<i>Annapolis Light.</i>			
W. E. Ellis.....	Twelve months' salary as Keeper.....	795 00	
Esson & Co.....	Freight and cartage of supplies.....	18 67	
H. H. Fuller & Co.....	Hardware and paint.....	3 10	
Jno. Condon.....	Hauling oil, \$10.00; earth embankment round light-house, \$19.50.....	29 50	
J. A. Stewart.....	Stove, piping, &c.....	22 50	
Milton Anderson.....	Stove piping.....	17 11	
W. E. Ellis.....	Lime, shingles, nails, carpenters' wages, &c.....	54 52	
			940 40
<i>Apple River Light.</i>			
James Tate.....	Twelve months' salary as Keeper.....		375 28
<i>Arichat Light.</i>			
C. DeCoste.....	Twelve months' salary as Keeper.....		246 88
<i>Argyle Light.</i>			
J. A. Montague.....	Three months' salary as Keeper, to 30th Sept., 1875.....	86 41	
Estate of Montague.....	One do do 31st Oct., do.....	28 80	
H. H. Hamilton.....	Salary from 13th October 1875, to 30th June, 1876, as Keeper.....	247 03	
J. W. Allen.....	Boards and timber.....	58 59	
B. O. Neil & Co.....	Bricks.....	40 00	
H. H. Fuller & Co.....	Hardware.....	10 77	
J. Dempster.....	One batten door.....	2 25	
Isaac Melvin.....	Coopering.....	1 80	
Estate of J. A. Montague.....	Lumber, shingles, bolts and labour.....	48 42	
Herman Kenny.....	Freight of materials.....	50 00	
J. A. Christie.....	Shingling Lighthouse.....	107 99	
T. A. Bishop.....	Building water tank.....	92 65	
J. H. Montague.....	Hauling lumber, bricks, &c.....	15 00	
T. P. Newell.....	Boat.....	28 00	
Jno Goodwin.....	Dory.....	10 00	
L. Montague.....	Fencing poles and stakes.....	7 68	
H. H. Hamilton.....	Board of carpenters, assisting mason, sand, &c.....	80 47	
			916 86
<i>Barrington Light.</i>			
J. S. Smith.....	Twelve months' salary as Keeper.....	375 28	
do.....	Hauling oil and stores.....	7 00	
T. Walsh & Co.....	Ruby glass.....	13 00	
			395 28
<i>Carried forward.....</i>			15,672 22

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
		<i>Brought forward</i> .....			15,672 22
<i>Beaver Island Light.</i>					
N. McJ. Campbell.....	Twelve months' salary as Keeper.....	395	00		
R. H. Cogswell.....	Telescope.....	8	00		
					463 00
<i>Bird Island Light.</i>					
Angus Ross.....	Twelve months' salary as Keeper.....	395	00		
H. H. Fuller & Co.....	Hardware.....	8	52		
					403 52
<i>Black Rock Light.</i>					
James Robinson.....	Twelve months' salary as Keeper.....	355	52		
do .....	Repairing and plastering.....	45	00		
					400 52
<i>Black Rock Point.</i>					
Donald Morrison.....	12 months salary as Keeper .....	345	64		
John McDonald.....	Addition built to lighthouse, &c.....	208	00		
					553 64
<i>Boar's Head Light.</i>					
H. M. Ruggles.....	Twelve months' salary as Keeper.....	395	00		
T. Bolton.....	Lumber, hardware and labor.....	120	00		
E. Albro & Co.....	Hardware.....	16	30		
					531 30
<i>Brier Island Light.</i>					
Jos. Suthern.....	Twelve months' salary as Keeper.....	454	28		
do .....	Truckage and storage.....	8	50		
					462 78
<i>Burnt Coat Light.</i>					
W. Faulkner.....	Twelve months' salary as Keeper.....	246	88		
do .....	Making road, and labor repairing building.....	43	10		
					289 98
<i>Bon Portage Light.</i>					
A. M. Wrayton.....	Twelve months' salary as Keeper.....	345	64		
J. C. Cunningham.....	Table.....	1	50		
A. McKay.....	Ironfounder's repairs, &c.....	43	63		
Albert Kenny.....	Freight.....	11	75		
H. H. Fuller & Co.....	Hardware.....	14	56		
Jas. Dempster.....	One door, sashes and glazing.....	5	10		
H. Kenny.....	Freight of lumber, &c.....	52	90		
John A. Christie.....	Shingling lighthouse.....	35	00		
Bauld & Reynolds.....	Shingles.....	56	80		
M. Wrayton.....	Boarding workmen.....	7	75		
G. T. Wensor.....	Road from landing to lighthouse.....	20	00		
A. M. Wrayton.....	Partitioning rooms, boating oil &c.....	50	28		
do .....	Building breakwater and landing.....	125	00		
					769 91
<i>Canso Harbour Light.</i>					
Jno. Langley.....	Twelve months' salary as Keeper.....	197	52		
Edward Power.....	Covering deck with canvas.....	10	00		
E. Albro & Co.....	Black paint.....	1	70		
A. Roberts.....	Freight.....	0	51		
					209 73
		<i>Carried forward</i> .....			19,696 60

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				19,696	60
<i>Cape Canso Light.</i>					
Jas. Hanlon .....	Twelve months' salary as Keeper.....			493	76
<i>Cape North Light.</i>					
Jno. McKinnon .....	Twelve months' salary as Keeper .....	395	00		
E. Albro & Co.....	Ensign .....		7 00		
Wm. Boak.....	Boat, road and labor, landing supplies.....		77 50		
T. Walsh & Co.....	Ruby glass .....		5 00		
R. H. Cogswell.....	Clock.....		4 00		
Bauld & Reynolds .....	Shingles .....		3 25		
				491	75
<i>Cape George Light.</i>					
Norman Murray.....	Salary as Keeper from 3rd Aug., '75 to 30th June, '76.	179	26		
do .....	Storage of supplies, \$10.00; clearing lands, \$8.00...		18 00		
J. E. Wilson .....	One deck iron.....		1 50		
L. Livingstone.....	Freight of supplies .....		2 00		
J. A. Stewart .....	Stoves and pipes .....		14 00		
Starr Manufacturing Co.	Repairing and repolishing reflectors .....		13 00		
				227	76
<i>Cape Sable Light.</i>					
Isaac Doane .....	Twelve months' salary as Keeper .....	474	00		
A. McKay .....	Ironfounder's labor and materials.....		62 04		
Duffus & Co.....	Painting, boarding workmen, carting stores, &c...		40 93		
A. Kenney .....	Freight of supplies.....		0 65		
				577	62
<i>Cape St. George Light.</i>					
David Condon .....	Twelve months' salary as Keeper .....	474	00		
R. J. Hart.....	Freight of supplies .....		6 10		
				480	10
<i>Cape St. Mary's Light.</i>					
M. Robichau.....	Twelve months' salary as Keeper.....	493	76		
A. McKay.....	Hardware and iron founder's repairs.....		51 09		
				544	85
<i>Carribou Island Light.</i>					
Alex. Munro.....	Twelve months' salary as Keeper.....	395	00		
H. H. Fuller & Co.....	Lock and hasp.....		2 75		
Duffus & Co.....	Carting supplies, oil, &c.....		16 85		
				414	60
<i>Carter's Island Light.</i>					
Jas. Lloyd.....	Twelve months' salary as Keeper.....	197	52		
A. D. Smith .....	Making shelves and sheathing.....		7 00		
J. A. Stewart.....	Stove, zinc and nails.....		13 90		
W. Chadsey .....	Freight .....		0 80		
				219	22
<i>Chester Light.</i>					
Edward Young.....	Twelve months' salary as Keeper.....	395	00		
Geo. Slangewhite.....	Baskets, \$14.40; boat, \$24.00.....		38 40		
Pickford & Black .....	Putting up lantern.....		41 00		
				474	40
<i>Carried forward</i> .....				23,620	66

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				23,620	66
<i>Cheticamp Light.</i>					
E. Briard .....	Twelve months' salary as Keeper.....	345	64		
P. Robin & Co.....	Paint, brushes, lamp, &c.....		16	07	
				361	71
<i>Chebueto Head Light.</i>					
Edward Johnson.....	Twelve months' salary as Keeper.....	395	00		
H. H. Fuller & Co.....	Hardware.....		3	20	
Malcolm & Johnston.....	Cement and bricks .....		8	65	
T. A. Bishop.....	Repairing chimney.....		9	00	
Conlon Bros.....	Waggon hire.....		6	00	
Weatherbee & Graham.....	Preparing deed.....		11	50	
Edward Johnson .....	Painting .....		30	00	
				463	35
<i>Country Harbour Light.</i>					
W. B. Foster.....	Twelve months' salary as Keeper.....	131	67		
Alex. Foster.....	Eight months and 26 days as Keeper.....	290	88		
W. B. Foster.....	Painting and labor.....		37	00	
				459	55
<i>Church Point Light.</i>					
J. McLaughlin.....	Twelve months' salary as Keeper.....	197	52		
W. Burrill & Co.....	Twelve galls. oil, 45c. \$5.40; hauling supplies, \$1.		6	40	
J. A. Stewart.....	Stove.....		6	00	
Oscar Davison.....	Freight of supplies.....		2	35	
				212	27
<i>Cape La Ronde Light.</i>					
C. Lattimore.....	Twelve months' salary as Keeper.....			296	26
<i>Creighton's Head Light.</i>					
H. H. Creighton.....	Twelve months' salary as Keeper .....	197	52		
do .....	Freight, truckage, &c.....		4	00	
E. Albro & Co.....	Hardware.....		2	10	
Stairs, Son & Morrow.....	Repairing lamp frames.....		4	00	
				207	62
<i>Cross Island Light.</i>					
G. E. Smith.....	Twelve months' salary as Keeper.....	454	28		
C. Burns.....	Truckage of oil, &c.....		4	00	
A. & H. Creighton.....	Spy glass.....		6	00	
				464	28
<i>Devil's Island Light.</i>					
Benjamin Fulker.....	Twelve months' salary as Keeper.....	375	28		
do .....	Labor-testing Life boat.....		5	50	
H. H. Fuller & Co.....	Rope, lock, &c.....		5	62	
				386	40
<i>Egg Island Light.</i>					
W. Condon.....	Twelve months' salary as Keeper.....	493	76		
E. Condon.....	Painting.....		25	00	
John Ead.....	Winch.....		20	00	
J. A. Stewart .....	Stove, pipe and grate.....		17	75	
H. H. Fuller & Co.....	Shovel.....		1	25	
				557	76
<i>Carried forward</i> .....				27,029	88

## STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			17,029 83
<i>Fish Island Light.</i>			
Joseph White.....	Twelve months' salary as Keeper.....	276 52	
Jas. Cochrane.....	Making road.....	100 00	376 52
<i>Flint Island Light.</i>			
Benjn. Heney.....	Twelve months' salary as Keeper.....	493 76	
Jas. Dempster.....	Window sashes.....	24 50	
T. Cecom.....	Painting.....	20 00	
E. Albro & Co.....	Boat.....	25 00	563 26
<i>Fort Point Light.</i>			
S. T. N. Sellon.....	Twelve months' salary as Keeper.....	237 00	
J. A. Stewart.....	Stove, &c.....	10 50	
N. D. Sellon.....	Wall paper, and fitting stove pipe.....	5 70	
E. O'Neill & Co.....	Stove pipe stones.....	1 30	254 50
<i>George's Island Light.</i>			
Robt. Ross.....	Salary as Keeper, from 18th January, to 30th June, 1876, at \$150.....	67 25	
D. H. Pitts.....	92 gallons oil at 20 cents.....	18 40	
J. A. Stewart.....	Stove and pipe.....	24 83	
Lewis Wilson.....	Blacksmith's work.....	1 90	
E. Albro & Co.....	Lock, &c.....	1 20	
E. Johnson.....	Boat.....	27 00	
R. H. Cogswell.....	Time piece.....	3 50	144 08
<i>Grand Narrows Light.</i>			
L. McNeil.....	Twelve months' salary as Keeper.....	118 52	
C. J. Campbell.....	Oil.....	23 75	
Alex. McDonald.....	Freight of supplies.....	9 30	
Brown, Bros., & Co.....	Glazing, repairing lantern &c.....	6 45	
J. E. McNeil.....	Shelves, painting, &c.....	34 98	193 00
<i>Green Island Light.</i>			
Wm. Duann.....	Twelve months' salary as Keeper.....	493 76	
H. H. Fuller & Co.....	Hardware.....	17 86	
E. Chanteloup.....	New lighting apparatus.....	856 63	
Reid & Co.....	Carting do.....	2 00	
J. W. Allan.....	Lumber.....	44 76	
A. McLeod & Co.....	Board of carpenters, \$42.00; lumber and hardware, \$28.04.....	70 04	
L. Livingstone.....	Freight.....	8 00	
J. Dempster.....	Sashes and glazing.....	24 15	
W. H. Tully.....	Lumber.....	8 25	
S. Vigneau.....	Finishing rooms, building shed, etc.....	162 90	
E. Albro & Co.....	Door knobs.....	0 20	
T. Walsh & Co.....	Glass.....	5 50	
R. H. Cogswell.....	Timepiece.....	5 00	1,699 05
<i>Gull Rock Light.</i>			
Wm. Hayden.....	Twelve months' salary as Keeper.....	395 00	
W. Chadsey.....	Freight of supplies.....	0 60	395 60
<i>Carried forward</i> .....			30,655 89



STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			30,655 89
<i>Guysboro' Light.</i>			
G. S. Peart.....	Twelve months' salary as Keeper.....	217 28	
do .....	Painting lighthouse, \$4.50; freight and supplies, \$2.75.....	7 25	224 53
<i>Guion Island Light.</i>			
Edw. Johnson.....	Boat and oars.....		37 00
<i>Horton Bluff Light.</i>			
C. E. Rathbun.....	Twelve months' salary as Keeper.....	246 88	
do .....	Painting, lime, &c.....	4 60	251 48
<i>Ironbound Light.</i>			
Enos Wolf.....	Twelve months' salary as Keeper.....	355 52	
J. Eisenhauer.....	Boat.....	22 00	377 52
<i>Ingonish Light.</i>			
L. McDougall.....	Twelve months' salary as Keeper.....	414 76	
E. Albro & Co.....	Hardware.....	16 40	
H. H. Fuller & Co.....	do .....	1 20	
E. Boutellier.....	Freight of supplies.....	3 25	
J. A. Stewart.....	Stove and piping.....	28 15	
T. Doherty.....	Wheelbarrow.....	4 50	468 26
<i>Isaac's Harbour Light.</i>			
C. W. Bigby.....	Twelve months' salary as Keeper.....	197 52	
do .....	Allowance for fuel, \$5; digging well, truckage, &c., \$46.75.....	51 75	
H. H. Fuller & Co.....	Sheet, zinc and nails.....	1 70	
J. McNeil.....	Freight of oil.....	3 40	254 37
<i>Jerseyman's Island.</i>			
Simon Babin.....	Twelve months' salary as Keeper.....	296 28	
Isidore LeBlanc.....	Repairing lamps, tanks, &c.....	13 74	
S. Vigneau.....	Repairs, painting and lighthouse.....	235 29	545 31
<i>Kidstone's Island Light.</i>			
D. McRae.....	8½ months' salary as Keeper.....	137 94	
Alex. McDonald.....	Freight of supplies.....	9 30	
C. J. Campbell.....	Digging well.....	25 00	
J. A. Stewart.....	Stove, zinc, nails, &c.....	11 25	
J. & R. B. Seeton.....	Wharfage of supplies.....	3 18	186 67
<i>Lingan Head Light.</i>			
James Quinn.....	Twelve months' salary as Keeper.....	209 86	
Anthony Peters.....	Freight of supplies.....	3 12	
R. J. Ingraham.....	Stove and pipe.....	10 50	
Thos. Lee.....	Taking care of lighthouse from 1st July, 1874, to 16th of November, 1874—4½ months.....	25 00	
Jas. Quinn.....	Truckage, &c., of supplies.....	5 25	253 73
<i>Carried forward</i> .....			33,254 76

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			33,254 76
<i>Liscomb Light.</i>			
Seth Crooks.....	Twelve months' salary as Keeper.....	345 64	
do .....	Painting lighthouse .....	10 00	
H. H. Fuller & Co.....	Cotton duck .....	3 00	
A. & H. Creighton.....	Spy glass.....	6 00	
			364 64
<i>Little Hope.</i>			
Alex. McDonald.....	Twelve months' salary as Keeper.....	493 76	
A. McKay.....	Ironfounder's repairs, &c.....	145 62	
Donll and Miller.....	Labor and repairs at Landing.....	72 30	
E. Albro & Co.....	Stove.....	14 00	
			725 68
<i>Liverpool Light.</i>			
Chas. Firth.....	Twelve months' salary as Keeper.....	395 00	
Doull & Miller.....	Hauling supplies, labor at road, &c.....	29 75	
E. Albro & Co.....	Painting .....	50 00	
			474 75
<i>Louisburg Light.</i>			
L. Kavanagh.....	Twelve months' salary as Keeper.....	454 28	
E. Cann.....	Freight of supplies.....	4 55	
Wm. Barron.....	Truckage of oil and stores.....	4 00	
			462 83
<i>Low Point Light.</i>			
J. G. Peters.....	Twelve months' salary as Keeper.....	454 28	
do .....	Repairing and walling drain.....	17 00	
			471 28
<i>Lunenburg Light.</i>			
Jno. A. Ernst.....	Twelve months' salary as Keeper .....	296 28	
C. Burns.....	Shingles, nails, chain, &c.....	8 05	
			304 33
<i>Main-à-Dieu Light.</i>			
J. Burke.....	Twelve months' salary as Keeper.....	296 28	
P. W. Burke.....	Freight of supplies. ....	5 25	
J. P. Mott.....	Lime .....	3 00	
J. Burke.....	Labor, landing oil.....	4 00	
			308 53
<i>Margaretsville Light.</i>			
William Early.....	Twelve months' salary as Keeper.....	227 12	
J. A. Stewart.....	Stove .....	10 50	
J. C. Halliburton.....	Stove-pipe .....	3 55	
			241 17
<i>Margaret's Bay Light.</i>			
Albert Pearl.....	Twelve months' salary as Keeper.....	493 76	
do .....	Building porch, water casks, blocks, rope, &c.....	52 28	
C. Burns.....	Freight of supplies.....	8 00	
H. H. Fuller & Co.....	Hardware, powder, &c.....	25 06	
W. H. Tully.....	Lumber .....	19 58	
T. Walsh & Co.....	Ruby glass.....	3 00	
R. H. Cogswell.....	Telescope.....	8 00	
			609 68
<i>Carried forward</i> .....			37,217 65

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—*Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				37,217	65
<i>Margaree Light.</i>					
J. McFarlane .....	Twelve months' salary as Keeper.....	395	00		
do .....	Repairing lighthouse and store, building flue and boarding workmen.....	201	47		
E. Albro & Co.....	Fifteen pounds of nails.....	0	90		
W. Roberts.....	Strapping-blocks .....	3	00		
T. W. Offen.....	Blocks .....	3	36		
E. Johnson .....	Boat and oars.....	37	00		
A. Hawley.....	Freight of supplies.....	3	40		
H. H. Fuller & Co.....	Hardware.....	13	01		
N. C. McKeen.....	Allowance for repairs.....	150	00		
J. A. Stewart.....	Stove and pipe.....	13	70		
				820	84
<i>Mahone Bay Light.</i>					
Abram Zinc .....	Twelve months' salary as Keeper.....	246	88		
C. Burns.....	Rope, lime and labour landing supplies.....	18	45		
				265	33
<i>Moser's Island Light.</i>					
Henry Moser.....	Twelve months' salary as Keeper .....	444	40		
do .....	Repairing and painting lighthouse .....	42	20		
				486	60
<i>McKenzie's Point Light.</i>					
D. J. McKay .....	Twelve months' salary as Keeper.....	158	00		
J. S. Murray.....	Surveying land.....	15	00		
J. R. Irish.....	Nails, storage and repairing shelves.....	10	30		
W. R. Irish.....	Repairing and glazing lantern.....	9	00		
Alex. McDonald.....	Freight of supplies.....	9	30		
H. H. Fuller & Co.....	Hardware .....	1	20		
				202	80
<i>Meagher's Beach Light.</i>					
Edward Horne.....	Twelve months' salary as Keeper.....	395	00		
do .....	Paid for labour at breakwater .....	818	60		
do .....	Trimming, capping and tarring piles .....	50	00		
D. P. Rockwell .....	Logs, lumber, labour, &c., protection work.....	1,741	10		
D. Waddell.....	Stone, labour, &c.....	2,133	00		
Chebucto Marine Co.....	Services of tug-boat.....	15	00		
Lawson, Harrington & Co	do do .....	12	00		
W. H. Tully.....	Timber .....	7	24		
H. H. Fuller & Co .....	Stone-hammer .....	4	00		
J. Masher.....	Building protection work .....	1,120	83		
McIntosh & McInnes .....	Spruce timber.....	5	47		
Lewis Wilson.....	Blacksmith's work .....	29	61		
D. Timmins.....	Twenty cords firewood.....	100	00		
				6,431	85
<i>Mullin's Point Light</i>					
Z. Mullins.....	Twelve months' salary as Keeper.....	100	00		
do .....	Repairing lamps.....	2	47		
John Maskell.....	Freight and truckage of supplies .....	8	00		
				110	47
<i>Brought forward</i> .....				45,535	54

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			45,535 54
<i>Meteghan Light.</i>			
L. C. Comeau .....	Salary as Keeper from 12th Nov., 1875, to 30th June, 1876.....	63 31	
Oscar Davison.....	Freight of supplies.....	14 00	
J. Chute.....	Altering steps and extending platform.....	11 87	
E. Albro & Co.....	Zinc .....	1 36	
H. H. Fuller & Co.....	Hardware .....	7 16	97 79
<i>Negro Island Light.</i>			
J. McKinnon .....	Twelve months' salary as Keeper .....	197 52	
Alexander Perry.....	Freight and repairs.....	2 92	
Avery, Brown & Co.....	Finishing dwelling .....	100 00	
L. Nickerson.....	Painting lighthouse.....	10 00	310 44
<i>North Canso Light.</i>			
G. McKay .....	Twelve months' salary as Keeper .....	454 28	
James Dempster.....	Window sashes.....	3 05	
H. H. Fuller & Co.....	Hardware .....	2 40	
Duffus & Co .....	Lumber and carpenter's work.....	15 01	474 74
<i>Outique Island Light.</i>			
C. Sampson .....	Twelve months' salary as Keeper.....	345 64	
do .....	Boat and sinking well.....	37 50	383 14
<i>Parrsboro' Light.</i>			
J. H. Newcomb .....	Twelve months' salary as Keeper.....	335 76	
do .....	Repairs to breakwater, \$66.84; stove, piping, &c., \$6.73.....	73 57	409 33
<i>Peggy's Point Light.</i>			
W. Crooks.....	Twelve months' salary as Keeper.....	345 64	
do .....	Painting lighthouse.....	10 00	355 64
<i>Pictou Light.</i>			
R. E. Lowden.....	Nine months' salary as Keeper .....	340 71	
J. D. Lowden .....	Three do do .....	98 75	
do .....	Building barn, repairing lighthouse wall .....	162 00	601 46
<i>Pictou Island Light.</i>			
Andrew Hogg .....	Twelve months' salary as Keeper.....	454 28	
do .....	Repairs to lantern after the fire .....	57 55	
do .....	Painting and freight of supplies.....	27 00	538 83
<i>Pomket Island Light.</i>			
Jno. Atwater.....	Twelve months' salary as Keeper .....	345 64	
H. H. Fuller & Co.....	Hardware .....	1 78	347 42
<i>Carried forward</i> .....			49,054 24

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward</i> .....				49,054	24
<i>Point Tupper Light.</i>					
J. McDonald.....	Twelve months' salary as Keeper.....	246	88		
do .....	Digging and walling well.....	34	80		
				281	68
<i>Port Hood Light.</i>					
Thos. Power .....	Twelve months' salary as Keeper.....			276	48
<i>Port V Ebert Light.</i>					
Martin Lisk.....	Twelve months' salary as Keeper.....	100	00		
N. R. Freeman.....	Survey of land, plans, &c .....		9 50		
W. Chadsey .....	Freight for supplies.....		0 40		
				109	90
<i>Port Medway Light.</i>					
Elson Perry .....	Twelve months' salary as Keeper.....	256	76		
do .....	Truckage of stores .....		2 00		
				258	76
<i>Port Mouton Light.</i>					
R. J. Smith .....	Twelve months' salary as Keeper.....	296	28		
do .....	Building landing and tramway .....		123 55		
do .....	Re-building pier.....		20 25		
				440	08
<i>Port Williams Light.</i>					
Jas. M. Dunn .....	Twelve months' salary as Keeper.....	256	76		
Chipman Bros.....	Lumber, hardware and labour, &c.....		7 75		
				264	51
<i>Pubnico Light.</i>					
M. Amero .....	Twelve months' salary as Keeper.....			237	00
<i>Point Aconi Light.</i>					
George Bonner.....	Twelve months' salary as Keeper.....	148	12		
do .....	Sinking well, \$34.00; truckage of stores, \$6.50.....		40 50		
				188	62
<i>Pugwash Light.</i>					
R. F. Bent.....	Twelve months' salary as Keeper .....	296	28		
do .....	Repairing stone, repainting lamps, &c .....		17 20		
Alex. Walsh .....	do boat, ladder, &c .....		5 50		
Elias King.....	Screw bolts, iron for boat.....		2 20		
R. F. Bent.....	Paid for freight, white washing, &c.....		3 10		
Jno. Maskill.....	Freight and truckage.....		8 50		
				332	78
<i>Sable Island Light.</i>					
Wm. Morrison .....	Twelve months' salary as Keeper .....	588	00		
Jno. Hunter.....	Brass spindles, tubes, &c .....		2 38		
E. Chanteloup.....	Oil cups with burners, \$93.20; repairing lamps, \$3.50.....		96 70		
				687	08
<i>Carried forward</i> .....		687	08	51,444	05

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		687 08	51,444 05
<i>Sable Island Light.—Continued.</i>			
E. Albro & Co.....	Chimneys, tops, varnish, &c.....	171 85	
P. Grant & Co.....	Grass cloth, ticking, cord, &c.....	12 64	
E. Moseley.....	Labor and materials for oil store.....	178 84	
J. E. Butler.....	Flag staffs.....	4 50	
Lawson, Harrington & Co.....	Oil.....	337 00	
H. H. Fuller & Co.....	Hardware and rope.....	30 35	
J. A. Stewart.....	Stoves and piping.....	45 30	
R. H. Cogswell.....	Clock.....	4 00	
			1,471 56
<i>Sambro Light.</i>			
Wm. Gilkie.....	Three months' salary as Keeper.....	98 75	
Jos. Gilkie.....	Six do do.....	197 50	
Alfred Gilkie.....	Four do do.....	130 98	
E. Albro & Co.....	Hoops and rivets.....	5 90	
Isaac Melvin.....	Water cask.....	6 00	
Richard Innes.....	30 cords wood at \$6.00.....	180 00	
			619 13
<i>Sand Point Light.</i>			
J. Mundell.....	Twelve months' salary as Keeper.....		395 00
<i>Scatterie Light.</i>			
J. McLean.....	Salary as Keeper from 1st July to 8th Sept. 1875....	151 39	
Jas. W. Brown.....	do from 8th September 1875 to 30th June, 1876.....	399 74	
P. W. Burke.....	Freight of supplies.....	5 50	
H. H. Fuller.....	Hardware.....	4 40	
J. P. Mott.....	Lime.....	3 00	
John Pope.....	Freight.....	10 00	
Jas. W. Brown.....	Landing and hauling supplies.....	5 00	
			579 03
<i>Seal Island Light.</i>			
T. C. Crowell.....	Twelve months' salary as Keeper.....	474 00	
do.....	Allowance for barn, forge and tools.....	125 00	
J. Dempster.....	Window sashes and glazing.....	37 18	
A. McKay.....	Repairs to clock.....	48 10	
W. H. Tully.....	Lumber.....	5 94	
P. Grant & Co.....	Grass cloth and thread.....	5 01	
Avery, Brown & Co.....	Ladders and stand for tanks.....	8 00	
do.....	Freight of sashes and glass.....	2 75	
			705 98
<i>Shelburne Light.</i>			
M. McKenna.....	Twelve months' salary as Keeper.....	474 00	
J. W. Allen.....	Boards and timber.....	247 96	
E. O'Neil.....	Bricks.....	20 00	
H. H. Fuller & Co.....	Hardware, cordage, &c.....	75 16	
Neal White & Co.....	Labour on materials for repairing lighthouse.....	38 61	
John Purdy.....	Freight of supplies.....	1 70	
H. Kenny.....	do lumber.....	100 00	
R. H. Cogswell.....	Telescope.....	8 00	
J. P. Mott.....	Lime.....	24 00	
G. McKenna.....	Repairs to lamps, cleaning tanks, &c.....	7 95	
Robt. Lockyer.....	Sand for mason's work.....	6 00	
<i>Carried forward</i> .....		1,003 38	55,214 75

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		1,003 38	55,214 75
<i>Shelburne Light.—Continued.</i>			
Mackay & Co.....	Lumber, shingles and laths.....	119 69	
E. Albro & Co.....	Hardware.....	9 96	
J. Hogan & Sons.....	Lumber.....	7 68	
J. A. Christie.....	On account of repairs.....	400 00	1,540 71
<i>Stoddart's Island Light.</i>			
J. C. Cunningham.....	Thirteen days' labour, at \$2.00.....	26 00	
Wm. Robinson.....	Blacksmith's work.....	1 50	
Bauld & Reynolds.....	Shingles.....	13 25	
P. Grant & Co.....	Flannel, towelling, &c.....	4 08	
M <sup>r</sup> . Wrayton.....	Underpinning, glazing and boarding.....	12 25	
Weatherbee & Graham.....	Preparing deed of land.....	11 50	68 58
<i>Shelburne Harbour Light.</i>			
Edward Goodie.....	Twelve months' salary as Keeper.....	197 52	
do.....	Materials and making fence round lighthouse.....	106 00	
John Purdy.....	Freight of supplies.....	1 00	304 52
<i>Spencer's Point Light.</i>			
W. Spencer.....	Twelve months' salary as Keeper.....	100 00	
Daniel Kent.....	Freight and truckage of supplies.....	3 95	103 95
<i>St. Ann's Light.</i>			
J. Morrison.....	Six months' salary as Keeper.....	69 12	
A. B. Morrison.....	Six do do.....	69 12	
Wm. Ross.....	Tar and pitch.....	1 93	140 17
<i>St. Paul's Light.</i>			
E. Albro & Co.....	Winch, rope, blocks, &c.....	29 28	
J. A. Stewart.....	Cooking stoves and ware.....	46 00	
A. McKay.....	Repairs to clock, &c.....	146 55	
Wm. Roberts.....	Strapping blocks, &c.....	6 00	
Wm. Condon.....	Boat.....	20 00	
H. H. Fuller & Co.....	Hardware.....	19 20	
P. Grant & Co.....	Bed tick and thread.....	20 30	
R. H. Cogswell.....	Telescopes.....	16 00	303 33
<i>Sydney Bar Light.</i>			
G. Nunn.....	Twelve months' salary as Keeper.....	246 88	
do.....	Painting and repairs.....	17 83	264 71
<i>Sissiboo Light.</i>			
B. Amero.....	Twelve months' salary as Keeper.....		197 52
<i>Walton Harbour Light.</i>			
Timothy Parker.....	Twelve months' salary as Keeper.....	100 00	
do.....	Cutting bushes, \$13.05; freight supplies, \$3.23.....	16 28	116 28
<i>Carried forward</i> .....			58,254 52

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			58,254 52
<i>Westport Light.</i>			
J. D. Suthern.....	Twelve months' salary as Keeper.....	296 28	
J. Dempster.....	Sashes, glazing, &c.....	11 10	307 38
<i>Whitehead Light.</i>			
James Dillon.....	Twelve months' salary as Keeper.....	503 64	
W. H. Tully.....	Lumber.....	13 75	517 39
<i>Yarmouth Light.</i>			
J. H. Doane.....	Twelve months' salary as Keeper.....	784 00	
do.....	Repairing wharf and hauling ballast.....	50 27	
W. K. Clements.....	Ensign, flag-pole, &c.....	14 91	849 18
<i>Yarmouth Harbour Light.</i>			
Joshua Doane.....	Twelve months' salary as Keeper.....	345 64	
do.....	Lengthening davits.....	19 28	364 92
<i>Tor Bay Light.</i>			
Joseph Delorey.....	Salary as Keeper, from 10th April to 30th June, '76.	54 94	
William Webber.....	Taking temporary charge of lighthouse and storage of oil.....	8 00	
H. H. Fuller & Co.....	Black paint.....	1 00	
Isinah Fongue.....	Boating oil, freight of supplies.....	10 25	74 19
<i>Brooklyn Pier Light.</i>			
J. Gardner.....	Allowance for twelve months' attendance and oil.....	182 50	
T. Walsh & Co.....	Green glass.....	1 00	183 50
<i>Betty's Island Light.</i>			
P. Christian.....	Ten months' salary as Keeper.....	414 60	
John Hunter.....	Brass castings and labour.....	3 60	
George Jollimore.....	Taking charge of lighthouse nineteen days, at \$2.00 per day.....	38 00	
William Barry.....	Freight of supplies.....	5 00	
A. McKay.....	Repairing lamp, frame and shaft.....	18 75	
James Dempster.....	Doors.....	6 00	
D. Smith.....	Conveyance of supplies.....	15 00	
J. A. Stewart.....	Stove and pipe.....	9 87	
D. H. Pitts.....	Freight of supplies.....	17 00	
Martin Walsh.....	do do.....	1 00	
R. H. Cogswell.....	Telescope and timepiece.....	12 50	541 32
<i>Barrington Lightship.</i>			
J. R. Kenny.....	Twelve months' salary as Keeper.....	496 24	
do.....	Boat.....	10 00	
William Robertson.....	Blacksmith's repairs.....	8 25	
P. Grant & Co.....	Cotton and towelling.....	4 35	
E. Albro & Co.....	Varnish.....	1 35	
L. Wilson.....	Blacksmith's repairs.....	0 60	
<i>Carried forward</i> .....		520 79	51,092 40



STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		520 79	61,092 40
<i>Barrington Lightship.—Continued.</i>			
G. C. Newcomb.....	Repairs to wheel.....	4 00	
H. H. Fuller & Co.....	Shovels and coal-hod.....	6 50	
Hernan Kelly.....	Freight of supplies.....	0 75	
Forsyth & Co.....	Refitting medicine chest.....	4 70	
			536 74
<i>"J. H. Nickerson" Lightship.</i>			
Lewis Wilson.....	Blacksmith's work.....		198 11
<i>General Account.</i>			
Hon. J. L. Shannon.....	Rent of wharf and stores, from 1st April, 1875, to 30th June, 1876.....	1,675 00	
C. Neal.....	Labor, truckages, &c.....	1,662 20	
E. Moseley.....	Labor, \$48.00; lumber, \$16.57; lamp table, \$14.....	78 57	
W. Murray.....	Wheelbarrows.....	44 00	
H. Haverstock.....	Boxes for packing.....	153 60	
Halifax Post Office.....	Postages, &c.....	254 29	
E. Albro & Co.....	Hardware and chandlery.....	4,280 72	
P. Grant & Co.....	Cotton, towelling, flannel, &c.....	654 72	
J. S. Belcher.....	Freight.....	2 50	
S. W. Marvin.....	Tinsmiths supplies and repairs.....	1,285 93	
Halifax Citizen Co.....	Advertising, \$97.00; subscription, \$10.00.....	107 33	
Western Union Telegraph	Telegrams.....	353 46	
Robin Allen.....	Polishing powder.....	344 81	
Schooner "Lizzie".....	Freight on iron spindle and beacon cage for Cow Ledge.....	50 00	
Clark & Stackhouse.....	Erecting and placing iron spindle and beacon, Cow Ledge.....	1,357 86	
Taylor Iron Works.....	Beacon shaft, iron cage, &c.....	661 65	
W. J. Fraser.....	Rent of wharf and premises.....	280 00	
W. Chadsey.....	Freight.....	3 55	
J. A. Stewart.....	Oil tanks, \$612.50; repairs and piping, \$14 03.....	626 53	
A. Lawson.....	Advertising.....	105 00	
T. & E. Kenny.....	Coals for fog whistles per "Newfield".....	1,003 91	
J. Melvin.....	Coopering, casks, kegs, &c.....	152 60	
City Treasurer, Halifax..	One year's taxes.....	156 98	
Halifax Water Works.....	Water rate.....	35 00	
H. W. Johnston.....	Travelling expenses.....	54 59	
G. Davison & Co.....	Lamps and chimneys.....	10 80	
J. Fleming.....	Oars and paddles.....	44 70	
P. Walsh & Co.....	Putty and glass.....	5 75	
E. Swaine.....	Freight of supplies.....	49 90	
Robt. McConnell.....	Advertising.....	3 50	
Wm. Elder.....	do.....	18 00	
J. K. Gookl.....	Ammunition for fog signals.....	2,064 55	
A. McKay.....	Repairing lantern.....	253 80	
do.....	Removing old fog-whistle, \$18.00; castings and metal, \$16.84.....	34 84	
L. R. Kaye.....	Storage of oil.....	125 94	
C. Armand.....	Advertising and printing.....	347 79	
C. Dwyer.....	Storage and cartage.....	3 15	
F. A. Fitzgerald & Co.....	41,435½ gallons of oil at 28½c.....	11,809 12	
do.....	do do 27c.....	3,311 30	
Flewelling, Anderton & Co.....	Roofing paint.....	8 00	
J. E. Wilson.....	Deck irons.....	4 50	
W. H. Tully.....	Lumber.....	26 26	
E. C. Fairbanks.....	Plans and specifications for oil cans.....	5 00	
E. Morrison & Co.....	Wharfage.....	3 44	
<i>Carried forward</i> .....		33,515 14	61,827 35

## STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—Continued.

	\$ cts.	\$ cts.
<i>Brought forward</i> .....	33,515 14	61,827 25
<i>General Account.—Continued.</i>		
J. Conlon.....	Hay for packing.....	5 00
North Sydney Herald.....	Advertising.....	27 00
F. W. Fishwick.....	Express freight.....	3 40
J. Blagdon.....	Piling, Whitehead Wharf.....	71 10
L. Wilson.....	Blacksmith's work.....	209 08
Intercolonial Coal Co.....	Coal for fog-whistles.....	900 00
S. Cunard & Co.....	Coal bags.....	75 00
J. Duggan & Sons.....	Oil.....	4 75
Willis & Mott.....	Advertising.....	29 00
Blackader Bros.....	do.....	99 75
R. H. Cogswell.....	Compass and repairs.....	8 40
Jas. Barnes.....	Advertising.....	200 50
Bauld & Reynolds.....	Shingles.....	6 00
A. & H. Creighton.....	Stationery.....	14 62
J. Findlay.....	Labour, building boats.....	164 00
Forsyth & Co.....	Sponges, \$38.65; medicine chest, \$34.00.....	72 65
McIntosh & McInnes.....	Lumber for boats.....	71 25
F. Young.....	Boat knees.....	9 95
J. P. Mott.....	Soap, lime, &c.....	742 50
J. & R. B. Seeton.....	Wharfage.....	0 81
Starr Manufacturing Co.....	Repairing reflectors.....	33 50
R. J. Fraser.....	Testing oil.....	8 00
St. John Freeman.....	Advertising.....	53 00
Conlon Bros.....	Cab and horse hire.....	35 50
E. McDonald.....	Freight of supplies.....	22 30
M. Devan.....	Boat timbers and knees.....	12 00
T. W. Bateman.....	Brass padlocks.....	9 00
Church Chronicle.....	Advertising.....	42 25
W. E. Weir.....	Lamp chimneys and burners.....	1,930 49
Provincial Wesleyan.....	Advertising.....	2 00
News of the Week.....	do.....	2 00
J. D. Potter.....	Charts.....	9 17
T. J. Bentley.....	Oars.....	110 40
J. S. Maclean & Co.....	Freight of coal bags.....	42 20
Pile & Co.....	Coal bags (£187 10s).....	912 49
A. & W. M. McKinlay.....	Survey and plans, lighthouse and hospital land, Sydney.....	31 00
Lawson, Harrington & Co.....	Services of tug boat.....	24 00
T. P. Connolly.....	Stationery.....	46 12
A. Stephen & Son.....	Buckets, \$19; brooms, \$30.....	49 00
Ellis & Armstrong.....	Advertising.....	29 75
M. Phelan.....	Wheeling and trimming coal.....	150 00
J. Hogan & Sons.....	Ladders.....	10 70
Royal Canadian Insurance.....	Insurance on stock in stores to 29th June, 1877.....	60 00
S. Townsend.....	Winch.....	20 00
Crown Lands Department.....	Copies of grants, plans, &c.....	3 00
R. P. & W. F. Starr.....	Coals for fog-whistles.....	2,118 00
H. H. Fuller & Co.....	Hardware, paints, oil, brushes, &c.....	2,305 69
E. Johnson.....	Boat and oars.....	28 00
J. H. Kendrick.....	Twelve months' salary as Superintendent.....	1,176 00
do.....	General disbursements.....	250 00
do.....	Travelling expenses.....	604 26
Receiver General.....	Superannuation tax.....	485 90
Burrill, Johnson & Co.....	Repairing spare fog-alarm boiler.....	540 00
		47,385 62
	Total maintenance.....	\$109,212 87

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<b>HUMANE ESTABLISHMENTS.</b>			
<b>ST. PAUL'S.</b>			
S. C. Campbell.....	Twelve months' salary.....	588 00	
Boatmen (five).....	Twelve months' wages.....	1,250 00	
E. Albro & Co.....	Rope, hardware, tools, &c.....	78 82	
J. E. Butler.....	Oars.....	42 00	
James Dempster.....	Window sashes.....	37 75	
Esson & Co.....	Provisions.....	462 06	
Archibald & Co.....	do.....	139 47	
do.....	Boat to Ingonish with despatches.....	20 00	
do.....	Freight, \$50.00; oats and hay, \$128.65.....	178 65	
H. H. Fuller & Co.....	Hardware, rope, cotton duck.....	225 42	
E. Moseley.....	Repairs to buildings.....	401 00	
C. & W. Anderson.....	Groceries.....	25 32	
R. H. Cogswell.....	Telescope.....	11 00	
Forsyth & Co.....	Refitting medicine chest.....	16 40	
McIntosh & McInnes.....	Lumber.....	54 35	
W. McFabridge.....	Chain for mooring anchor.....	212 62	
			3,742 86
<b>SCATTERIE.</b>			
Esson & Co.....	Provisions.....		32 37
<b>SEAL ISLAND.</b>			
T. C. Crowell.....	Grant for keeping Humane Establishment for year ended 30th June, 1875.....	120 00	
do.....	Grant for keeping Humane Establishment for year ended 30th June, 1876.....	120 00	
			240 00
<b>SABLE ISLAND.</b>			
H. W. Johnston.....	Twelve months' salaries of Staff.....	3,150 14	
Receiver General.....	Superannuation tax on Superintendent's salary.....	5 00	
W. Barron.....	Provisions.....	375 91	
Esson & Co.....	Flour, groceries and provisions.....	1,216 61	
Isaac Melvin.....	Barrels.....	35 00	
W. H. Tully.....	Boards and shingles.....	158 70	
E. Mosley.....	Lumber and carpenters' labour on buildings.....	329 28	
George Piers.....	Pig feed.....	31 50	
H. H. Fuller & Co.....	Leather, harness and hardware.....	165 05	
J. Conlon.....	Oats, hay-seed, &c.....	55 33	
P. Grant & Co.....	Clothing, \$172.95; bags, \$20.80.....	193 75	
A. & H. Creighton.....	Stationery.....	5 31	
J. W. Allan.....	Lumber for buildings.....	344 25	
W. Williams.....	Labour in frame buildings.....	135 00	
W. & A. Nauffts.....	Oats and seed potatoes.....	115 75	
J. E. Lawlor.....	Durham bull, \$60.00; hardware, &c., \$21.31.....	81 31	
M. A. Ross.....	Boar pig.....	17 00	
James Anderson.....	Ox-yokes.....	21 00	
E. Albro & Co.....	Hardware.....	28 81	
M. F. Eagar.....	Medicines and hops.....	53 70	
Forsyth & Co.....	Garden seeds.....	15 68	
R. H. Cogswell.....	Telescope and repairing.....	18 50	
H. W. Johnston.....	To pay on account of erecting oil store and Sailors' Home.....	500 00	
P. Grant & Co.....	To replace clothing supplied to shipwrecked mariners.....	150 00	
			7,202 58

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$	cts.	cts.
"LA CANADIENNE."				
Jas. Hefler.....	Ballast.....	10	00	
J. J. Scriven.....	Bread.....	5	40	
E. Albro & Co.....	Hardware, rope, hawser, metal, &c.....	546	35	
D. McPherson.....	Repairs, 296 days, \$799.20 ; labour, planking &c., \$121.33.....	920	53	
Lawson, Harrington & Co	Services of tug boat.....	30	00	
T. J. Bentley.....	New spars.....	365	25	
Chebucto Marine R.R Co.	Slip hire.....	83	70	
A. McDonald.....	One months' salary as Ship-keeper, \$32; board, \$17.71.....	49	71	
Wallace & Balcolm.....	Crockeryware.....	55	90	
A. W. Hart.....	Anchor.....	40	00	
Jas. Major.....	Labour on board.....	3	75	
A. McKay.....	Materials for and repairing winch.....	151	33	
Pat. Hayes.....	Labour on board.....	3	00	
Geo. Flowers and Son....	Repairing sails.....	68	00	
W. & A. Naufts.....	Provisions.....	18	00	
Mathew Owens.....	Harness casks.....	4	15	
P. Judge.....	Water.....	2	40	
Baxter Bros.....	Looking glass, lock, &c.....	6	75	
Wm. Roberts.....	Stripping, refitting and rigging.....	217	90	
S. W. Marvin.....	Plumbing, tinware, &c.....	89	13	
Jas. McDaniel.....	Firewood.....	3	25	
T. W. Offen.....	Blocks.....	52	18	
C. & W. Anderson.....	Provisions.....	57	09	
S. H. Griffin.....	Passage of four seamen, Sydney to Halifax.....	16	00	
Jas. Kelly.....	Beef.....	7	40	
T. Casey.....	do.....	23	60	
Alexander Moir.....	Warping blocks.....	41	87	
Lewis Wilson.....	Blacksmith's work.....	219	78	
H. H. Fuller & Co.....	Hardware, paint, varnish, &c.....	161	03	
T. Walsh & Co.....	Glazing and painting.....	8	75	
J. E. Wilson.....	Two warping blocks.....	1	85	
R. H. Cogswell.....	Clock and repairing barometer.....	9	00	
Jas. Hunter.....	Lamp and chimneys.....	9	60	
Forsyth & Co.....	Chloride of lime, \$5.21; medicine chest, \$12.....	17	21	
D. M. Browne.....	Pay list of officers and crew.....	377	10	
do.....	Sundry disbursements.....	126	97	
				3,803 93
BUOYS AND BEACONS.				
Buoy service.....	Arichat.....	170	20	
do.....	Arichat, West.....	85	00	
do.....	Barrington.....	258	13	
do.....	Bras d'Or.....	196	60	
do.....	Canso.....	250	48	
do.....	Digby.....	34	00	
do.....	Guysboro'.....	20	00	
do.....	Halifax.....	566	40	
do.....	Jordan River.....	26	25	
do.....	Joggin's Bridge.....	5	00	
do.....	Louisburg.....	24	00	
do.....	Liverpool.....	25	60	
do.....	Lockeport.....	73	25	
do.....	Lunenburg.....	182	22	
do.....	La Have.....	15	99	
do.....	Mahone Bay.....	620	42	
do.....	Merigonish.....	20	00	
do.....	Port Hood.....	288	80	
do.....	Pictou.....	222	05	
do.....	Port Hawkesbury.....	14	30	
do.....	Pugwash.....	46	58	
do.....	Pubnico.....	22	00	
do.....	Port La Tour.....	61	75	
				3,228 92
Carried forward.....				

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		[3,228 92	
<b>BUOYS AND BEACONS.—CONTINUED.</b>			
Buoy service.....	Shag Harbour.....	106 82	
do .....	Sydney .....	66 00	
do .....	Wallace.....	60 80	
do .....	Yarmouth.....	293 62	
do .....	Tusket.....	421 77	
Adam McKay.....	Seven iron can buoys.....	1,560 00	
do .....	Plans and specifications, \$27.00; fitting up bell buoys, \$96.58.....	123 58	
do .....	Repairing, altering and riveting bell buoys.....	256 74	
B. Stokes.....	Buoys for Halifax Harbour.....	2,141 46	
E. Moseley.....	Lumber, \$6.00; labour, \$28.35.....	34 35	
do .....	Cages for buoys, \$134.00; cones for buoys, \$58.00.....	192 00	
do .....	Making davit, \$6.40; repairing cage, \$10.00.....	16 40	
John Findlay.....	Labour, repairing buoys.....	236 00	
John Hunter.....	Brass plates, caps, &c., \$23.50; casting for buoys, \$88.88.....	112 38	
E. Albro & Co.....	Chain cables and anchors for bell buoys.....	2,294 80	
do .....	Oakum, paint, rosin, tar and hardware.....	258 12	
Lewis Wilson.....	Blacksmith's work.....	1,033 95	
George Adams.....	Lag screws.....	31 08	
E. G. & C. Stayner.....	Anchors for bell buoys.....	328 64	
H. H. Fuller & Co.....	Hardware.....	42 14	
Brookfield, Romans & Co.....	Lumber.....	33 98	
W. Chadsey.....	Laying buoys.....	31 50	
McIntosh & McInnes.....	Lumber.....	37 03	
S. Townsend.....	Anchors.....	168 17	
Intercolonial Railway Co.....	Freight of anchor and chains.....	19 92	
C. Dwyer & Co.....	Freight of bell buoys.....	288 00	
Davis & McFadyen.....	Salvage due on iron buoy.....	150 00	
Reid & Co.....	Cartage of buoys.....	6 35	
W. H. Tully.....	Lumber.....	97 50	
J. H. Aker.....	Saving and bringing to wharf Rock Head buoy.....	20 00	
T. J. Bentley.....	Spar buoy.....	8 00	
J. Gilkie.....	Painting bell buoy.....	8 00	
W. McFabridge.....	Anchor stocks, \$60.25; chain cables, \$503.32.....	563 57	
F. D. Corbett & Co.....	Wharfage of bell buoys.....	15 00	
T. Stone.....	Saving Point Pleasant buoy moorings carried away by ice.....	16 00	
J. H. Kendrick.....	Paid for labour lifting bell buoys.....	16 50	
D. A. Johnson.....	Saving Lichfield buoy.....	18 00	
C. Neal.....	Labour and truckage on chains.....	24 25	
A. Harris.....	Saving and bringing buoy to Halifax.....	50 00	
A. A. McGillivray.....	Iron can buoy.....	50 00	
C. J. Campbell.....	Wharfage.....	2 29	
Halifax Penitentiary.....	Moorings stones and fittings.....	209 60	
<b>SIGNAL STATIONS. — HALIFAX, N.S.</b>			
A. DeVere Brooke.....	Seventeen and a half months' salary as Superin- tendent, say from 1st Nov., '74, to 16th April, '76.....	219 15	
G. E. Grover.....	Salary as Superintendent, from 1st April, 1874, to 31st October, 1874.....	87 50	
R. Althorpe.....	Salary as Superintendent, from 17th April, 1876, to 30th June, 1876.....	30 84	
J.K. Goold, Control Pay- master.....	Expenses for half year, to 30th June, 1875.....	723 19	
do .....	do do 31st December, 1875.....	1,022 53	
do .....	do do 30th June, 1876.....	953 70	
do .....	Paid for services of tug-boat with guns to Sambro and back.....	32 00	
do .....	Paid labour removing guns to Halifax.....	25 83	
Jacob Bowser.....	On account of contract, Sambro station.....	200 00	
		14,673 23	
			3,294 74

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STATEMENT of Expenditure on account of Maintenance of Lights, etc., in  
Nova Scotia.—*Continued.*

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## SUMMARY OF EXPENDITURE.

Maintenance of Fog-Whistles .....	\$12,297 26
do Lighthouses .....	96,915 61
	—————\$109,212 87
do Humane Establishments.....	4,015 23
do do Sable Island.....	7,202 58
do "La Canadienne" (Schooner) .....	3,803 93
do Buoys and Beacons.....	14,673 23
do Signal Stations.....	3,294 74
	—————
	\$142,202 58

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

JOHN TILTON,  
*Accountant.*

## APPENDIX No. 5.

## REPORT OF THE PRINCE EDWARD ISLAND AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,  
CHARLOTTETOWN, P. E. ISLAND, November 6th, 1876.

SIR,—I have the honour to submit a short report of the several operations which have been carried out in the Prince Edward Island Agency of the Department for the year ended 30th June, 1876.

I take pleasure in this my first annual Report to inform you that the Lighthouse Service, an important one on this Island, has been maintained in an efficient condition during the past year, and also that arrangements for increasing that service by the erection of new lighthouses, have been prosecuted successfully. Present appearances warrant me in saying that those now unfinished will be put in operation early next spring and will provide additional means for the safety of life and property on the coast of the Island.

## LIGHTHOUSE AND COAST SERVICE.

The District under the supervision of this Agency embraces all the lighthouse stations on the Island, all the buoys and beacons, hospitals and temporary lodgings for sick and distressed seamen, who may be landed upon our shores, and all the lighthouses now in course of construction. It is also the duty of the Agent to render accounts connected with the above works and periodically to report upon the Fishery Branch, which accounts and reports I forward in detail to the head office in Ottawa every month.

*Lighthouses.*—There are twenty light stations under the supervision of the Agency, thirteen lighthouses, four range lights, two single lights, making the total number of lights to amount to twenty-five. The number of light keepers at the present time is twenty.

*Order of Reference.*—In noticing the different lighthouse stations I shall refer to them in the following order, viz. 1st. The

## NORTH CAPE (REVOLVING WHITE.)

Mr. Lewis McDonald is the keeper at this station. I visited this most important light on the 10th August and found the lamps a little out of order. I had new burners supplied as soon as possible, but the building and machinery were in good order. I also inspected a stone wall, contracted for and completed by Mr. McDonald, under the dwelling, which is a very fair job. A new post and rail fence will be required at this station next spring, the cost of which will be placed in the estimates to be laid before Parliament.

## WEST POINT (REVOLVING WHITE AND RED.)

This is a fine new building, a square tower with dwelling attached painted white and belted with red seaward. It is furnished with eight powerful reflectors making

a full revolution every three minutes, showing a red flash every minute and a half. It was built in 1875 and put in operation 20th May, 1876. I visited this station on the 10th of August; found the keeper at his post and everything in first rate order.

SUMMERSIDE (FIXED WHITE.)

This station I must say is deficient of light. For the guidance of vessels entering the harbour by night there is only one small light on the Railway Wharf. A tower about forty-five feet high placed, on Ellis Point with a light in it to range with that on the Railroad Wharf is much required. Also a small lighthouse with range light in it placed on Welland Point is required. Vessels approaching the harbour could steer for this light until they brought the other lights mentioned in range, which would lead them safe to harbour.

SEA COW HEAD (FIXED WHITE.)

This lighthouse was visited by me on the 17th October, found the keeper at the station; building and light apparatus all in good order.

CRAPAUD OR VICTORIA (FIXED WHITE.)

This station has but one beacon light which is not at all sufficient for so important a harbour. I supplied the keeper with a new lantern last spring—twenty inch reflector; but owing to the heat of the weather during summer the lamp exploded and completely destroyed the lantern. Range towers are required at this harbour similar to those erected at Tracadie, the cost of which I will place in the estimates.

BLOCKHOUSE (FIXED WHITE.)

With a red range seaward.

This is an important station, being at the entrance of Charlottetown Harbour. A very neat new lighthouse with dwelling attached was built at this station this summer. The new light is in operation and gives every satisfaction.

POINT PRIM (FIXED WHITE.)

I visited the station on the first August; found the lights and buildings in good order. No repairs required except a few connected with the spouts.

WOOD ISLANDS (FIXED WHITE DIOPTRIC.)

This very fine building with dwelling attached, containing eight furnished rooms was completed this autumn and put in operation on the first November.

MURRAY HARBOUR (TWO FIXED WHITE BEACON.)

At this station the lights are not at all sufficient although they are kept in good order. I visited this station on the 22nd June, but ordered no repairs expecting every day to have notice of tenders being called to erect the towers according to plans and specification forwarded to me.

ST. ANDREW'S POINT (FIXED—RED SEAWARD—WHITE TOWARDS HARBOUR.)

This light is kept in good order. I visited the station on the 6th September, inspected and valued a breast work built of large timber, brush, stone and earth by Mr. Joseph Wightman, which will protect the lighthouse for many years.



## PANMURE ISLAND (FIXED WHITE).

I visited this station on the 8th September and landed supplies enough to last to the 15th of September 1877. Found building and all appertaining to the lights in good order.

## EAST POINT (FIXED WHITE DIOPTRIC).

I visited this station on the 26th June and found the light not at all satisfactory. The dioptric is of the lowest order and shows a very dim light, not by any means sufficient for this most important point. One twenty-two inch reflector would give a great deal more light. I beg to recommend that four of the above size with circular burners to suit C. B. chimneys, be placed there instead of the present inefficient apparatus. A stone wall is required under the dwelling at this station, the cost of which I will place in the estimates.

## ST. PETERS (FIXED WHITE—RANGE).

I supplied this station with a new lantern in spring. The lights have been kept as well as could be expected during the season. I am happy to inform you that new lanterns and lighting apparatus for towers have been forwarded to me. I presume tenders will be called for early in the spring for the erection of the buildings

## TRACADIE (FIXED RANGE).

I visited this station several times during the season and always found the lights in good order. New towers have been erected at this place by contractor Carroll, which will be put in operation early in spring.

## SOUTH RUSTICO (FIXED WHITE—RANGE).

These lights which have been placed at this station more for the benefit of fisherman than navigation are kept in good order by Mr. Wm. Ford.

## NORTH RUSTICO (FIXED—CHANNEL RANGE.)

At this station the lights have been maintained in good order during the season. A new Lighthouse has been completed by contractor Carroll with a channel range in building, which has not yet been put in operation owing to the absence of the lamps, but it will be started early in spring.

NEW LONDON (FIXED WHITE—CHANNEL RANGE IN BUILDING, *red*).

A new Lighthouse has been erected at this station, light put in operation on the 1st October. Building completed on the 19th. It gives every satisfaction.

## MALPEQUE, FISH ISLAND (FIXED WHITE).

I visited this station several times during summer, and found the light in good order considering that the building is old. A new Lighthouse and Range Tower are in course of erection here and will be completed early in spring.

## LITTLE CHANNEL (FIXED WHITE BEACON).

A new Light House and Range Tower are in course of construction at this station and will be completed in spring.

## CASCUMPEC, SANDY ISLAND (FIXED WHITE).

I was at this station frequently during the summer and always found the keeper at his post and the lights in good order. The new Lighthouse and Range Tower will be completed in a few days and will be put in operation immediately.

## SUPPLIES.

Seventy-two casks of oil, containing 3,312 gallons, were consumed at the different stations during the past year, and the stations were supplied with oil and all necessary requirements for the ensuing year.

## BUOY SERVICE.

A Bell Buoy was placed near the reef off Governor's Island, last spring. It is of great service to vessels steering for Charlottetown Harbour in thick weather. Fifty spar buoys, shackles, chains and stone anchors, all complete, were delivered in Charlottetown, according to tender by Mr. Daniel McDonald, of Pictou., N. S. Four large can buoys with 90 fathoms of chain, and eight heavy cast iron anchors were forwarded by Messrs. George Fleming and Sons, of St. John, N. B., but too late to be placed out this season.

The Buoy Service under this Agency is very large and important, there being twenty-two harbours which require eighty-two can and seventy-five spar buoys. The labour connected with this branch is very great. With the exception of four or five, the harbour masters object to serve, not having a stated salary. I have to go to the harbours to which these latter are appointed and make the best arrangement possible with the most trustworthy and responsible parties that I can find to place the buoys out in the spring, to maintain them during the season of navigation and to lift them in the fall.

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

WILLIAM MITCHELL.

Honourable ALBERT JAMES SMITH,  
Minister of Marine and Fisheries.

STATEMENT of Expenditure in connection with Construction of Lights,  
Prince Edward Island, for the Fiscal Year ended 30th June, 1876.

<i>Blockhouse Lighthouse.</i>		
E. Chanteloup.....	Lantern and revolving apparatus.....	893 67
Hazard Bros.....	Freight of revolving apparatus.....	22 56
		926 23
<i>Buoys and Beacons.</i>		
E. Chanteloup.....	One iron bell buoy.....	1,054 63
<i>East Point Lighthouse.</i>		
A. R. Beaton.....	Making new road to lighthouse.....	130 00
<i>Cape North Lighthouse.</i>		
Michael Milligan.....	Digging and stoning well.....	37 30
E. Chanteloup.....	Glass.....	229 42
		266 72
<i>New London Lighthouse.</i>		
G. McKenzie.....	On account of contract.....	400 00
<i>West Point Lighthouse.</i>		
Mugridge, Smith & Co...	On account of contract.....	4,050 00
Allan McDawson.....	Purchase of land for building.....	55 00
E. Chanteloup.....	Lantern and revolving apparatus.....	2,507 46
do.....	Glass.....	137 25
Joseph Selliker.....	Hauling glass, &c.....	4 00
A. Hemans & Son.....	Repairing new lamps.....	10 00
Dodd & Rogers.....	Stove and pipe.....	26 87
James Auld.....	29 weeks' services inspecting building.....	145 00
		6,935 58
<i>* Wood Island Light.</i>		
Arch. McKay.....	On account of contract.....	900 00
Jos. Ball.....	Survey of land.....	9 50
P. Hann, jun.....	Lumber, \$4.25; truckage, &c., \$8.....	12 25
N. Rankin.....	Shingles.....	46 00
Thos. McMahon.....	Truckage and labour.....	34 00
W. Dodd.....	Boards and lumber.....	73 71
Jno Duncan.....	Labour.....	61 80
Neil McMillan.....	Freight &c., on materials.....	62 60
D. Shaw.....	22½ days' labour.....	28 00
Jno. P. Nicholson.....	29 days' labour.....	58 00
Owen Connolly.....	Lumber.....	10 12
<i>Carried forward.....</i>		1,295 98
		9,713 16

\*NOTE—The work on this Lighthouse being abandoned by the contractor it was completed by the Department.

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		1,295 98	9,713 16
<i>Wood Island Light.—Continued.</i>			
Donald McMillan.....	Labour.....	242 82	
Peake Bros & Co.....	Building materials.....	50 88	
Lea and Gale.....	Lumber.....	60 00	
Dodd and Rogers.....	Paint, oil, turpentine, lead, &c.....	165 99	
D. Gillis.....	250 juniper posts.....	50 00	
D. Taylor.....	Labour, \$5 ; lime, \$3.75.....	8 75	
Thos. Baker.....	Making sashes and frames.....	91 00	
			1,965 42
<i>General Account.</i>			
W. Mitchell.....	Travelling expenses, &c., as Superintendent.....	102 09	
do .....	Paid for advertising, telegrams, &c.....	11 00	
T. W. Anglin.....	Advertising for tenders.....	37 94	
			151 03
<b>Total</b> .....			<b>\$11,829 61</b>

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*

JOHN TILTON,  
*Accountant.*

STATEMENT of Expenditure in connection with the Maintenance of Lights,  
Prince Edward Island, for the Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
<i>Blockhouse Point Lighthouse.</i>			
A. McLaine.....	Twelve months' salary as Keeper.....	300 00	
do .....	Allowed for fuel for year 1876.....	32 00	
W. B. Allin .....	Lamp wicks, stamped measure, &c.....	2 35	
Jos. Vaudry .....	Glass cloth, towelling, blinds, &c.....	5 88	
			340 23
<i>Buoys and Beacons.</i>			
Wesley Meyers.....	New buoy, Crapaud Harbour.....	312 00	
James F. White.....	Buoy chain and anchor, Cascumpec Harbour.....	53 00	
do .....	Furnishing and placing buoys, do .....	134 00	
do .....	Buoy service in 1875, do .....	173 00	
John Furness .....	do do Vernon River.....	61 00	
Wm. Hardy .....	Erecting lantern buoy, Little Channel.....	20 00	
Richard Weeks.....	Buoy furnished, Charlottetown Harbour.....	57 00	
J. Wightman.....	Placing buoy in Sturgeon and St. Mary's Bay.....	57 65	
Hugh Campbell.....	Buoy service in 1874-75, \$155.00, and in 1875-76, \$61.87, Tracadie Harbour .....	216 87	
G. Wells .....	Three spar buoys, Cascumpec Harbour.....	25 00	
W. White.....	Buoy service, Charlottetown Harbour .....	112 82	
Thos. Doyle .....	Buoy, beacon and light service for 1874, North Rustico .....	80 00	
E. Morisey .....	Buoy anchor, South Rustico.....	23 90	
do .....	Weights and sheckels for various buoys.....	65 80	
John Moore.....	Buoy service, Enmond and Percival Rivers.....	55 10	
Peake Bros. & Co.....	Chains for mooring buoys, and iron work.....	356 63	
Ewen McMillan.....	Buoy service, West River.....	116 90	
Carvell Bros.....	Freight and labour on two bell buoys.....	155 00	
G. McKenzie.....	Buoy service, New London Harbour .....	73 00	
W. H. Farquharson.....	Second-hand buoy, South Rustico.....	10 00	
J. C. Hall .....	Coopering and placing, South Rustico.....	18 00	
K. Campbell.....	Replacing, &c., Whellan's Point buoy.....	16 00	
do .....	Buoys, anchors and placing, Summerside Harbour.....	201 65	
do .....	do do New London Harbour .....	79 34	
Léon Leclerc.....	Buoy service 1874, North Rustico.....	20 00	
Patrick Keough.....	Moving three bell buoys.....	15 00	
Richd. Jenkins.....	Buoy service, Pownall Bay .....	25 00	
Wm. Ford .....	Landing and moving buoy, South Rustico.....	15 00	
Albert Anderson.....	Buoy service, 1875, making and erecting beacons and buoys, St. Peter's Harbour .....	87 00	
Thos. Pursey.....	Buoy service, North Rustico .....	118 00	
J. Furness.....	Lifting buoys, Orwell Bay .....	14 50	
Jno. Duffy.....	Buoy service, Hillsboro' River.....	50 00	
Benj. Woodside.....	do do 1875, Malpeque.....	90 00	
W. H. Moore.....	Painting and replacing buoys, Percival River.....	40 00	
D. McKay .....	Buoy service, 1875, South Rustico.....	25 00	
C. Kirkham .....	Placing and keeping 1 beacon, Souris breakwater.....	9 50	
Jno. Cantwell .....	Buoy service, 1875, Souris breakwater.....	55 15	
W. Miller.....	do do Murray Harbour.....	40 00	
D. C. Campbell.....	do do Montague River.....	30 00	
H. McDonald.....	do do Cardigan Harbour.....	35 00	
C. Deagle.....	do do Rollo Bay.....	35 80	
K. McDonald.....	do do Grand River.....	76 00	
Neil Stewart.....	Taking up buoy and carting.....	10 00	
McKinnon & McLean.....	Buoy weights, &c.....	128 38	
W. Richards.....	Hardware, oil, paint, &c., Richmond Bay.....	56 41	
Jas. Ellis.....	Placing buoys, Richmond Bay .....	14 00	
J. McRae.....	Allowance for recovery of buoy carried away by ice.....	20 00	
Jno. Arseneault.....	Buoy service, 1875, Egmont Bay.....	27 00	
C. Douglas.....	Wharfage on buoys do .....	5 00	
<i>Carried forward.....</i>		3,515 45	340 23

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		3,515 45	340 23
<i>Buoys and Beacons.—Continued.</i>			
Jas. Gorman .....	Buoy service, East River.....	26 00	
Jos. Jackson.....	Making four new buoys for Malpeque and Charlotte- town.....	73 00	
H. Campbell.....	Blacksmith's repairs, chain, painting and placing buoy, Tracadie.....	35 00	
Duncan McGougan .....	Raising beacon on Fish Island and placing buoys in Malpeque Harbour.....	44 00	
W. Mitchell .....	Paid for freight and truckage of buoys.....	13 40	
Jno. B. Howlett.....	Buoy service in 1875-76, Georgetown Harbour.....	87 40	
Neil McLeod.....	Buoy supplied in 1875, Penett Harbour.....	15 00	
Neil Murchison.....	do do 1876, do .....	20 00	
Alex. Halloran.....	Buoy service, Souris Harbour.....	67 40	
Josiah Ralph.....	Paid for buoy weights, chains, &c.....	41 14	
W. Batt.....	Fitting and placing bell buoy, Charlottetown Harbour.....	129 85	
M. Walsh.....	Picking up buoy out at sea and landing at Char- lottetown Harbour.....	5 00	
G. Foster.....	Mounting large and small buoys.....	150 00	
Thos. Foley.....	Anchors for outside buoys, New London .....	32 84	
Jas. Leard.....	Staking channel from Tryon Wharf to the Bar.....	20 00	
Arch. Kennedy.....	Chain, paint, turpentine, &c.....	184 54	
Marine and Fisheries Office, Halifax.....	To pay for anchor and chain for bell buoy .....	318 29	
Jno. McLean.....	Placing temporary buoys, Charlottetown Harbour..	5 00	
P. Hann.....	Truckage and labour spar buoys and moorings, St. John's.....	14 25	
P. E. Island Railway Co.	Freight on buoys and anchors, Charlottetown Harbour.....	24 80	
			4,822 36
<i>Cascumpec Light.</i>			
Asa McCabe.....	Twelve months' salary as Keeper.....	250 00	
do .....	do do do beacon light.....	20 00	
do .....	Allowance for fuel.....	32 00	
Jas. F. White .....	Paid for glazing, lamp chimnies, &c.....	9 33	
J. Vaudry.....	Glass cloth, cotton, towelling, &c.....	5 44	
			316 77
<i>Crapaud Beacon Light.</i>			
Percy Palmer .....	Thirteen months' salary as Keeper.....	81 25	
do .....	Paid for rope, glass, wicks, &c.....	4 45	
W. B. Allin .....	Large lantern .....	32 00	
D. W. Palmer & Co.....	Mast, rigging, labour, &c.....	23 35	
			141 05
<i>Charlottetown Harbour Light.</i>			
A. Kennedy.....	Supplies and materials.....	30 49	
W. B. Allin.....	New reflectors and repairing lights .....	18 00	
			48 49
<i>Cape North Light.</i>			
Jno. S. F. Perry.....	Six months' salary as Keeper.....	150 00	
Lewis McDonald.....	Six do do .....	150 00	
P. Carroll.....	Repairs, and altering and enlarging light.....	1,044 23	
G. A. Sharp .....	Freight of materials.....	106 82	
W. Proffitt.....	Glazing .....	27 50	
Dodd & Rogers.....	Hardware, paint, lamp chimneys, &c.....	78 50	
Duquet & Co.....	Marine clock.....	5 00	
Jos. Vaudry.....	Glass cloth, towelling, &c.....	4 52	
			1,566 57
<i>Carried forward</i> .....			7,235 47

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

		\$	cts.	\$	cts.
		<i>Brought forward</i> .....			7,235 47
<i>East Point Light.</i>					
A. R. Beaton .....	Fourteen months' salary as Keeper .....	277	18		
do .....	Allowance for fuel, 1876 .....	32	00		
do .....	Paid for repairs .....	3	50		
J. Vaudry .....	Glass cloth, towelling and cotton .....	6	82		
					319 50
<i>Fish Island Light.</i>					
A. J. McLellan .....	Twelve months' salary as Keeper .....	250	00		
do .....	Allowance for fuel, 1876 .....	32	00		
J. Vaudry .....	Glass cloth, towelling, &c .....	2	48		
					284 48
<i>Little Channel Light.</i>					
Wm. Hardy .....	Twelve months' salary as Keeper .....				100 00
<i>Murray Harbour Light.</i>					
M. McFadyen .....	Twelve months' salary as Keeper .....	100	00		
J. Vaudry .....	Glass cloth .....	0	48		
					100 48
<i>New London Light.</i>					
G. McKenzie .....	Twelve months' salary as Keeper .....	100	00		
J. Vaudry .....	Glass cloth .....	0	30		
					100 30
<i>North Rustico Light.</i>					
Thomas Pursey .....	Twelve months' salary as Keeper .....	100	00		
W. B. Allin .....	Repairing lamps .....	4	62		
					104 62
<i>Panmure Island Light.</i>					
W. McDonald .....	Sixteen months' salary as Keeper .....	304	36		
do .....	Allowance for fuel, 1876 .....	32	00		
J. Vaudry .....	Glass cloth, towelling, &c .....	5	28		
A. A. McDonald .....	Lamp, glasses and wicks .....	6	18		
					347 82
<i>Point Prim Light.</i>					
M. McLeod .....	Fifteen months' salary as Keeper .....	340	75		
do .....	Allowance for fuel, 1874-75 .....	32	00		
J. Vaudry .....	Glass cloth, towelling, &c .....	7	30		
					380 05
<i>South Rustico Light.</i>					
W. Ford .....	Salary from 1st August, 1875, to 30th June, 1876 ..	91	66		
W. B. Allin .....	Repairing lamps .....	4	62		
A. Kennedy .....	do .....	4	30		
John White .....	Erecting posts to hoist lantern .....	12	00		
					112 58
<i>Sea Cow Head Light.</i>					
P. Ranaghan .....	Fifteen months' salary as Keeper .....	290	75		
		<i>Carried forward</i> .....		290 75	9,065 30

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		290 75	9,085 30
<i>Sea Cow Head Light.—Continued.</i>			
P. Ranaghan.....	Allowance for fuel, 1875.....	25 00	
do .....	Paid for oil, chimneys, &c.....	7 30	
Jos. Vaudry .....	Glass cloth, towelling, &c.....	2 72	
			325 77
<i>St. Andrew's Point Light.</i>			
J. Wightman .....	Eighteen months' salary as Keeper.....	150 00	
do .....	Wood, stone, &c.....	82 00	
Jos. Vaudry.....	Glass cloth, towelling, &c.....	2 00	
			234 00
<i>St. Peter's Light.</i>			
W. W. McGranth.....	Twelve months' salary as Keeper.....	100 00	
W. B. Allin.....	Large lantern, &c.....	32 00	
J. Vaudry.....	Glass cloth, &c.....	0 96	
R. M. Cox.....	Iron and blacksmith's labour.....	3 08	
			136 04
<i>Summerside Light.</i>			
P. McVaigh.....	Fifteen months' salary as Keeper.....	112 16	
R. Campbell.....	Removing light from old Wharf to Railway Wharf	101 00	
J. Vaudry.....	Glass cloth, towelling, &c.....	1 50	
Mills & Gaffney.....	Lamp wicks, burners, &c.....	4 53	
			219 19
<i>Tracadie Light.</i>			
Michael Ready.....	Twelve months' salary as Keeper.....		100 14
<i>West Point Light.</i>			
W. McDonald.....	Taking charge of light from 1st December, 1875, to 1st June, 1876.....	144 00	
J. Vaudry.....	Glass cloth, towelling, &c.....	4 20	
Duquet & Co.....	Marine clock.....	5 00	
S. Bedard.....	Oil feeder, funnel, &c.....	2 42	
			155 62
<i>Wood Island Light.</i>			
Duquet & Co .....	Marine clock.....	5 00	
J. Vaudry .....	Glass cloth, towelling, &c.....	2 72	
S. Bedard.....	Oil feeder, funnel, &c.....	2 42	
			10 14
<i>General Account.</i>			
W. B. Allin.....	Lanterns, lamps, chimneys, wicks, &c.....	120 75	
do .....	Truckage and wharfage of supplies.....	4 30	
W. Mitchell.....	Travelling expenses, paid for board, inspecting lights, &c.....	230 91	
do .....	Paid for freight, truckage and cartage.....	52 24	
Carrell Bros.....	Freight, cartage and storage of oil.....	142 82	
P. E. Island Steam Navi- gation Co.....	Freight on glass, &c.....	3 49	
Jas. Collins.....	Repairing casks and filling with oil.....	6 00	
P. Hann.....	Truckage of supplies.....	6 50	
<i>Carried forward</i> .....		567 01	10,266 08



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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		567 01	10,266 06
<i>General Account.—Continued.</i>			
Jno. Craven.....	Advertising, \$3.00 ; printing and stationery, \$19.50 .....	22 50	
Owen Connolly.....	Storage of oil.....	3 14	
E. Chanteloup.....	Replating reflectors, &c.....	9 85	
Dodd & Rogers.....	Glass, lamp chimneys, wicks, putty, etc.....	33 06	
Artemus Lord.....	Rent of warehouse and wharfage.....	11 26	
J. W. Morrison.....	Repayment to Local Government of amount dis- bursed for Lighthouse and Coast service.....	612 60	
do .....	Services as Agent from 1st February, 1873, to 30th April, 1874.....	200 00	
Jos. Boivin.....	Paint, hardware, &c .....	10 30	
O. Picard.....	Oil tanks, oil pumps, &c.....	104 00	
F. T. Thomas.....	Burners, wicks and chimneys .....	50 82	
L. Bourget.....	Spirits of wine.....	2 40	
Steamer "Quebec".....	Freight of supplies from Quebec.....	17 71	
N. Fitzhenry.....	Groceries, brooms, chamois, coals, buckets, &c.....	159 82	
Jno. Gillis.....	Freight and landing of supplies.....	50 00	
F. A. Fitzgerald & Co....	3,400 gallons oil, at 27½c.....	935 00	
W. Mitchell.....	Thirteen and a half months' salary as Agent.....	661 50	
Receiver General.....	Tax on above do do .....	13 50	
Total.....		3,464 47	13,730 53

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 6.

## REPORT OF THE AGENT FOR BRITISH COLUMBIA, OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

BRITISH COLUMBIA AGENCY.

VICTORIA, July 21, 1876.

SIR,—I have the honour to report for your information, the operations of this Agency of your Department for the fiscal year ended 30th June, 1876.

## LIGHTHOUSES AND COAST SERVICE.

Two new lighthouses have been built and the lights exhibited, one at the entrance of Victoria Harbour and the other on Entrance Island, near Nanaimo, Straits of Georgia—the former on the first of March last, and the latter on the eighth ultimo.

The contract for constructing these Lighthouses was awarded by the Department to Mr. Louis Baker of Montreal. During the course of construction the contractor discovered that he had accepted the contract at too small a figure, and, before the lighthouse at Nanaimo was completed, intelligence reached me that Mr. Baker had absconded. I immediately repaired to the locality and relet the contract to the foreman of the works. I found that Mr. Baker had employed a number of men, principally from Ontario, whom he left unpaid. Several of the mechanics and labourers had been employed from the commencement of the work and had allowed their wages to accumulate in the hands of the contractor, expecting to realize a sum sufficient to pay their expenses to the Northern goldfields early in the spring.

The buoy punt or barge, originally constructed with hoppers, for carrying out mud from Victoria Harbour, and which has belonged to the Harbour Department for twelve years, was hauled out on Cook & Colling's ways, the hoppers removed, a new deck frame and deck with a large hatchway, the bottom sheathed with  $1\frac{1}{2}$  in. sheathing, and copper painted. It had been the practice formerly to send the Dominion steamer to Nanaimo for coal, and while the steamer was carrying the mail to the east coast of Vancouver Island this system was necessary but very destructive to a small vessel. The wharves and coal shutes are necessarily built high to accommodate the larger class of shipping freighting coal. Moreover at Nanaimo a rise and fall of the tide at springs is between 16 and 18 feet, and if a small vessel like the Dominion steamer is compelled to go under the shutes at low water to receive coal, the effect can readily be imagined when from two to five tons of coal drop on the deck a distance of 25 or 30 feet. By making the above alteration in the buoy punt it now serves as coal-tender to the steamer "Sir James Douglas" and is far more convenient for the Buoy and Beacon service. Whenever the stock of coal is consumed the barge is towed up to Nanaimo and loaded with about 100 tons of coal, which is kept at Victoria as a depot for the steamer. By these means the steamer is preserved from the wear and tear of coaling at the shutes.

The large iron buoys at the Sand Heads of Fraser River were lifted, scraped and painted, and replaced in position. For the last five years some unaccountable influence has been at work in scouring out a channel, at the present time at least three miles from where the entrance to the channel formerly existed. These changes have not been

made suddenly, but gradually year by year. All the buoys have to be removed after the channel is surveyed. The charts from the original surveys made by Captain (now Admiral) Richards, represent dry land where there are now in places from seven to ten fathoms at low water. Up to the end of the fiscal year, notwithstanding the freshet in the Fraser has been extraordinarily high, none of the buoys from the Sand Heads have been carried away, which is quite exceptional to the general rule.

The lightship moored at the Sand Heads of the Fraser has held her own. The moorings have been twice examined and the swivels changed. It is found desirable once a year to remove the inboard length of chain on both anchors, as the action of the copper on the ship's bottom on the iron corrodes them much; the chains however come in for use on the Sand Heads and the lightship has the advantage of having a good length of chain at the hawse all the time. The ship has been kept in repair and painted, is at all times scrupulously clean, and has exhibited a good light, consuming dog fish liver oil. With one more light in the Gulf at Active Pass and the light it is believed here the U. S. Government will cause to be erected on Patos Island, near East point, mariners will have no cause to complain of the navigation in the Straits of Georgia.

Point Atkinson shows a brilliant light and the machinery works well and regularly, notwithstanding the difficulty at first encountered in order to get the right motion. Some small repairs were effected and the station painted. The keeper, Mr. Woodward, attends to his duty and keeps the place in good order. He has pointed out to me that during rainy weather the building leaks where the dwelling-house adjoins the tower, and the plaster from the ceilings has, in consequence, fallen; this must be seen to as soon as practicable before the winter sets in.

The light on Entrance Island was much required and will doubtless be generally appreciated. I have not been able to visit the station since the exhibition of the light, but contemplate doing so at the earliest opportunity.

I will again venture to bring to your notice the desirability and necessity of establishing a steam fog-whistle at Race Rocks. This is the most important station in this portion of the Dominion; as many as twenty ships of large tonnage, coal and lumber laden and in ballast, can frequently be seen at once, bound from and to ports in British Columbia and the several ports in Washington Territory; scarcely a day passes but at some hour a bank of fog envelopes the Straits, making it exceedingly dangerous for vessels, as the tides in that locality (as the name implies) is a perfect race and whirlpool, particularly so at spring tides. No expenditure has been made at this Station beyond maintenance, further than painting the tower in black and white bands. Dog fish liver oil is consumed at this station, gives a brilliant light, and answers every practical purpose at a cost less than one half the price of Colza oil laid down here, and formerly used at this and the other stations, previous to Confederation. An agreement was made with Mr. Muir, of Sooke, V.I., to supply the Department with dog fish liver oil, and he continued to do so very satisfactorily until last summer; subsequently he failed in supplying the quantity required and attributed his failure to the migration of the Indians from that locality in consequence of the prevalence of small pox among the tribe; consequently I had to look elsewhere, but in no instance did I succeed in obtaining as good and clear a sample of oil as was supplied by Mr. Muir. I have lately secured a job lot of oil forwarded from the Metlahkatlah Mission; the samples are good, but I have as yet had no opportunity of testing the quality. I have sent to each station that consumes this oil a small quantity and shall soon receive reports of its merits from the respective keepers.

*Cape Beale.*—I recently had the honour of submitting certain suggestions with reference to this station which it would be useless to reiterate in this report. No repairs have been made further than those absolutely necessary for the preservation of the building. The tower and dwelling-house have been painted, which they much required, as the original colour was too dark, and drying darker, left scarcely any distinction between the colour of the rocks and the light station. In the published notices the buildings are described as being of a light stone color; it would have been much better if they had originally been painted white. I have, however, given in-

structions to make the colour as nearly white as possible, retaining the distinctive appellation of the published notice to mariners. Cape Beale Lighthouse exhibits a brilliant revolving light which can be seen from the deck of a vessel, on a clear night, from a distance of twenty-five miles.

*Fisgard Lighthouse.*—This station is in tolerably good order; no expenditure has been made beyond the necessary outlay for keeping it so. The keeper has made several applications to me for repairs which he thought desirable, but in view of the instructions received from your Deputy for economising, I have not complied with his requests. The tower, however, requires some attention; on the inside it is proposed to remove the plaster, and cement the patches through which water now penetrates, keeping the inside of the tower continually damp during wet weather, the condensation of the water, caused by this dampness on the inside of the lantern often affecting the efficiency of the light. The landing at the rocks of this station was made about six years ago by framing several pieces of timber together and ballasting the lower end, it is at the present time nearly eaten through by the worms. I do not think it would be justifiable to spend money upon its repair; it would be better to let it drop naturally and construct some less expensive method of affording a landing and facilities for hauling a boat out of water.

The buoys of the various harbours have been kept in repair and in their places. Those at Nanaimo, during the month of January last, were almost without exception drifted away with the ice. The Nanaimo River, quite a large stream, empties on to the flats, where in cold weather ice forms rapidly. In the instance above referred to the Vancouver Coal Co.'s wharves were in great danger, and the new wharf of the Harewood Mine, the property of Mr. Bulkley, was partially carried away, also that of Gordon & Co.

*Burrard Inlet.*—The spar buoy moored off Spanish Bank disappeared, and rather than incur the expense of constructing a new one, a red Nunn buoy (belonging to the Fraser, but not in use) was laid down in seven fathoms at low water: the bank has recently extended, rendering it necessary to shift its position, which will be immediately attended to. The buoy belonging to Burnaby Shoal, inside the Inlet, requires replacing in position, which will also be immediately attended to.

Beacons in the Inland Channels have suffered more or less, according to the position they occupy. Walker Rock Beacon has been a source of trouble and is again partially carried away. Gabriola Reef Beacon has stood the test of heavy weather to which it is exposed, and also the Bell Buoy on Brotchie Ledge; the latter, however, requires attention and some repair.

Kelp Reef is not only a dangerous reef, but exceedingly difficult to moor a beacon upon, it is so exposed to the full sweep of South East gales with a fetch of over forty miles. The moorings have been carried away.

Lewis Reef Beacon, built of stone and cemented, has stood well, requiring no repair further than a coat of blacking, which was done by the Dominion steamer when passing.

Canoe Rock Beacon is also built of stone and has stood well. No repairs have been required beyond a coat of blacking.

Two casualties occurred during the year, one at Entrance Island in the month of December, 1875. During the construction of the lighthouse some of the workmen were sent in a boat to Nanaimo for supplies. They were struck by a heavy squall, and being inexperienced in the handling of the boat, she capsized and three of them were unfortunately drowned. The other occurred to a boat conveying provisions to Race Rocks Lighthouse. The boat was swamped in the current, and the boatman was with difficulty rescued from drowning by the lightkeepers. The boat, provisions and other stores were all lost.

#### OCEAN AND RIVER STEAM SERVICE.

The Dominion steamer "Sir James Douglass" has rendered good service to the Government during the past fiscal year. In addition to the usual Department

work, she was employed in the service of the Engineer in Chief of the Canada Pacific Railway Survey, conveying survey parties and provisions to the various stations on the coast.

I append an extract from the log of the steamer for twelve months ended 30th June, 1876.

July 10th, 1875.—Left Victoria at 6 a.m., anchored off James Island.

July 11th.—4 a.m. weighed and proceeded to New Westminster; inspected lightship on way up; made arrangements with Mr. Cunningham to pay Page & Forrest for making four spar buoys for North Arm of Fraser River.

July 13th.—Left New Westminster for Nanaimo; arriving at the latter place at 6 p.m.

July 14th.—Hauled the steamer on the beach and put on a piece of copper which had been worked off by the action of the propeller.

July 16th.—Returned to Victoria.

July 17th.—4 a.m. arrived at Victoria. In obedience to instructions received from the Honorable the Minister, Captain Morrison was appointed to the command of the Dominion steamer "Sir James Douglas" and assumed said command this day.

July 19th.—Left for Bute Inlet, Mr. J. Robson, Paymaster, on board; anchored in Departure Bay.

July 20th.—4 a.m. proceeded, and at 4 p.m. anchored in Drew Harbour; wind strong ahead.

July 21st.—Proceeded at 4 a.m., arriving at Waddington Harbour in the afternoon, contending against a strong head wind; received on board Mr. Marcus Smith and Mr. Horetsky and five Indians.

July 22nd.—3 a.m. left for Victoria; 7 p.m. arrived at Departure Bay; made fast to coal wharf.

July 23rd.—Taking in coal; 10 a.m. proceeded; Mr. Marcus Smith landing at Nanaimo.

July 24th.—8 a.m. proceeded towards Victoria; Mr. Marcus Smith came on board off Oyster Harbour; arrived at Victoria at 7 p.m.

July 29th.—1 p.m. proceeded to Race Rocks Lighthouse; landed coal and stores; Captain Cooper inspected Lighthouse; 4 p.m. proceeded to Fisgar Lighthouse; 7 p.m. arrived at Victoria.

August 9th.—8 a.m. started for Nanaimo with the buoy punt, in tow; Capt. Cooper, Mr. L. Baker, Lighthouse Contractor, and Mr. Bunster, M.P., on board; 8 p.m. arrived and anchored off the town.

August 10th.—8 a.m. proceeded to Entrance Island, Capt. Cooper landed and selected site for lighthouse; returned at noon. In the afternoon erected shears on Buoy Point.

August 11th.—5 a.m. proceeded with buoy punt in tow towards Sangster Island in search of missing buoy from Sand Heads of Fraser River; at noon found the buoy with the assistance of two Indians who were taken on board; the buoy and mooring were weighed and taken on board the punt; 6 p.m. arrived at Departure Bay.

August, 12th.—Loading punt with coal; took on board 94 tons.

August, 13th.—4 a.m. proceeded with punt in tow for Victoria, left punt at anchor in Village Bay; steamer proceeded to lightship; delivered on board 10 tons of coal; 5 p.m. returned to Village Bay, took punt in tow and proceeded towards Victoria, arriving at 11.30 p.m.; very rough weather off Trial Island.

August 14th.—Filling bunkers; In the afternoon cleaning ship.

August 16th.—Took on board a lot of lead weights and other supplies for Point Atkinson Lighthouse.

August 17th.—7 a.m. Capt. Cooper came on board with M. A. Hendry, started for Point Atkinson via Race Rocks; 6 p.m. landed Capt. Cooper and Mr. Hendry at Point Atkinson; 10 p.m. anchored in English Bay.

August 18th.—5 a.m. ran into Burrard Inlet for water; returned to Point Atkinson at 7 a.m., landed Capt. Cooper and Mr. Hendry; noon, sailed for Victoria, calling at lightship; arrived at Victoria at 7 p.m.

August 19th to 21st.—Coaling from punt.

August 23rd.—10 a.m. proceeded towards Bute Inlet, Mr. Marcus Smith and five Indians on board; 7 p.m. arrived at Nanaimo.

August 24th.—4 a.m. proceeded; arrived at Waddington Harbour, Bute Inlet, at 8 p.m.; anchored in 11 fathoms.

August 25th.—Landing freight; Mr. M. Smith communicating with parties on shore; 2 p.m. proceeded on towards Dean Canal; 7 p.m. anchored off Stuart Island.

August 26th.—5 a.m. proceeded; met steamer "California" in Johnston Straits at 3 p.m.; arrived at Alert Bay at 4 p.m.; took on board cord wood.

August 27th.—5 a.m. proceeded; 3 p.m. passed Safety Cove; 6.30 p.m. anchored in Nanaimo Harbour, blowing fresh-gale all day.

August 28th.—5 a.m. proceeded, blowing a gale from N. W.; arrived at Dean's Canal at 5 p.m., anchored in 17 fathoms; V. party, Mr. John Trutch in charge; all waiting to remove to Gardiner's Inlet.

August 30th.—Taking on board cord wood from Indian canoes; Mr. Marcus Smith left for up river.

August 31st.—Taking on board camp implements of V party; 7 p.m. all on board.

Sept. 1st.—5 a.m. proceeded towards Gardiner's Inlet; wind fresh from S.E., with rain; 4.30 p.m. arrived at Bella Bella; took on board cord wood and remained for the night.

Sept. 2nd.—Proceeded at 5 a.m.; crossed Mill Bank Sound; heavy sea and blowing fresh; 6 p.m., anchored in Fisherman Bay.

Sept. 3rd.—5 a.m. proceeded, arrived at Kilmano at 1.30 p.m.; anchored at the mouth of river in 15 fathoms and commenced landing freight and Survey party.

Sept. 4th.—5 a.m. started on return trip; barometer very low and weather threatening; anchored in Carter's Bay at 5.30 p.m.

Sept. 5th.—Proceeded towards Bella Bella and took on board cord wood from Hudson Bay Co. station.

Sept. 6th.—5.30 a.m. weighed and proceeded towards Dean's Canal; fresh gale from N.W.; arrived off the camp at 4 p.m.; Mr. Hunter's party not having returned.

Sept. 7th.—Taking on board wood and water; no news of Mr. Hunter's party.

Sept. 8th.—Taking on board wood and water; no news of Mr. Hunter's party.

Sept. 9th.—Received on board Mr. Hunter's Survey party for Nanaimo, where they were landed on the 12th at 1 p.m.

Sept. 13th.—Left Nanaimo for Victoria at 6 a.m., arriving at 1 p.m.; moored the steamer.

Sept. 14th.—Hauled punt alongside and commenced coaling.

Sept. 15th.—Filled 100 sacks of coal for Cape Beale Lighthouse; landed a lot of returned stores of the C. P. R. S.; took on board 50 cases of oil for lighthouse (Cape Beale.)

Sept. 17th.—Painted a buoy for Sand Heads of Fraser River and sundry other work.

Sept. 18th.—Unmoored and hauled along side Engelhardt & Co.'s wharf, filling boiler with fresh water, filling tank and casks.

Sept. 19th.—Left Victoria for Cape Beale with Capt. Cooper on board; very foggy; anchored on the American shore, west of Clallum Bay.

Sept. 20th.—Left the anchorage at 10 a.m.; Straits full of fog; 3 p.m. fog lifted for a short time; 4 p.m. stopped to sound—27 fathoms; 4.45 p.m. stopped, judging steamer to be abreast Cape Beale; sounded 27 fathoms; anchored with kedge and line; 10 p.m. fog lifted for a minute, lighthouse bore N.-E., distance  $1\frac{1}{2}$  mile.

Sept. 21st.—6 a.m. weighed and steamed round the reef; anchored in 19 fathoms; the keeper came on board; Captain Cooper landed to inspect lighthouse; landed oil, coal and other stores; steamed to Dodger Cove for night.

Sept. 22nd.—Left Cove at 7 a.m.; fog very dense all the first part of the day; passed Neah Bay at 1 p.m.; passed Race Rocks at 6 p.m.; arrived at Victoria at 7 p.m.

Sept. 23rd.—Moored the steamer; crew cleaning ship.

Sept. 24th.—Preparing for buoy service; received on board 60 fathoms of chain.

Sept. 25th.—Took buoy punt in tow and proceeded to Brotchie's Ledge to grapple for lost mooring; did not succeed in finding it; 11.30 a.m. Capt. Cooper came on board; moored the Beacon 1 cable S.W. of the Ledge; returned to port at 5 p.m.

Sept. 27th.—Received on board 20 cans of coal oil for Point Atkinson Lighthouse; 9.30 a. m. Capt. Cooper came on board and proceeded to Nanaimo; painted the beacons on Lewis and Anderson Reefs on the way up; anchored in Ganges Harbour for the night.

Sept. 28th.—Weighed at 6 p.m.; arrived at Nanaimo at noon; received on board of buoy punt a number of mushroom mooring stones from stone quarry.

Sept. 29th.—Steamed to coal wharf; took on board of buoy punt 40 tons of coal; proceeded to Point Atkinson; landed 20 cases of coal oil, Capt. Cooper inspected lighthouse; anchored in English Bay.

Sept. 30th.—Weighed a 6 a.m.; moored at Nunn Buoy on Spanish Bank and proceeded to lightship; moored a black buoy at North Sand Head; proceeded to New Westminster; made fast to wharf at 7 p.m.

October 1st.—Received on board paints and stores, a number of buoys and other gear and proceeded to mouth of river, sounding and surveying channel.

October 2nd.—Weighed at 6 a.m., sounding channel; Capt. Cooper left for Victoria per "Enterprise."

October, 3rd, 4th & 5th.—Employed cleaning and painting buoys, sounding and surveying channel. By the "Enterprise" received instructions from Capt. Cooper to abandon the operations at Sand Heads and proceed with all despatch to Victoria *via* Nanaimo.

Oct. 6th.—Left Departure Bay for Victoria with punt in tow.

Oct. 7th.—Arrived at Victoria at 4 p.m.; took on board five tons of coal for Race Rocks.

Oct. 8th.—Proceeded to Race Rocks; landed the coal and returned to Victoria; commenced coaling for a trip North.

Oct. 9th to 15th.—Hauled to the wharf to take on board supplies; proceeded at 1 p.m. bound North to Dean's Canal to meet the V. Survey party; arrived at Kamsquit at 3 p.m. (15th); making trip 16th to 20th; weighed and proceeded with V. party; arrived at Departure Bay at 1 p.m.; heavy stormy weather experienced during the trip; 7 p.m. arrived at New Westminster.

Oct. 21st.—Arrived at Victoria at 4 p.m.; landed Survey party and supplies.

Oct. 22nd & 23rd.—Coaling and cleaning ship.

Oct. 25th.—At 1 p.m. left Victoria for Bute Inlet calling at Saanich to leave a large canoe for Harris party of Surveyors, in charge of Sayward's Mill; Mr. DeCosmos, M.P., passenger.

Oct. 26th & 27th.—Making trip; made arrangements with the Indians at Cape Mudge to take off Mr. Marcus Smith from Str. "Otter"; arrived at Waddington Harbour at 5 p.m.

Oct. 28th.—Waiting for Cambie party to arrive; In the afternoon received on board camp implements of party X; 6 p.m. all on board.

Oct. 29th.—Left the anchorage at 4 a.m.; heavy S. E. gale.

Oct. 30th.—Rough weather; arrived at Nanaimo at 3 p.m.

October 31st.—Arrived at Victoria at 3 p.m.

November 1st.—Landed supplies on Hudson Bay Co.'s wharf.

November 2nd.—Coaling.

November 3rd to 21st.—Engaged in buoy service; these duties having been deferred in consequence of the steamer being required for the Survey officers. Continual bad weather and the work completed with difficulty.

November 22nd.—Bagged ten tons of coal for Race Rocks.

November 23rd.—Proceeded to Race Rocks; weather too rough to make landing; returned to Victoria at 5 p.m.

- November 24th.—Made another attempt to land at Race Rocks and succeeded.
- November 25th to 29th.—Steamer on trip with buoy punt in tow *via* Nanaimo, Point Atkinson and lightship.
- November 30th.—Weighed at 7 a.m.; anchored off Garry Point; Capt. Cooper taking bearings; proceeded to lightship, hove in her moorings and connected 15 fathoms of new chain on each length below the swivel.
- December 1st.—Capt. Cooper left for Victoria per "Enterprise" proceeded at 9 a.m. for Departure Bay.
- December 2nd.—Loading punt with coal and coaling steamer.
- December 3rd.—Placed a mooring in position in Nanaimo Harbour, buoy not being ready; proceeded at 1 p.m.
- December 4th.—Arrived at Victoria at 7 p.m.
- December 7th.—Coaling.
- December 8th.—Proceeded towards Nanaimo.
- December 10th.—7.30 a. m. left for Maple Bay and Cowichan; received on board the V. and R. Survey parties for Victoria; arrived at 5 p.m.
- December 11th.—Landed equipments.
- December 13th to 20th.—At Victoria; hauled to Hudson Bay Co.'s wharf; received on board a case of plate glass for Entrance Island Lighthouse; filled tank with fresh water.
- December 21st.—7 a.m. proceeded towards Nanaimo; 7.30 Capt. Cooper came on board at McNeil Bay; arrived at Nanaimo at 4 p. m.
- December 22nd.—Capt. Cooper landed to examine position of Gordon's wharf; 1 p.m. left for Entrance Island, Mr. Baker, Contractor, on board; landed plate glass and other stores; on return towed a drift buoy into port.
- December 23rd.—Arrived at Victoria at 3 p.m.
- December 24th to January 10th '76.—Refitting and cleaning ship.
- January 11th.—Left for Nanaimo.
- January 12th.—Steamed to Entrance Island Lighthouse; Capt. Cooper landed to inspect the work.
- January 13th.—Left for Victoria.
- January 13th to 27th.—Steamer at moorings; hauled alongside the coal barge; commenced coaling for a trip North.
- January 31st.—Hauled to Engelhardt's wharf; taking on board steamer's stores and the outfit of X division for Gardiner's Inlet.
- February 1st.—Blowing heavy gale.
- February 2nd.—Proceeded at 8 a. m. with X division C. P. R. S. under charge of Mr. Gamsby towards Gardiner's Inlet; arrived at Nanaimo at 5 p. m.
- February 3rd.—Proceeded at 7 a. m.; blowing a gale from S. E.; put into Deep Bay for shelter.
- February 4th.—Weighed at 7 a. m.; at 5.30 p. m. anchored in Blenkinsop's Bay.
- February 5th.—Arrived at Shushartie Bay at 5 p. m.
- February 6th.—Arrived at Bella Bella at 5.30 p. m.
- February 7th.—Arrived at Fisherman's Bay at 10 p. m.
- February 8th.—Proceeded at 6 a. m.; at noon met drift ice, on proceeding further up the Inlet found it frozen solid for 30 miles from the head, 20 inches thick; 1 p.m. left the ice to look for a harbour; found a small bay tolerably sheltered, but had anchorage, 7 miles from the solid ice; anchored in 13 fathoms.
- February 9th.—7 a.m. left for the ice, made fast to it at 9 a.m.; Mr. Gamsby sent a party to examine and report on condition of the ice; party returned at 5 p.m.; report favourable; made fast to the ice all night.
- February 10th.—8 a.m. Commenced snowing; 9 a.m. left for anchorage; moored with two anchors; blowing heavy and snowing.
- February 10th to 16th.—Snow storm, raining and blowing hard.
- February 16th to 18th.—Raining and blowing, ice running in channel.
- February 19th.—10 a.m. proceeded towards the ice, found it very soft and much water on it; returned at 2 p.m.



February 19th to 24th.—Raining, blowing and snowing; Inlet full of drift ice; a field of ice came into the Bay and got athwart hawse, parted port chain; bent on spare anchor and let go.

February 25th.—Sweeping for the anchor.

February 26th.—Bottom very rocky.

February 28th.—Weighed and proceeded towards the ice; loaded all the sleds and started them for Kilmarno, distant 8 miles; left for the harbour at 4 p.m.

February 29th.—Weighed at 6 a.m.; landed balance of freight and all the party; returned to anchorage at 2 p.m., having had the Survey party on board for 29 days.

March 1st to April 11th.—Laying at anchor; experienced all weathers from the bitterest cold to moderately warm; the thermometer ranging from several degrees below zero up to a temperate warmth; repeated gales of wind, rain, snow, and frost with occasional sunshine; 8 p.m. a canoe arrived from Kilmarno bringing a dispatch from Mr. Gamsby, stating that he and his party would be ready to embark in the morning at the ice.

April 12th and 13th.—Receiving on board Survey party; weighed at 4 a.m. *en route* for Victoria; arrived at Mill Bank Sound 7 p.m.

April 14th.—5.30 p.m. met steamer "California" which reported steamer "Otter" in search of steamer "Sir James Douglas"; arrived at Alert Bay at 11.30 p.m.

April 15th.—Wooded up and left Alert Bay at 2 a.m.; anchored at Deep Bay at 7 p.m.

April 16th.—Weighed at 4 a.m.; arrived with Survey party at 6 p.m.

April 17th.—Landed equipments at Union wharf.

April 18th and 19th.—Coaling.

April 20th.—Left Victoria with buoy punt in tow for Nanaimo.

April 20th to 25th.—Making a tour of inspection; returned to Victoria at 4 p.m.

April 26th.—11 a.m., under weigh; Capt. Cooper inspected Race Rocks, Fisgard, and Beren's Island Lighthouses; returned to Victoria at 3 p.m.; received on board a new anchor and chain to replace that lost at Gardiner's Inlet.

April 26th to May 9th.—Repairing, refitting, coaling and cleaning ship.

May 10th.—Hauled alongside Hudson Bay Co's wharf and received on board stores and supplies for X division C. P. R. S.

May 11th.—9 a.m., proceed towards Bute Inlet, with Survey party.

May 13th.—Arrived at Waddington Harbour at 10 p.m.

May 14th.—Proceeded towards Victoria, S. E. gale.

May 16th.—Arrived at Victoria at 11.30 a.m.

May 17th.—Coaling and taking on board supplies for the C. P. R. S., R. & X Divisions; shipped 200 sacks of coal, per "Isabel" for steamer "Sir James Douglas" use, to be landed at Bella Bella.

May 18th.—9 a.m. proceeded towards Dean's Canal with survey party on board; anchored at Hornby Island at 10 p.m.

May 18th to 21st.—Making trip; anchored at 3 p.m. off the depot.

May 22nd.—Landed supplies.

May 23rd.—Weighed at 5 a.m.; proceeded towards Victoria.

May 23rd to 27th.—Making trip, arrived at Victoria at 1 p.m.

May 29th.—Coaling; filled 200 sacks coal for Race Rocks Lighthouse.

May 30th.—Proceeded at 11 a.m.; found too much sea and wind; could not land; returned to Victoria at 3 p.m.

June 1st.—Capt. John Devereux took charge of the Dominion steamer this day.

June 2nd.—Proceeded to Race Rocks; landed coal and other stores; steamed to Fisgard Lighthouse and landed 40 sacks of coal; returned to Victoria; moored and took on board remainder of coal from tender.

June 6th.—Left Victoria for Nanaimo at 3 p.m.; stopped at McNeil Bay and received on board Capt. Cooper; at 10.30 p.m. anchored at Nanaimo.

June 7th.—Proceeded to Entrance Island with Messrs. Fenney & Kenney on board, the latter being keeper of the lighthouse; delivered 18 cans of coal oil, and

sundry other stores; 5 p.m., returned to lighthouse, took on board Capt. Cooper an party and returned to Nanaimo.

June 8th.—8 a.m. Left Nanaimo and returned to lighthouse with furniture and provisions for keeper; 8.30 p.m., the light on Entrance Island was exhibited for the first time; 10 p.m., proceeded towards English Bay; observed the new light at a distance of 15 miles; weather hazy with rain; midnight, anchored in English Bay.

June 9th.—8 a.m., weighed and proceeded to Point Atkinson; Captain Cooper landed and inspected the lighthouse; noon, visited the lighthouse and started thence to Victoria; 6.30 p.m., arrived and moored ship at Victoria.

June 10th to 13th.—At Victoria.

June 14th.—11.15 a.m., cast off from wharf and proceeded to sea *en route* for Cape Beale Lighthouse, with Captain Cooper on board; noon, stopped at Fisgard Lighthouse and landed Capt. Cooper; 12.45, left for the Straits; 4 p.m., off Otter Point, strong westerly wind with heavy sea, ran into Sooke Harbour.

June 15th.—3 a.m. weather fine, got under weigh and proceeded; 1 p.m., stopped off the lighthouse; tide too low to communicate; anchored in Dodger's Cove; landed 18 cans of coal oil, some stores and provisions for the keeper; Captain Cooper inspected the lighthouse; 7.30, boats returned; 9.15, weighed anchor and steamed out to sea in order to gain a good offing to take observations of Cap Beale Light.

June 16th.—1.40 a.m. Cape Flattery Light S. E.  $\frac{1}{4}$  S., distant about 3 miles; Cape Beale Light dipped and lost sight of from top of deck-house, distance 27 miles; anchored in Neah Bay 3 a.m.; 9.30 a.m., proceeded; stopped and landed Captain Cooper at Race Rocks; 5 p.m., landed Capt. Cooper at Fisgard Lighthouse; 6.30 p.m. moored in Victoria Harbour.

June 17th to 30th.—At Victoria, painting, tarring and general cleaning and renovating.

#### MARINE HOSPITAL.

This institution has, for the past fiscal year, been the means of affording relief to a number of sick mariners. It is pleasantly situated with the exception of having sometimes very unruly neighbors. The native village abuts closely to one side of the boundary fence, and the Insane Asylum is situated close to in the rear of the building; the latter, however, is only a temporary inconvenience as a new and commodious Asylum is now being built by the Provincial Government at New Westminster for the better accommodation of the poor unfortunates, and I trust that the land now occupied by the present Asylum will be thrown into the grounds of the Marine Hospital.

A strong substantial fence has been put round the building by the Department of Public Works.

Another cistern of larger capacity for holding rain water (the only resource) is very much required, the present one being altogether inadequate for supply. This season has been quite unusual, rain having fallen much more frequently than in previous years, consequently the supply has held out, but a short time of dry weather will necessitate a supply by the water cart.

A large number of shipping enters and clears at Nanaimo without any communication with Victoria. The resident surgeons at this port attend to all cases of sickness, and it is only when a protracted or serious case of illness occurs that the patient is forwarded to the Marine Hospital.

At Burrard Inlet also a large number of shipping visits that port without communicating with Victoria. In cases of accident or sickness on board of the shipping at this port, they are attended to by the medical gentlemen resident at New Westminster. Burrard Inlet has, however, been remarkably free, for several months past, from serious cases of accident or sickness, but when they do occur they are provided for by an arrangement made between the Department and the Board of Management of the Royal Columbian Hospital at New Westminster, for their reception in that Institution.

WRECKS AND CASUALTIES.

The mail steamer "City of Panama" grounded in Victoria Harbour on the 9th of October, discharged a portion of her cargo, but sustained no damage.

The ships "Nation's Hope" and "Blanche," the former in Royal Roads at anchor and the latter at sea off Columbia River Bar, on the 29th of October last met with disaster. The "Nation's Hope" driving on shore after parting her cable in a gale of wind from S.E. she was ultimately, after remaining aground for some time, floated off and repaired in Esquimalt Harbour. The latter vessel, two hundred miles away in the same gale shifted cargo (laden with grain from Portland, Columbia River) cut away masts to save the ship and come to this port to refit.

On the 8th of last November this community was thrown into the utmost state of excitement and consternation by the arrival of the news that the American steamer "Pacific," carrying H. M. mails, with about 275 passengers, besides the crew on board, a quantity of treasure and other valuable freight, had foundered with all hands. The cause of the disaster was variously rumored as no authentic information could be gathered until the evidence of Mr Farrell was given, one of the only two rescued out of 320 souls on board. It was subsequently ascertained that on a moderately fine night on the 4th of November, about twelve hours after leaving this port, the steamer came into collision with the American ship "Orpheus," the former striking the latter vessel a few feet abaft the fore rigging. The hour is supposed to have been about 9 p.m., when nearly all persons had, on the first night at sea, retired to their berths. It is supposed that in a few minutes after the collision, the steamer being old and unseaworthy, she sunk without affording any opportunity to lower boats, make rafts, or resort to any means of saving life.

The ship "Orpheus" two days afterwards ran on shore in Barclay Sound, on West coast of Vancouver Island; the Captain and officers alleging that mistaking Cape Beale for Cape Flattery Light was the cause of the stranding of the ship. For a few days the ship remained on a ledge of rocks close in shore near Izaartoo's Island, but subsequently glided off into deep water where her masts are entirely submerged.

The steamer "Grappler" grounded in Nanaimo Harbour for a tide, was floated off at high water.

The loss of the steamer "Pacific" is the only instance on record for the fiscal year ended 30th June, 1876, where life has been lost.

COAL.

The ports of Nanaimo and Departure Bay are growing year by year of more importance. The shipments of coal for the past fiscal year exceed in quantity upwards of 70,000 tons over the previous year. The Harewood Mine, the property of Mr. T. A. Bulkley, has recently commenced operations. There will be however a check upon exports for a time in consequence of the San Francisco market being glutted; vessels from Great Britain and Australia bring large quantities of coal to that market, as ballast in order to obtain charters for grain to Europe.

I beg to append a statement of shipments of coal, and the countries to which exported. This does not include the quantity used for home consumption.

	Tons.	Value.
Shipped to United States .....	99,042½	\$543,900
do Mexico .....	2,000	11,000
do Sandwich Islands.....	865	.4,768
	101,907½	\$559,668

Total value of lumber exported from Burrard Inlet for fiscal year ended 30th June last, \$273,430

This Agency of your Department is now provided with comfortable and commodious offices in the new Custom House Building ; the Inspector of Steamboats has the use of one of the offices when he requires it.

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

JAMES COOPER,  
*Agent.*

STATEMENT of Expenditure on account of Construction of Lights, British Columbia, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
<i>Point Atkinson Light.</i>					
N. Shakespeare.....	Advertising in "Nanaimo Free Press".....		8	00	
Engelhardt & Co.....	Freight, &c., of machinery.....		12	60	
Arthur Fenney.....	Balance of contract, (\$4,250.00).....		377	36	
do.....	Altering tower, \$384.12; making and placing water tank, \$176.13.....		560	25	
Hasting's Saw Mill Co.....	Lumber.....		3	28	
P. McQuade & Son.....	Copper wire rope, manilla, &c.....		49	13	
					1,010 62
<i>Cape Beale Light.</i>					
Wm. Spring.....	Paid for cutting down timber that obstructed light.....				40 00
<i>Beren's Island (Victoria.)</i>					
Louis Baker.....	On account of contract.....	1,880	00		
do.....	Paid freight on his account.....	43	69		
T. C. Jones.....	Boat hire.....	27	50		
do.....	Boat, sculls, etc.....	65	00		
Engelhardt & Co.....	Storage.....	15	00		
Jas. McDowell.....	9 days' labour, (\$5.00) \$45.00; building boatshed, \$40.00.....	85	00		
P. H. O'Brien.....	2½ days' labour as carpenter.....	8	75		
Arthur Fenney.....	9½ days' labour, \$47.50; 6 weeks' inspection, \$48.00.....	95	50		
Wm. Mann.....	Building new bottom to cistern.....	25	00		
Jos. Spratt.....	Castings and brass brackets.....	11	12		
P. McQuade & Son.....	Glass, putty, etc.....	39	12		
					2,295 68
<i>Entrance Island (Nanaimo).</i>					
L. Baker.....	On account of contract.....	2,237	50		
Chas. Leslie.....	Paid on account of L. Baker's contract.....	30	00		
E. B. Marvin.....	do do.....	325	47		
Rueff & Co.....	do do.....	75	00		
John Gordon.....	do do.....	250	00		
Nathaniel Acorn.....	do do.....	150	00		
B. Madigan.....	do do.....	50	00		
Mansell & Holroyd.....	do do.....	20	00		
H. Saunders.....	do do.....	315	00		
T. C. Peters.....	do do.....	95	00		
J. McB. Smith.....	do do.....	100	00		
J. H. Todd.....	do do.....	150	00		
John Gordon.....	Completing lighthouse as per contract.....	750	00		
do.....	Building boat house and landing place.....	75	00		
Arthur Fenney.....	Allowed for inspecting, \$184.00; travelling expenses, \$15.00.....	199	00		
do.....	Paid for putting on roof, etc.....	109	40		
do.....	Paid Indian for taking charge of building, 56 days, at \$1.50.....	84	00		
Engelhardt & Co.....	Storage on materials, \$12.50; consul's fee, \$2.50.....	15	00		
Capt. James Cooper.....	Travelling expenses, etc., inspecting.....	35	75		
T. C. Peters.....	Hire of steamer, \$20.00; freight on four packages, \$1.25.....	21	25		
Steamer "Manan".....	Freight of materials.....	4	00		
Hon. A. N. Richards.....	Legal expenses vs. L. Baker.....	20	00		
do.....	Drawing up contract with J. Gordon.....	20	00		
					5,131 37
Total.....					\$8,477 67

JOHN TILTON,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine and Fisheries.

STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, for the Fiscal year ended 30th June, 1876.

		\$	cts.	\$	cts.
<i>Buoys and Beacons.</i>					
Collings & Cook.....	Hauling out and repairing buoy punt .....	178	50		
do .....	do do do for use on				
	Sand Heads off Fraser River .....	600	00		
Jos. Cunningham.....	Making and materials for four spar buoys as per contract, for Fraser River.....	190	50		
Jas. Robinson.....	Surveying channel and placing the above 4 buoys..	100	00		
Arthur Fenny.....	Repairs to Gabriola Reef Beacon, Fraser River.....	82	75		
do .....	Making two attempts to righten Walker Rock beacn	35	00		
do .....	Paid two men to assist.....	21	00		
do .....	Making three new buoys, at \$60 each.....	180	00		
do .....	Repairing buoys, chain, shackles, &c.....	232	25		
do .....	Building new beacon, Kelp Reef, Haro Straits, as per contract.....	450	00		
do .....	Paid Indians for labour, Channel inland.....	96	00		
E. B. Marvin.....	Paint and hardware.....	67	72		
Jonathan Robinson.....	Twelve days' labour "Sands Head," Fraser River..	30	00		
Silas J. Frost.....	do do do .....	30	00		
Walter Blackie.....	Blacksmith's work do do .....	18	68		
R. W. Deane.....	Paint, etc., do do .....	10	75		
Jno. Murray.....	Labour, scraping and painting buoys.....	32	00		
P. McQuade & Son.....	Chains, shackles, etc., \$220.48; varnish, oil, etc., \$10.00; and three mooring chains, \$139.34.....	369	82		
D. W. Higgins.....	Advertising.....	10	00		
Jno. Holden.....	Chain, shackles, eye bolts and blacksmith's work..	425	02		
Jas. Cunningham.....	Paint, varnish, boiled oil, rope, etc.....	77	55		
Henry Glide.....	Chain, shackles, etc., Victoria Harbour.....	28	00		
Jeremiah Nagle.....	Seven months' boat hire and cash paid for removing chains and placing new ones, Victoria Harbour..	67	25		
Hudson's Bay Co.....	406 lbs. iron, Victoria Harbour.....	10	00		
Sam'l Clifford.....	Repairing and painting buoy, Victoria Harbour...	54	00		
Eli Harrison.....	Making tide guage.....	3	50		
Tibbetts & Wilson .....	Picking up part of Kelp Reef buoys, broken from its moorings .....	20	00		
Jos. Spratt.....	Iron castings and labour.....	37	95		
Richard Nightingale .....	Mushroom anchor, stones and laying the same. ....	218	50		
Lewen & Erb.....	Rations for laborers on Sand Head.....	10	00		
Jno. Sabiston, jun.....	Replacing buoys .....	56	00		
Fletcher, Beck & Co.....	Materials for and repairing two buoys .....	12	00		
Wm. Sage.....	17½ days searching for and replacing buoys, Nana Harbour, \$2.50 .....	43	75		
Robt. Terry.....	do do do do .....	43	75		
Matthews, Richards & Co. ....	Ironwork .....	34	00		
				3,876	24
<i>Beren's Island Light.</i>					
Henry Guydon.....	Salary as Acting Keeper, February, 29th to 31st March, 1876.....	40	00		
E. Cox.....	Three months' salary as Keeper.....	112	50		
D. W. Higgins.....	Advertising in <i>British Colonist</i> .....	12	00		
J. K. Suter.....	do <i>Mainland Guardian</i> .....	10	00		
G. C. Keays.....	Piping and hardware.....	85	22		
E. B. Marvin.....	Hardware, mats, furniture, etc .....	228	90		
				498	62
<i>Entrance Island Light.</i>					
M. C. Kenny.....	One month's salary as Keeper .....	50	00		
T. C. Jones.....	Surf boat.....	65	00		
J. S. Drummond.....	Stove piping, copper roof for Lantern.....	138	00		
A. & W. Wilson.....	Repairing lamp reservoir .....	3	50		
				256	50
<i>Carried forward..</i>				4,621	36

## STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			4,621 36
<i>Fisgard Light.</i>			
W. H. Bevis.....	Twelve months' salary as Keeper and to provide one Assistant.....	759 96	
Williams & Arthur.....	Water.....	16 00	
Thos. Storey.....	Fitting up tramway for boat.....	35 00	
do	Making and fitting four new sashes.....	35 00	
Hy. Saunders.....	28 lbs. soap.....	3 92	
Thos. Wilson & Co.....	Glass cloth and calico.....	4 38	
E. B. Marvin.....	Blocks, rope, oil cloth, matting waste, etc.....	61 03	
H. McKenzie.....	Freight of coal oil.....	2 50	
T. C. Jones.....	Hire of boat.....	10 75	
T. N. Hibben & Co.....	Stationery.....	6 00	
A. & W. Wilson.....	Brick lining for stove.....	3 00	
Engelhardt & Tibbals.....	Two tons coal.....	22 00	
Langley & Co.....	Soap, leather, brush, oil, etc.....	51 50	
			1,011 04
<i>Fraser River Lightship.</i>			
James Jolly.....	Twelve months' salary as Master and Chief Keeper.....	1,200 00	
Duncan McLean.....	do do Assistant.....	480 00	
Jno. Wick.....	do do do.....	480 00	
N. Shakespeare.....	Advertising.....	2 50	
Steamer "Enterprise".....	Freight of pump, materials and passage of Capt. Cooper.....	71 15	
Hy. Saunders.....	Provisions and groceries.....	631 20	
Dunsmuir, Diggle & Co.....	Ten tons coal, \$5.50.....	55 00	
Thos. Wilson & Co.....	Flannel.....	6 25	
E. B. Marvin.....	Oil, paint, rope, spun yarn, hardware, etc.....	253 46	
T. N. Hibben & Co.....	Stationery.....	9 87	
Jno. Holden.....	Mooring swivel, and connecting shackles, windlass, chain plates, etc.....	144 25	
Jno. Camesa.....	75 gallons dog fish liver oil, at 60c.....	45 00	
Langley & Co.....	Sponges, leather and wicks.....	7 30	
Cap. Jas. Cooper.....	Passage to and from lightship from Victoria.....	9 50	
Hudson's Bay Co.....	Freight of supplies, etc., wharfage.....	54 50	
Kelly & Taylor.....	Hardware.....	23 13	
M. Muir.....	Oil, 188 gallons dog-fish liver, at 62½c.....	117 50	
A. & W. Wilson.....	Hardware, and fitting tubes to ten lamps.....	47 74	
Thos. Fletcher.....	Re-silvering reflectors.....	36 00	
J. Engelhardt.....	Oil, 269 gallons seal, at 60c.....	161 40	
W. G. Porter.....	Nineteen days labour, repairing bulwarks, lantern house, and caulking waterways.....	95 00	
			3,930 75
<i>Cape Beale Light.</i>			
R. Westmoreland.....	Twelve months' salary as Keeper, and to provide assistant.....	1,200 00	
Langley & Co.....	300 gallons coal oil, at 65 cts.....	195 00	
P. McQuade & Son.....	500 gallons coal oil, at 62½ cts.....	312 50	
do	Groceries, flannels, etc.....	26 87	
R. Westmoreland.....	Transporting stores up lighthouse hill.....	17 00	
W. Spring.....	Conveying letters and stores from Victoria, from 1st July, 1875, to 30th June, 1876.....	50 00	
do	2 Oars.....	5 50	
J. McLeod.....	Repairing damages and painting tower.....	176 00	
E. B. Marvin.....	White lead, boiled oil, brushes, etc.....	105 00	
Dunsmuir, Diggle & Co.....	5 tons coal, at \$5.50.....	27 50	
			2,115 37
<i>Carried forward</i> .....			11,678 52

STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, etc.—*Continued.*

		\$	cts.	\$	cts.
		<i>Brought forward</i> .....			11,678 52
<i>Point Atkinson Light.</i>					
E. Woodward.....	Twelve months' salary as Keeper, and to provide Assistant .....	800	00		
Jas. Cunningham .....	Rope, blocks, glass, hardware, paint, etc.....	54	37		
Engelhardt & Co.....	Consul's certificate on freight from Canada.....	5	00		
Jos. Spratt.....	Lead weights and repairs to iron work.....	139	42		
Langley & Co.....	Waste oil, etc.....	12	00		
A. & W. Wilson .....	Iron piping, repairs, etc.....	51	00		
Wm. Mumford.....	Building derrick and shed.....	60	00		
Matthews, Richards, & Co.....	Iron work.....	9	87		
Arthur Fenny.....	Two men repairing steps to lighthouse, fixing windows in house and tower, etc.....	120	00		
					1,251 66
<i>Race Rocks Light.</i>					
Thomas Argyle .....	Twelve months' salary as Keeper, and to provide three Assistants .....	1,539	34		
Henry Saunders.....	Groceries and provisions.....	638	20		
Dunsmuir, Diggle & Co.....	16 tons coal.....	88	00		
H. E. Beckwith.....	Freight of shaft of fog-bell and supplies.....	15	00		
T. N. Hibben & Co.....	Stationery.....	5	00		
Jas. W. Davies.....	Four days' as light keeper from 1st to 4th September, 1875 .....	4	66		
E. B. Marvin.....	Hardware, paint, oil cloth, rope, brushes, earthenware, flannel, cotton, waste, etc.....	396	25		
John Camessa.....	80 gallons dog-fish liver oil, at \$48.00; delivery, \$5.00 .....	53	00		
do .....	Conveying stores.....	6	00		
Jos. Spratt.....	Repairs to iron work .....	19	30		
Langley & Co.....	Oil, matches, paint, spirits of wine, etc.....	37	99		
P. McQuade & Son.....	Linen, etc.....	21	50		
J. Engelhardt.....	Oil.....	120	00		
Robert Ridley.....	Painting tower and bell tower .....	150	00		
					3,094 24
<i>General Account.</i>					
P. McQuade & Son.....	500 gallons coal oil, at 62½ c's.....	312	50		
do .....	1,000 do do 55 cts.....	550	00		
Engelhardt & Co.....	Storage .....	2	50		
H. Rhodes & Co.....	do .....	4	25		
Hudson's Bay Co.....	do wharfage and gauging.....	16	80		
H. J. Cook.....	Hauling out, repairing and caulking buoy punt.....	260	00		
Thos. C. Jones .....	Boat hire, etc.....	5	50		
					1,151 55
Total.....					17,175 97

WM. SMITH,

*Deputy Minister of Marine and Fisheries*JOHN TILTON,  
*Accountant.*



## APPENDIX No. 7.

## STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
<i>Steamer "Napoleon III."</i>					
Capt Despres.....	Salary as Captain, from 1st June, 1875, to 30th June, 1876.....	866	64		
J. U. Gregory.....	Wages of officers and crew, from 1st June, 1875, to 30th June, 1876.....	8,717	08		
Fisher & Blouin.....	Leather hose, brass wire for couplings, &c.....	138	75		
Dussault & Co.....	Towage.....	15	00		
Julien & Freres.....	Copper, \$7.60; anchor, \$37.24.....	44	84		
A. P. Frechet.....	Dryer.....	2	80		
Middleton & Dawson.....	Stationery.....	11	18		
D. Laliberté.....	Kegs and repairing locks.....	9	85		
G. H. Gore.....	Cementing.....	94	80		
Archer & Co.....	Lumber.....	307	10		
Henry Black.....	Capstan.....	30	00		
G. Bissett.....	Winch, \$600.00; bolts, \$20.00; repairs, \$80.00.....	700	00		
Palace Harbour Co.....	Wintering and mooring.....	269	68		
P. Alphonse.....	Coppersmith's work.....	36	00		
Joseph Bovin.....	Hardware and paint.....	661	02		
L. Aré.....	Provisions and meat.....	1,333	56		
A. Bernier.....	Labour.....	25	50		
John Giblin.....	Coals.....	163	33		
L. N. Servais.....	Labour.....	18	00		
X. Gagnon.....	Carpenter's work.....	33	75		
E. Fontaine.....	Self and two assistants' labour.....	46	50		
W. Barbour.....	Expenses during voyages, including fresh provisions, pilotages, &c.....	314	03		
N. Fitzhenry.....	Fifteen days' labour.....	28	50		
E. Badard.....	Painting.....	97	65		
T. Routier.....	Paid for labour of carpenters and blacksmiths.....	1,774	07		
James Marmen.....	Cartage.....	192	70		
J. D. Marsan.....	Boat slings.....	28	75		
F. Rousseau.....	Bedstead.....	5	60		
Ph. Whitty.....	Buckets and coal chute.....	14	75		
P. Rouillard.....	Washing, \$102.00; making curtains, \$4.00.....	106	00		
Joseph Fuchs.....	Clothing.....	74	75		
A. Mulholland.....	Plumbing and glazing.....	163	50		
S. Bedard.....	Hardware, piping, &c.....	566	57		
Tweddle & Campbell.....	Drilling, turning and repairs to iron work.....	609	91		
F. Derouin.....	Blocks.....	51	70		
M. Dion & Co.....	Provisions, \$111.00; fish, \$11.00.....	122	00		
D. Langlois.....	Milk.....	57	23		
L. Marois.....	Vegetables.....	314	89		
J. W. Wood.....	Leak-stopper.....	48	50		
C. Seifert.....	Marine glass.....	4	00		
John Davidson.....	Bread.....	194	90		
Robitaille & Pielier.....	Glass.....	20	00		
F. Plamondon.....	Fish.....	49	26		
Dunn, Samson & Co.....	Dockage, \$82.00; rent of dock, \$300.00; thirty days' extra time, \$18.00; \$540.00, including injury to dock, girdiron, &c.....	922	00		
O. Pickard.....	Plumber's repairs.....	716	60		
L. Leclerc.....	Anchor, &c., 143.75; wire rigging, \$19.50; oakum, \$20.00.....	183	25		
W. Crawford & Sons.....	Coals.....	1,058	25		
J. Vaudry.....	Candles.....	21	20		
F. O. Vallierand.....	Lamps.....	12	90		
R. Blakiston.....	New sails, \$451.91; repairs, \$19.60.....	471	51		
<i>Carried forward.....</i>		21,750	35		

STATEMENT o Expenditure on account of Dominion Steamers, etc.—  
Continued.

		\$ cts.	
<i>Brought forward</i> .....		21,750 35	
<i>Steamer "Napoleon III."—Continued.</i>			
Joseph Eden.....	Provisions, \$93.39; coals, \$200.00.....	293 39	
G. Bouchard.....	Provisions.....	726 76	
E. Chanteloup.....	Punch, screws, &c., \$346.82; copper pipes, \$89.00.....	435 82	
G. F. Philips.....	Copper and brass smiths' repairs.....	1,062 85	
C. Duquet & Co.....	Clocks, telescope, &c.....	50 00	
L. Guerard.....	Covering thirty benches, chairs, &c.....	78 13	
Quebec Rubber Co.....	Rubber joints.....	34 42	
P. F. Reinfret.....	Drugs and medicines.....	21 60	
H. Dinning.....	Lumber, \$34.85; oak, \$18.34; punching, rolling, &c., \$25.75.....	78 94	
W. H. Ross.....	Coals.....	1,124 38	
Jalbert & Bro.....	Use of winch.....	13 00	
F. Vezina.....	Painting.....	37 80	
Danstons, St. Laurent & Co.....	Knives, &c.....	4 60	
H. S. Scott & Co.....	Hardware.....	68 50	
Ann Kane.....	Saw.....	16 10	
M. Paradis.....	Butter.....	42 17	
W. C. Adams & Co.....	Moorage.....	37 50	
A. H. Murphy.....	Coal, \$532.00; moorage, \$164.00.....	696 00	
O. L. Richardson.....	Leather.....	2 45	
J. M. Tardiff.....	Spar.....	2 50	
Tache & Co.....	Provisions.....	26 50	
M. Thibaudeau.....	Crockery.....	61 68	
C. & W. Wurtele.....	Iron.....	203 77	
Chinic & Beaudet.....	Galvanized iron.....	2 66	
Ahearn & Walsh.....	Bread cutter.....	9 00	
Belanger & Gariepy.....	Varnish, paint and brushes.....	87 65	
C. W. Black.....	Coals.....	135 00	
J. Vaudry.....	Cotton.....	3 46	
J. Blais.....	Cutting ice, \$7.20; wintering, \$70.00.....	77 20	
J. Parent & Co.....	Casks.....	21 50	
L. Bourget.....	Provisions.....	142 49	
J. Ralph.....	Repairs to boiler.....	593 56	
G. Trunk Railway Co.....	Freight.....	5 33	
S. Boyce.....	Rockets.....	30 90	
Quebec Gulf Ports SS. Co.....	Freight.....	7 00	
F. Dufour.....	Labour of Self and assistant.....	13 20	
G. T. Davie.....	Docking.....	12 00	
F. M. Dechene.....	Un orms, \$194.25; carpets, \$234.01.....	428 26	
Dinning & Webster.....	Coal buckets.....	18 00	
Audet & Robitaille.....	Rope, block, fish oil, &c.....	1,084 63	
J. O. Donohoe.....	Repairing compasses.....	14 50	
Decayed Pilot Fund.....	Tax of 7 per cent. on Capt. Després Salary (\$800).....	56 00	
Lemieux & Noel.....	Iron.....	4 00	
Terreau & Frères.....	Winch and grate, \$58.16; castings, \$88.58.....	146 74	
A. Mulholland.....	Side lights.....	390 00	
<i>Special Repair Account.</i>			30,152 29
G. T. Philips.....	Repairs to machinery.....	2,700 00	
P. Whitty.....	Ironmonger's repairs.....	59 29	
J. Marmen.....	Cartage.....	66 85	
Joseph Boivin.....	Hardware.....	224 69	
Tweddell & Campbell.....	Castings, davits, &c.....	140 05	
D. Davidson.....	Iron cogs, angle iron, brass locks, &c.....	812 88	
C. & W. Wurtele.....	Rivets and iron.....	914 37	
G. Glassford.....	Rivets.....	245 04	
H. T. Davie.....	Use of punch.....	258 00	
J. B. Coté.....	Mouldings.....	26 00	
<i>Carried forward</i> .....		7	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—  
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	5,447 17	.....
<i>Special Repair Account.—Continued.</i>			
T. Routier .....	Wages of carpenters and blacksmiths.....	2,498 46	
do .....	Wages of painters .....	568 03	
H. S. Scott & Co.....	Iron.....	615 79	
Terreau & Frères.....	Castings .....	207 44	
J. D. Marsau.....	Rigging.....	167 45	
G. Bisset .....	Hardware and blacksmith's work.....	526 65	
P. Rouillard .....	Repairs to bedding.....	14 25	
Archer & Co.....	Lumber.....	2 56	
R. Neil.....	Punching and bending plates.....	304 38	
			10,352 18
<i>"Druid."</i>			
Capt. Marmen.....	Twelve months' salary as Captain .....	882 00	
J. U. Gregory.....	Pay-list of officers and crew .....	5,567 83	
Receiver-General .....	Superannuation tax on Captain Marmen's salary.....	18 00	
P. Rouillard.....	Washing, \$96.00; repairing mattresses, \$4.50.....	100 50	
L. Leclerc.....	Boiler tubes.....	87 50	
J. Fuchs.....	Clothing for Captain.....	10 00	
D. Langlois.....	Milk.....	73 53	
M. Dickey.....	Provisions.....	19 32	
H. S. Scott & Co.....	Iron .....	4 90	
F. O. Vallerand.....	Chimneys and burners.....	17 65	
Middleton & Dawson.....	Stationery.....	6 33	
Belanger & Gariépy.....	Paint and brushes.....	1 60	
L. Marois.....	Vegetables.....	435 57	
M. Dion & Co.....	Provisions, fish, &c.....	76 05	
F. Plémondon .....	Fish.....	77 51	
L. Arel.....	Provisions and beef.....	1,131 56	
Allan Gilmour.....	Wintering.....	85 00	
T. Routier.....	Wages to carpenters and blacksmiths.....	700 03	
J. Boivin .....	Paint, \$8 70; hardware, \$88.68.....	97 38	
S. Bedard.....	Hardware, piping, lamps, &c.....	204 20	
A. Noel.....	Repairing boat.....	28 00	
G. Seifert.....	Glass.....	3 50	
J. Davidson.....	Bread.....	236 90	
Crawford & Sons.....	Coals.....	1,989 50	
E. Trottier.....	Butter.....	21 60	
Archer & Co.....	Lumber.....	246 95	
Terreau & Frères.....	Castings and repairs.....	100 63	
G. T. Philips.....	Coppersmith's materials and repairs.....	299 46	
C. Duquet.....	Repairing clock.....	1 50	
M. Paradis.....	Butter.....	28 60	
W. C. Adams & Co.....	Moorage.....	43 50	
M. Thibaudeau.....	Glass and earthenware.....	8 70	
C. & W. Wurtele.....	Iron.....	152 57	
Ahearn & Walsh.....	Bread cutter.....	9 00	
J. Parke & Sons.....	Waste for cleaning machinery.....	5 81	
J. Blais.....	Wintering.....	60 00	
Jas. Marmen.....	Cartage.....	144 20	
L. Bourget.....	Provisions.....	119 33	
R. Blackiston.....	Repairs to sails.....	39 35	
A. Tranquille.....	Blocks.....	14 08	
Canadian Express Co.....	Freight.....	3 75	
J. Mullins.....	Watching.....	38 00	
S. Carroll.....	Repairs to boiler, &c.....	866 55	
G. Glassford.....	Rivets and plates.....	68 16	
G. Bisset.....	Hardware and ironfounders' repairs.....	120 00	
A. Mulholland.....	Side lights.....	14 00	
N. Fitzhenry.....	Coaling.....	36 47	
P. A. Myrand.....	Pilotage.....	75 00	
F. M. Dechêne.....	Oil cloth, uniforms, &c.....	49 90	
	<i>Carried forward</i> .....	14,421 47	.....

STATEMENT of Expenditure on account of Dominion Steamers, etc.—  
Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		14,421 27	.....
<i>" Druid."—Continued.</i>			
L. Leclerc.....	Oakum .....	8 00	
Dinning & Webster.....	Cotton waste.....	10 63	
Mrs. Fitzhenry.....	Washing.....	7 50	
Audet & Robitaille.....	Rope and brushes.....	44 63	
J. O'Donohoe.....	Repairing compasses.....	8 50	
Decayed Pilot Fund.....	7% on Capt. Marmen's salary (\$800.00).....	56 00	
H. Dinning.....	Oak.....	20 98	
Lemieux & Noel.....	Iron.....	25 30	
G. Bouchard.....	Provisions.....	500 46	
			15,103 47
<i>General Account.</i>			
M. Paradis.....	Butter.....	52 70	
L. Bourget.....	Provisions and stores.....	2,023 85	
D. Davidson.....	Brooms and cotton waste.....	105 54	
Belanger & Gariépy.....	Files, \$44.10; paint, \$123.00.....	167 10	
Jos. Eden.....	Wharfage and freight of coals.....	569 37	
T. Berrigan.....	Clearing away snow.....	90 00	
J. B. Thibaudeau.....	Apples.....	26 88	
J. Lepage.....	Freight of coal.....	125 00	
J. Laird.....	Coals.....	423 00	
L. Leclerc.....	Paint.....	72 00	
W. H. Ross.....	Coal.....	502 50	
E. Menard.....	Freight of coal, &c.....	1,105 50	
J & W. Reid.....	Rope, paper, &c.....	24 30	
L. Tétu.....	Porpoise oil.....	250 00	
L. Garnier.....	Provisions.....	13 20	
H. A. Paré.....	do.....	167 66	
Allans, Rae & Co.....	Freight.....	9 90	
E. Chanteloup.....	Buttons.....	13 00	
Quebec Decayed Pilot Fund.....	For 1874 and 1875, Capt. Després.....	112 00	
Quebec Decayed Pilot Fund.....	do do Capt. Marmen.....	112 00	
J. Marmen.....	Firewood, \$50.00; cartage, \$20.10.....	70 10	
C. W. Black.....	Coal, per steamer "Newfield" 401 tons at \$2.25.....	902 25	
J. Blais.....	Wintering pontoon.....	30 00	
T. Flamand.....	Towing pontoon.....	10 00	
C. Portier.....	Deck brushes.....	6 00	
W. C. Adams.....	Moorage.....	21 00	
P. Rouillard.....	Repairing clothes, &c.....	12 00	
L. N. Gervais.....	Polishing powder.....	5 00	
E. N. Wright.....	Stencils.....	7 00	
Jos. Boivin.....	Hardware.....	90 22	
F. M. Déchene.....	Serge, &c.....	29 65	
R. & R. Shaw.....	Provisions.....	28 05	
Dinning & Webster.....	Cotton waste.....	12 52	
Thibaudeau, Frères.....	Cloth.....	150 50	
Jos. Eden.....	Services.....	25 00	
		7,364 79	
Refund to Receiver-General.....		1 24	
			7,363 55
<i>Steamer "Lady Head."</i>			
Captain Matson.....	Salary as Captain, from 1st July, 1875, to 31st May, 1876,—eleven months.....	733 26	
H. W. Johnston.....	Pay-list of officers and crew.....	6,695 93	
George Matson.....	Sundry disbursements for steamer.....	554 57	
M. Phelan.....	Wheeling and trimming coal.....	242 05	
<i>Carried forward</i> .....		8 225 81	.....

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

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		8,225 81	
<i>Steamer "Lady Head." — Continued.</i>			
E. Bowes.....	Ice.....	54 00	
W. & A. Nauffts .....	Provisions .....	501 99	
W. Roche, jun.....	Coals.....	577 12	
E. Albro & Co.....	Olive oil, waste, burners, &c.....	565 50	
P. Judge.....	Water.....	80 80	
Chebucto Marine R.R. Co.....	Slip hire .....	1,813 70	
J. E. Butler.....	Oars.....	19 40	
Lawson, Harrington & Co.....	Oil, \$31.72; towage, \$8.00.....	39 72	
Thomas Casey.....	Beef.....	1,125 75	
C. & W. Anderson.....	Groceries .....	1,328 50	
R. P. & W. F. Starr.....	Coals.....	615 55	
J. Walker & Co.....	Water.....	12 00	
Welsh Bros.....	Provisions.....	44 40	
Esson & Co.....	do .....	444 19	
John Hunter.....	Brass work and repairs.....	117 75	
W. Muirhead.....	Spar.....	10 00	
W. Wells.....	Washing, \$33.20; provisions, \$42.57 .....	75 77	
A. McKay.....	Repairs to bottom, \$1,886.95; engine room, \$36.40; boiler, \$527.31.....	2,450 66	
H. H. Fuller & Co.....	Rope, paint and hardware.....	360 86	
S. W. Marvin.....	Plumber's repairs, piping, &c.....	97 55	
R. & J. Wetmore.....	Framing pictures.....	15 50	
J. J. Scriven.....	Bread.....	185 42	
G. Wilson.....	Lumber, hair-felt, charcoal, &c.....	143 75	
T. & E. Kenny.....	Coals.....	1,003 90	
T. Walsh & Co.....	Painting.....	13 00	
W. Barron.....	Provisions.....	38 86	
A. Warner.....	Ferriages.....	5 80	
W. H. Tully.....	Lumber.....	25 93	
G. Adams.....	Iron and brass work, \$32.45; repairs to engine, \$311.50 .....	343 95	
A. McDonald.....	Surveys .....	10 00	
T. W. Offen.....	Blocks.....	1 50	
G. Rent, jun.....	Water-cooler.....	5 00	
Isaac Melvin.....	Coal tubs.....	15 00	
Lewis Wilson.....	Blacksmith's work.....	34 34	
G. Robertson.....	Wheeling and trimming coal.....	9 31	
Brackett & Duffy.....	Fish.....	92 10	
P. Grant & Co.....	Table-cloths.....	4 02	
R. H. Cogswell.....	Hire of chronometer, clock, &c.....	11 25	
C. Neal.....	Removing ashes.....	2 50	
Wallace & Balcom.....	Crockeryware.....	16 46	
Forsyth & Co.....	Refitting medicine chest .....	11 18	
J. P. Mott.....	Tallow, soap, lime, &c.....	92 00	
H. Kirkpatrick.....	Wheeling and trimming coal.....	9 86	
E. G. & C. Stayner.....	Spruce plank.....	2 34	
Captain Matson.....	Disbursements at Philadelphia.....	1,000 00	
C. E. Robinson.....	Coals.....	183 33	
W. Cotter & Sons.....	Beef.....	192 80	
A. Dahl.....	Tallow.....	10 80	
H. Fitzgerald.....	Wheeling and trimming coal.....	44 54	
T. McAvity & Sons.....	Oil.....	123 75	
Francis Young.....	Carpenter's work.....	29 52	
Scammell Bros.....	Wharfage.....	22 00	
J. E. Butler.....	Fore yard, fittings and fixing .....	24 50	
H. & W. Meagher.....	Beef.....	29 71	
Joseph Sutton.....	Trimming coals.....	3 40	
A. & H. Creighton.....	Charts, log-books, &c.....	26 40	
Intercolonial Coal Co.....	Coal .....	67 50	
			22,312 24

STATEMENT of Expenditure on account of Dominion Steamers, etc.—  
Continued.

<i>Steamer "Newfield."</i>		\$ cts.	\$ cts.
Capt. M. Graburn.....	Travelling expenses to Halifax and return to Ottawa	80	00
Capt. Chas. Hyde.....	Wages of self and crew, navigating steamer from England to Halifax.....	626	21
do .....	Passage to England, \$75; board, \$9.....	84	00
do .....	do officers and crew.....	637	09
F. D. Corbett.....	Pilotage.....	25	00
Judge & Co.....	Water.....	62	80
G. Flowers & Son.....	Making and repairing sails.....	336	67
Capt. M. Graburn.....	Sundry disbursements.....	72	35
do .....	Salary (December), \$89.83; paid for repairing winch, \$2.20.....	93	03
A. McKay.....	Repairs to boiler, machinery, shaft, &c.....	1,310	79
S. W. Marrin.....	Plumbing, tinware, &c.....	85	67
Geo. Nichols.....	Boarding Capt. Graburn.....	8	25
Wm. Barron.....	Provisions.....	215	97
R. Boak & Son.....	Boat.....	35	00
T. McDonald.....	Board of crew.....	24	00
Lawson, Harrington & Co	Tug towage, \$60; oil, \$3.90.....	63	90
A. & H. Creighton.....	Charts, log books, &c.....	59	60
J. E. Butler.....	Fenders, oars and spars, &c.....	55	36
T. W. Offen.....	Sheeves, blocks, &c.....	131	31
W. H. Ross.....	Paid for provisions, water, trimming coal, &c., at Pictou.....	477	73
W. H. Tully.....	Lumber.....	4	70
Geo. Adams.....	Repairs to engines.....	1,695	07
A. B. Almour.....	Rubber hose.....	86	50
Jane Heustes.....	Boarding five seamen, four days each.....	12	00
McDonald & Co.....	Coppersmith's repairs.....	14	30
Wallace & Balcolm.....	Crockeryware.....	30	23
Lewis Wilson.....	Blacksmith's work.....	89	04
C. & W. Anderson.....	Provisions.....	289	07
Sarah Hanson.....	Washing.....	10	20
D. McPherson.....	Survey on schooner "J. Smith".....	10	60
Interecolonial Coal Co.....	Coal.....	441	00
E. Farrell.....	Medical attendance on sick Seamen.....	22	00
J. A. Stewart.....	Stoves and piping, \$118; fitting and sooking range, \$189.99.....	307	99
Chisholm & Co.....	Damages to schooner "John Smith," by collision..	598	27
W. & A. Naufts.....	Provisions.....	184	90
G. P. Black.....	Freight of cooking stove, &c.....	18	10
F. Brittain.....	Board of Mate and Engineers.....	34	00
P. Grant & Co.....	Blankets and quilts.....	18	50
E. Albro & Co.....	Oil, cotton waste, wire rope, chain, &c.....	534	32
J. Hunter.....	Brazier and coppersmith's work.....	615	83
J. J. Scriven.....	Bread.....	97	05
S. Cunard & Co.....	Passage of Chief Engineer returning to England..	75	00
do .....	Steering apparatus.....	90	00
R. H. Cogswell.....	Hire of chronometer, clock, &c.....	22	70
C. Neal.....	Removing ashes, freight and truckage on crank, &c	23	72
Esson & Co.....	Provisions.....	14	34
Wm. Wells.....	Provisions, \$14.32; washing, \$15.50.....	29	82
Ormeston Bros.....	Iron davits.....	81	36
Forsyth & Co.....	Oil.....	30	80
J. P. Mott.....	Soap and lime.....	15	70
George Wilson.....	Carpenter's work at repairs and alterations.....	2,387	48
H. J. Mason.....	Two days' survey on hull, boiler and engines.....	10	00
Geo. Matson.....	Ferrriages, truckages, &c.....	3	75
Warner, Cushing & Co...	Painting.....	552	57
Chebucto Marine R'y Co	Slip hire.....	831	25
A. Warner.....	Travelling expenses as engineer.....	139	86
Williams & Leverman...	Wooden thimbles and bell pattern.....	47	00
J. W. Allan.....	Lumber and timber.....	550	44
T. Scarfe.....	Planing timber, doors, &c.....	102	02
Jno. Crook.....	Blacksmith's work.....	19	01
E. Bennett.....	Services as ship-keeper.....	95	18
<i>Carried forward.....</i>		14,639	80

STATEMENT of Expenditure on account of Dominion Steamers, etc.—  
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	14,639 80	
	<i>Steamer "Newfield."—Continued.</i>		
Starr Manufacturing Co.	Lag screws .....	31 66	
Black Bros. & Co	Hardware for repairs and alterations .....	249 74	
J. Hogan & Sons.....	Timber.....	28 02	
Dr. A. P. Reid .....	Medical attendance on sick seamen .....	2 00	
J. Melvin .....	Cooperage, water casks .....	6 00	
T. Holloway & Sons.....	Deck plugs.....	2 10	
J. Murray .....	Carpenter's work .....	46 02	
J. F. Phelan .....	Freight of crank shafts .....	11 00	
J. C. Merlin .....	Mouldings .....	33 25	
W. L. Lowell & Co.....	Trimming and fitting crank shafts.....	298 55	
Reid & Co.....	Cartage of do .....	4 85	
Wm. Roberts.....	Labour at do .....	5 50	
Nova Scotia Forge Co.....	Forging cranks.....	946 50	
J. N. Purdy.....	Sundry disbursements .....	50 00	
A. McDonald.....	Survey of engines .....	5 00	
Edward Bowes.....	Ice .....	4 00	
T. J. Bentley.....	Oars .....	36 68	
A. Stephen & Son.....	Table .....	8 50	
F. Young .....	Labour and materials for ice house.....	104 80	
Jno. Starrs.....	Fire bricks and wire.....	3 35	
M. Phelan.....	Wheeling and trimming coal.....	142 46	
T. Casey.....	Beef .....	758 85	
H. H. Fuller & Co.....	Hardware and ship chandlery .....	718 82	
H. W. Johnston.....	Pay list of officers and crew.....	5,714 48	
J. U. Gregory .....	Disbursements at Quebec.....	2,664 68	
			26,516 61
	<i>Steamer "Sir James Douglas."</i>		
Capt. Cooper.....	Pay list of officers and crew.....	7,049 29	
Capt. Clarke.....	Board, \$15; storage of gear, \$20.....	35 00	
Geo. McCandach.....	11½ days labour; sundry repairs. \$5.....	57 50	
Willis Bond.....	Water .....	11 00	
Dunsmuir Diggle & Co.....	Coal.....	2,502 25	
Henry Saunders.....	Provisions.....	3,919 66	
Collins & Cook.....	Repairs, etc., to coal barge, \$700; caulking decks, \$150.....	850 00	
H. C. Courtney.....	Drafting.....	10 00	
E. B. Marvin.....	Set of awnings fore and aft \$280; chain cable and anchor, \$671.50; canvas, lead, oil, etc., \$494.05	1,445 55	
Arthur Fenny.....	Repairs to sloop "Ringleader" accidentally damaged by buoy punt.....	147 80	
D. Morrison.....	Paid for wood, pilotage, provisions, etc .....	391 12	
A. W. Huson.....	32 cords firewood at \$3 .....	96 00	
Hudson's Bay Co.....	Firewood, \$27; water and filling boiler, \$39.75.....	66 75	
Englehardt & Co.....	Water, \$26.77; coal, \$40.50.....	67 27	
P. McQuade & Son.....	Hardware, oil, oakum, paint, etc .....	319 41	
Indian Joe.....	36 day's labour .....	24 00	
V. Devine.....	Firewood, \$37 50; flour, \$6.....	43 50	
Jno. Holden.....	Blacksmith's account.....	180 00	
R. Dickinson.....	Beef .....	16 52	
Mee Hing.....	Washing.....	40 50	
Henry Elliott.....	Firewood, \$38; wharfage, 87 cents.....	38 87	
Joseph Spratt.....	Boiler and repairs to machinery.....	956 11	
Jno. J. Robinson.....	Building boat .....	125 00	
Langley & Co.....	Fish oil.....	30 37	
Jacob Seal.....	Blankets, mattresses, etc.....	129 75	
Henry Short.....	Fire arms, powder and shot.....	190 15	
P. McQuade & Son.....	Paint, hardware, etc.....	112 57	
M. Muir.....	26 gallons fish oil at 62½c.....	16 25	
Kelly & Taylor.....	Hardware and plumber's work.....	32 12	
J. Hibben & Co.....	Stationery.....	4 00	
	<i>Carried forward</i> .....	18,908 31	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—  
Continued.

		\$	cts.	\$	cts.
<i>Brought forward</i> .....		18,908	31		
<i>Steamer "Sir James Douglas."—Continued.</i>					
Two Bella Indians.....	Cleaning steamer.....		10 00		
W. H. Robertson.....	Caulking and joiner's work.....		100 75		
Samuel Clifford.....	Bagging coal.....		10 00		
P. D. Forbes.....	Freight of coal.....		100 00		
				\$19,129	06
<i>Purchase of Steamers.</i>					
Steamer "Newfield".....	Amount of purchase money.....	65,000	00		
	Less Refund to Receiver-General.....		2 77		
				64,997	23
Steamer "Glendon".....	Amount of purchase money.....			20,000	00
<i>SUMMARY.</i>					
Maintenance.....	"Napoleon III".....	30,152	29		
Special repairs.....	do.....	10,352	18		
Maintenance.....	"Druid".....	15,103	47		
General Account.....	do and "Napoleon III".....	7,363	55		
Maintenance.....	"Lady Head".....	22,312	24		
do.....	"Newfield".....	26,516	61		
do.....	"Sir James Douglas".....	19,156	56		
				130,956	90
Purchase.....	"Newfield".....	64,997	23		
do.....	"Glendon".....	20,000	00		
				84,997	23
<i>Total</i> .....				215,954	13

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN FILTON,

*Accountant*



## APPENDIX No. 8.

STATEMENT of Expenditure on account of Gunboat "Prince Alfred," for  
the Fiscal Year ended 30th June, 1876.

		\$	cts.
James Davis.....	Pay List from 1st July, 1875, to 22nd February, 1876.....	1,034	80
W. Turnbull.....	Cleaning boiler.....	31	50
E. M. Whitelaw & Son...	Stationery.....	3	55
W. B. Clark.....	Firewood.....	22	50
J. H. Johnson.....	15½ bushels potatoes.....	11	62
Jas. Davis.....	Travelling expenses, \$20; coal oil, \$1.....	21	00
Total.....		\$1,124	97

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

JOHN TILTON,  
*Accountant.*

## APPENDIX No. 9.

## STATEMENT of Expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1876.

		\$	cts.
Samuel Risley.....	Twelve months' salary as Chairman of Board and Inspector, Toronto.....	1,764	00
Wm. M. Smith.....	Twelve months' salary Inspector and Deputy Chairman of Board, St. John, N.B.....	1,372	00
W. J. Meneilly.....	Twelve months' salary as Inspector, Toronto.....	1,176	00
John Burgess.....	do do Montreal.....	1,176	00
F. X. Befort.....	do do Three Rivers.....	980	00
Jos. Samson.....	do do Quebec.....	980	00
Jos. Taylor.....	do do Kingston.....	980	00
Thos. Westgarth.....	Twelve months and 14 days' salary as Inspector, British Columbia \$750.....	779	50
Receiver General.....	Tax on Inspectors' salaries.....	172	00
Samuel Risley.....	Office rent, travelling expenses and allowance for Clerk.....	1,162	63
Wm. M. Smith.....	Travelling and office expenses.....	650	93
W. J. Meneilly.....	do do.....	403	75
John Burgess.....	do do.....	297	57
F. X. Befort.....	do do.....	118	95
Jos. Samson.....	do do.....	100	76
Jos. Taylor.....	do do.....	254	27
Thos. Westgarth.....	do do.....	290	51
Steamer "Enterprise".....	Freight.....	9	50
Jacob Sehl.....	Office furniture.....	75	25
D. W. Higgins.....	Printing.....	10	00
T. N. Hidden & Co.....	Stationery.....	5	49
Hudson Bay Co.....	Storage on testing pump.....	4	75
S. Risley.....	To pay for test gauge.....	43	25
J. U. Gregory.....	Allowance for investigating charges against Inspector Befort.....	100	00
do.....	Expenses of investigation.....	84	75
L. A. Blanchet.....	Reporting evidence.....	30	00
Estate H. Pominville.....	Legal expenses in connection with legal proceedings for violation of Act.....	60	00
Total.....		\$13,081	86

## RECEIPTS.

Fees received (during same period) for inspecting steamers..... \$11,314 24

WM. SMITH,

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JOHN TILTON,

*Accountant.*

## APPENDIX No. 10.

## STATEMENT of Expenditure on account of Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
Capt. P. A. Scott.....	Twelve months' salary as Chairman of Board.....	1,764 00	
D. M. Browne.....	do do Clerk.....	900 00	
W. C. Seaton.....	Six months' subsidy for Marine Schools, ending 31st October, 1875.....	750 00	
Capt. P. A. Scott.....	Travelling expenses, etc.....	504 89	
Receiver General.....	Tax on Capt. Scott's salary.....	36 00	
Capt. J. Cronk.....	Examination fees.....	8 00	
" J. Pritchard.....	do .....	104 00	
" E. D. Ashe.....	do .....	8 00	
" G. A. Mackenzie.....	do .....	128 00	
" D. Hunter.....	do .....	140 00	
do .....	Travelling expenses to Charlottetown and back to Halifax.....	18 30	
" Thomas.....	Examination fees.....	32 00	
E. Kelly & Co.....	Paper.....	8 75	
A. & W. Mackinlay.....	Stationery.....	25 58	
A. & H. Creighton.....	Charts, books, paper, etc.....	82 75	
Chas. Annand.....	Printing.....	63 00	
A. Stephen & Son.....	Repairing office furniture.....	4 80	
J. Newson.....	Furniture for office, Charlottetown.....	56 40	
G. E. Morton & Co.....	Subscription to nautical magazine.....	8 20	
F. W. Fishwick.....	Express freight.....	1 35	
T. W. Bateman.....	Repairs to printing press.....	5 00	
W. Dudley.....	Binding almanacks.....	5 50	
Dawson & Co.....	Nautical do .....	9 00	
R. P. & W. F. Starr.....	Goals for office.....	8 56	
			4,672 08
	Amount of fees received during the fiscal year ended 30th June, 1876.....		2,021 97

WM. SMITH,

*Deputy Minister of Marine, etc*

JOHN TILTON,

*Accountant.*

## APPENDIX No. II.

## STATEMENT on account of Expenditure of Trinity House, Quebec, for Six Months ending 31st December, 1875.

		\$	cts.
Vital Tôtin.....	Six months' salary as Master.....	489	96
Capt. F. Gourdeau.....	do Harbour Master.....	783	96
A. LeMoine.....	do Secretary-Treasurer.....	783	96
A. Lindsay.....	do Assistant do.....	588	00
John Smith.....	do Superintendent of Pilots.....	588	00
John Cassidy.....	Fourteen months' salary as Harbour Master at Amherst, Magdalen Islands, from 1st November, 1874, to 1st December, 1875.....	58	24
C. Sullivan.....	Six months' salary as Assistant in office.....	249	96
P. Chatigny.....	do Messenger.....	60	00
do.....	do allowance for board and sundries.....	69	48
J. J. Tarte.....	Subscription to <i>La Canadienne</i> .....	6	00
do.....	Printing 600 copies of Bye-laws.....	7	50
Penny, Wilson & Co.....	One year's subscription to <i>Montreal Herald</i> .....	6	00
Receiver General.....	Superannuation tax on salaries (six months').....	66	00
Z. Chartré.....	Repairing heating apparatus.....	6	00
Alley & Chauveau.....	Legal services re pilot of "Strathbay".....	10	00
A. Côté & Co.....	Printing notices.....	2	00
J. J. Foote.....	Six months' subscription to <i>Quebec Chronicle</i> .....	3	00
Duvernay Frères & Co.....	Two and a quarter years' subscription to <i>La Minerve</i> .....	13	50
J. B. St. Michel.....	Joiner's account.....	4	25
	Total.....	\$3,795	81

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 12.

## STATEMENT of Expenditure on account of Registry and Survey of Canadian Shipping, during Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
E. Jenkins .....	To pay Board of Trade for registry books.....	14 64	
C. W. Mitchell... ..	Printing forms for registry of shipping .....	126 90	
Canadian Express Co.....	Freight.....	20 65	
A. Mortimer.....	Binding books .....	34 45	
P. S. King.....	Fifty copies of Digest, Merchant Shipping Act.....	38 05	
St. L. & O. Railway Co..	Freight .....	7 57	
Thos. H. Sime .....	Subscription to <i>Bureau Veritas</i> for 1876.....	51 09	
Queen's Printer.....	Printing forms and 150 copies of Instructions to Measuring Surveyors of Shipping .....	118 71	
			412 06

JOHN TILTON,  
*Accountant.*

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

## APPENDIX No. 13.

EXPENDITURE on account of Investigations into Wrecks and Casualties,  
for Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
James Barber.....	Reporting wrecks—95 @ \$2.00.....	190	00		
H. A. Hood.....	do 36 @ 2.00.....	72	00		
J. J. Fox.....	do 12 @ 2.00.....	24	00		
Geo. Collins.....	do 3 @ 2.00.....	6	00		
A. D. Tremaine.....	do 1 @ 2.00.....	2	00		
D. Ferguson.....	do 8 @ 2.00.....	16	00		
James Ross.....	do 5 @ 2.00.....	10	00		
Hon. A. N. Richards.....	Counsel's fee <i>re</i> investigation at Victoria, British Columbia, into the loss of the steamer "Pacific"	125	00		
Alex. Mortimer .....	Ruling and binding books, &c.....	21	41		
					466 41

WM. SMITH,  
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JOHN TILTON,  
*Accountant.*

## APPENDIX No. 14.

STATEMENT of Expenditure on account of Rewards for Saving Life, purchase, etc., of Lifeboats, for the Fiscal Year ended 30th June, 1876.

		\$	cts.
Guion & Co.....	Cost of lifeboat and repairs of damage to steamer "Idaho," sustained in effecting rescue of crew from schooner "Briton"	473	93
J. U. Gregory.....	To pay for lifeboat at Trois-Pistoles.....	128	00
do .....	To pay for erecting sheds .....	50	00
Wm. Vigneault.....	For rescuing crews of schooners "Angela" and "Wide-Awake" .....	200	00
T. Cartier.....	Board of rescued crews.....	50	00
John Leslie.....	Account for watches for rewards for saving life .....	351	83
do .....	Engraving inscriptions on the above.....	8	00
Joseph Tining .....	Reward for saving crews of schooners "Olive Branch" and "Fearless" .....	100	00
John Leslie.....	Account for gold watch and binocular-glass, as rewards for saving life .....	158	01
Four seamen of schooner "Camilla".....	Rewards for rescuing crew of schooner "Athlete".....	82	84
J. Fleming.....	} Rewards for rescuing crew of brig "Mary," each \$20.00. ....	60	00
E. Fleming .....			
J. Callahan.....	} Account for watches for rewards for saving life .....	550	14
J. Leslie.....			
do .....	For customs duty on watches.....	79	45
	Total .....	\$2,292	20

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX N 15.

## STATEMENT of Expenditure and Receipts on account of Harbour Police, Montreal, and Water Police, Quebec, for the Fiscal Year, ended 30th June, 1876.

QUEBEC.		\$ cts.	\$ cts.
R. H. Russell.....	Twelve months' salary as Chief of Police and Shipping Master.....	1,176	00
A Parker.....	Four months' salary as Clerk to Chief of Police and Shipping Master.....	226	64
W. Miller.....	Eight months' and twenty days as Clerk to Chief of Police and Shipping Master.....	707	72
J. U. Gregory.....	Pay list of men.....	14,827	30
do	Pay list of men for good conduct.....	960	60
Receiver-Generl.....	Superannuation tax on the Chief and Clerk's salaries.....	45	11
Tim. Berrigan .....	Conveyance of prisoners.....	314	00
do	Clearing away snow.....	65	00
C. Bergevin.....	Clothing for men.....	190	17
L. Arle .....	Tallow for engine Police steamer.....	74	28
Jno. Giblin.....	Coals for Police steamer.....	639	00
C. Poston & Co.....	Coals do do .....	70	00
L. Bedard.....	Piping.....	1	85
T. Routier.....	Paid carpenters and blacksmiths, labour for repairs to Police steamer.....	1,584	27
Henry Wilson.....	Paid for labour, making life buoys, fenders, etc ..	334	20
F. O. Vallerand.....	Chimneys and wicks.....	22	50
E. Chanteloup.....	Buttons, plates, etc .....	119	50
Renfrew & Marcou.....	Caps and covers for policemen.....	169	00
G. T. Phillips.....	Coppersmith's and plumber's repairs.....	33	60
Quebec Rubber Co.....	Rubber joints.....	9	42
M. Mahedy.....	Oars and boat-hook handles.....	26	25
McTaggart & Ryan.....	Plumbers repairs.....	6	25
Talbert & Bros.....	Making and fitting tubes in boiler of Police steamer	19	50
C. Samson.....	Boiler tubes.....	43	30
L. Tetu.....	Porpoise oil.....	50	00
O. L. Richardson & Sons	Leather.....	9	20
G. Bisset.....	Ironwork repairs.....	55	45
James Marmen.....	Firewood and cartage.....	111	50
J. Cunningham.....	Making shirts, \$39.50; repairing sails \$31.00.....	70	50
W. Crawford & Sons.....	Coal .....	37	50
Alex. Grant .....	Provisions .....	16	85
Archer & Co.....	Lumber.....	257	00
Audet & Robitaille .....	Rope, etc .....	231	60
L. Bourget.....	Groceries.....	318	56
S. J. Shaw & Co.....	Hardware .....	82	43
R. Blakiston.....	Sails .....	10	25
J. Fuchs .....	Clothing for men.....	202	25
Henry Quinn .....	Repairing and cleaning engine of Police steamer....	50	20
Dawson & Co.....	Stationery .....	22	27
John Battle.....	Boarding witnesses—prosecuting crimps.....	26	10
G. T. Cary .....	One year's subscription to <i>Evening Mercury</i> .....	6	00
do	Printing reports .....	10	00
Jos. Boivin .....	Iron tubes and hardware .....	319	30
C. & W. Wurtele.....	Boiler plate and iron.....	136	73
W. C. Scott.....	Nippers, calls and freight .....	27	20
T. Hudon.....	Cocoa matting.....	33	33
G. Glassford .....	Tube expanders, iron, pump, etc.....	82	97
Carried forward.....		23,932	65



STATEMENT of Expenditure and Receipts on account of Harbour Police,  
Montreal, and Water Police, Quebec, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		23,932 65	
<i>QUEBEC.—Continued.</i>			
P. Rouillard .....	Repairing clothing .....	12 00	
John Baldwin .....	Boring hole in Police steamer for screw .....	10 00	
B. McGirr .....	Firewood .....	66 00	
C. Fortier .....	Deck brushes .....	6 00	
G. H. Gore .....	Cementing .....	4 80	
P. Whalen .....	Repairing clothing .....	17 50	
P. Bedigarié .....	Labour .....	14 40	
J. P. Dery .....	Stationery .....	15 00	
Stephens & Mullins .....	Watching premises and repairs .....	20 00	
Bélanger & Gariépy .....	Paint .....	83 25	
Hunt, Brock & Co. ....	Corkwood .....	17 70	
Thibaudeau Frères .....	Cloth for clothing, \$728.00; serge for clothing, \$555.80 .....	1,283 80	
W. Caron .....	Forty tons of coal—\$4.10 .....	164 00	
J. J. Foote .....	One year's subscription to <i>Morning Chronicle</i> .....	6 00	
Chimic & Blaudet .....	Iron .....	228 51	
H. Dinning .....	Oak .....	26 80	
A. Murphy .....	Coals .....	122 50	
W. Lee .....	Making and trimming 38 suits of clothes—\$9.50 .....	361 00	
A. Mulholland .....	Repairing machinery .....	89 00	
B. H. Russell .....	Paid for men's boots .....	137 50	
F. M. Dechene .....	Clothing for men .....	342 36	
L. Guerard .....	Repairing sofa, etc. ....	11 00	
R. H. Russell .....	Paid for cleaning and painting office and steamer .....	17 60	
do .....	Bread for prisoners, caleche hire, postages, etc .....	115 41	
L. Leclerc .....	Oakum .....	21 50	
Terreau Frères .....	Grate bars .....	12 40	
		27,138 68	
<i>Less refund</i> .....		2 00	
<i>MONTREAL.</i>			
Jno McLaughlin .....	Salary as Chief, from 1st July, 1875, to 30th June, 1876 .....	1,098 00	
C. J. Coursol .....	Pay list of men, from 1st July, 1875, to 30th June, 1876 .....	9,926 27	
Jno. McLaughlin .....	Expenses at station, conveying prisoners, etc. ....	78 55	
Patrick McTiernan .....	Meals furnished to destitute prisoners .....	32 39	
George Bury .....	Twelve month's rent of Police Station .....	400 00	
Millar & Jones .....	11½ cords firewood at \$7.50 .....	86 25	
Dawson Bros .....	Directory, \$2; stationery, \$10.75 .....	12 75	
Montreal Post Office .....	Postages, \$24.87; rent of box, \$2 .....	26 87	
Montreal Gas Co. ....	Gas .....	76 60	
American Sanitary Association .....	Carbolic purifying powders .....	4 50	
James Lear .....	Envelopes .....	1 30	
H. Morgan & Co. ....	Canvases, etc., for palliases .....	2 70	
Lovel Printing Co. ....	Directory .....	2 00	
A. Ramsay & Son .....	Varnish, oil, etc. ....	2 04	
Warrington & Philber. ....	Pipe and plumber's repairs, and fitting up stoves .....	8 45	
Duvenay Frères & Cie. ....	1½ year's subscription to <i>La Minerve</i> .....	12 00	
W. F. Torrance .....	Coal .....	69 41	
J. Pelotte .....	Straw for palliases .....	2 70	
D. Bentley & Co. ....	Printing .....	18 00	
L. Laframboise .....	1½ year's subscription to <i>Le National</i> .....	12 00	
Montreal Telegraph Co. ....	Telegrams .....	6 15	
Robert Hendery .....	Anchor ornaments for clothing .....	3 00	
Jno. O'Kean .....	Painting station sign .....	3 00	
Jno. Parslow .....	Stationery .....	3 60	
W. F. Newhort .....	Rubber coats .....	40 00	
Thos. Trembly .....	Sawing and cutting firewood .....	6 50	
E. D. Bean .....	Batons .....	35 50	
<i>Carried forward</i> .....		11,970 53	

Carried forward.....

11,970 53

STATEMENT of Expenditure and Receipts on account of Harbour Police,  
Montreal, and Water Police, Quebec, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		11,970 53	
<b>MONTREAL.—Continued.</b>			
Montreal Herald Co. ....	One year's subscription, two copies, 1st January, 1876, to 1st January, 1877.....	12 00	
Montreal Printing Co.....	Printing.....	7 50	
Belanger Frères & Cie....	do .....	2 25	
Canada Printing Co.....	do .....	8 00	
A. Deschamps, M.D .....	Professional attendance on sick prisoners.....	6 00	
Beaver Stamping Co.....	Gas repairs.....	1 35	
J. Beattie.....	Three years' subscription to <i>Toronto Leader</i> .....	18 00	
Thos. White, Junr.....	One years subscription to <i>Montreal Gazette</i> .....	6 00	
Jno Martin.....	Carting snow.....	5 00	
G. E. Desbarats.....	Printing.....	4 50	
W. H. Ormond.....	Expenses inspecting new Police station.....	1 85	
J. J. Foote.....	One year's subscription to <i>Quebec Morning Chronicle</i> .....	6 00	
Tate & Coventon.....	Carbolic powder.....	7 00	
G. McIvor & Co.....	Balance of account for caps .....	10 00	
J. D. Anderson.....	Balance of account for winter clothing.....	1,044 52	
G. McIvor & Co.....	Men's fur caps and gloves.....	197 30	
J. & K. Irwin.....	Waist belts.....	23 50	
C. J. Coursol.....	Paid for winter underclothing for five men.....	62 60	
J. D. Anderson.....	Summer clothing for men.....	696 70	
			<b>14,090 00</b>
		<b>\$ cts.</b>	<b>\$ cts.</b>
Total Expenditure, Montreal.....		14,090 00	
do do	Quebec.....	27,136 68	
			<b>41,226 68</b>
Receipts—At Port of Montreal.....		\$5,708 97	
do do	Quebec.....	20,790 12	
			<b>26,499 09</b>
Excess of Expenditure over Receipts.....			<b>14,727 59</b>

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

JOHN TILTON,  
*Accountant.*

APPENDIX No. 16.

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year ended 30th June, 1876.

		<i>Salaries.—Central Office.</i>		\$	cts.	\$	cts.
G. T. Kingston, M.A.....	Twelve months'	Salary as Superintendent.....		1,000	00		
C. Carpmael, M.A.....	do	do Deputy Superintendent.....		1,500	00		
S. A. Roberts.....	do	do Inspector of Stations.....		800	00		
R. F. Stupart.....	do	do Map drawing .....		600	00		
T. H. Monk.....	do	do Assistant.....		437	50		
J. Young.....	do	do do .....		425	00		
T. Menzies.....	do	do Charge of constructing apparatus.....		300	00		
W. A. Stewart.....	do	do Reducing statistical returns.....		300	00		
W. F. Davison.....	do	do Accountant of supplies.....		300	00		
B. C. Webber.....	do	do Assistant .....		300	00		
H. Payne.....	Nine months	do do .....		236	00		
C. E. Stewart.....	Twelve months	do do .....		200	00		
C. Sturgeon.....	do	do Messenger .....		100	00		
						6,548	50
<i>Chief stations.</i>							
Sydney.....	T. C. Hill, twelve months' salary as Superintendent, \$200, and assistance, \$100 ..			300	00		
Halifax.....	F. Allison, M.A. do 400 do 300 ..			700	00		
St. John, N.B.....	G. Murdoch do 400 do 340 ..			740	00		
Frederictown .....	Prof. Harrison do 340 do 260 ..			600	00		
Montreal.....	C. H. McLeod do 300 do 200 ..			500	00		
Woodstock.....	J. Montgomery do 240 do 160 ..			400	00		
Winnipeg.....	St. John's College .....			800	00		
Spence's Bridge.....	J. Murray do 240 do 160 ..			400	00		
						4,440	00
<i>Telegraph Stations.</i>							
Sidney.....	T. C. Hill, twelve months' salary as Superintendent, \$300.00, and assistance, \$132 ..			432	00		
Halifax.....	F. Allison, M.A. do 200.00 do 100 ..			300	00		
Chatham.....	G. A. Blair do 300.00 do 132 ..			432	00		
Cape Rozier.....	A. Trudeau do 71.70 do 15 ..			86	70		
Father Point.....	D. Lawson, eleven do 183.34 do 40 ..			223	34		
do .....	J. McWilliams, one do .....			16	66		
Quebec.....	Capt. Ashe, R.N., twelve months' .....			250	00		
Ottawa.....	J. B. Haney do 216.00 do 84 ..			300	00		
Kingston.....	S. Woods, M.A. do 300.00 do 132 ..			432	00		
Port Dover.....	H. Morgan do 300.00 do 132 ..			432	00		
Port Stanley.....	M. Payne do 300.00 do 132 ..			432	00		
Saugeen.....	K. Stewart do 300.00 do 100 ..			400	00		
Parry Sound.....	Rev. R. Mosley do 280.00 do 116 ..			396	00		
Fort Garry.....	J. Stewart do 300.00 do 132 ..			432	00		
						4,564	70
<i>Reserve Telegraph Stations.</i>							
St. Andrews.....	Dr. S. T. Gove, twelve months' salary as Superintendent and assistance.....			300	00		
Charlottetown, P.E.I.....	H. J. Cundell do do .....			300	00		
Brockville.....	W. R. Begg do do .....			120	00		
Stayner.....	R. J. Cole do do .....			120	00		
						840	00
<i>Carried forward.....</i>						16,393	30

## STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		cts.	\$ cts.
<i>Brought forward</i> .....			16,393 20
<i>Drum Stations.</i>			
St. John, N.B.....	J. B. Longley twelve months' salary.....	60 00	
Digby, N.S.....	W. H. Taylor do do.....	60 00	
Liverpool, N.S.....	J. L. Hemmeon do do.....	60 00	
Halifax, N.S.....	Sergt. Marshall do do.....	24 00	
Louisburg, N.S.....	W. H. Townsend do do.....	15 00	
Gow Bay, N.S.....	C. Archibald do do.....	60 00	
Little Glace Bay.....	C. H. Rigby do do.....	60 00	
Port Hastings.....	Peter Grant do do.....	60 00	
Pictou.....	M. Campbell do do.....	60 00	
Point du Chêne.....	G. H. Pick, six do.....	45 00	
do.....	T. E. Smith, three do.....		
Bathurst.....	Hon. J. Ferguson, twelve months' do.....	100 00	
Dalhousie.....	H. A. Johnson do do.....	74 90	
Gaspé.....	J. Eden do do.....	45 00	
Quebec (Citadel).....	J. B. Donaldson do do.....	100 00	
Cobourg.....	H. B. White do do.....	60 00	
Port Hope.....	T. F. Jones, nine months' do.....	45 00	
Toronto, Queen's Wharf {	R. Kerr, six do do.....	45 00	
	A. Taylor, three do do.....		
Toronto, Gibraltar Point	G. Durnan, nine do do.....	45 00	
Hamilton.....	G. Black, nine do do.....	45 00	
Burlington Beach.....	T. Campbell, six do do.....	30 00	
Port Dalhousie.....	E. F. Dwyer, twelve do do.....	60 00	
Port Colborne.....	D. Hughes, nine do do.....	45 00	
Goderich.....	G. N. McDonald, twelve do do.....	60 00	
Kincardine.....	Dr. Martyn, twelve do do.....	100 00	
Saugeen.....	T. Davis, twelve do do.....	60 00	
Presqu' Isle.....	J. McKenzie, twelve do do.....	60 00	
Collingwood.....	A. Bligh, twelve do do.....	79 00	
Esquimault, B. C., Special	W. H. Bevis, twelve do do.....		1,557 90 120 00
<i>Instruments and Apparatus.</i>			
R. H. Scott.....	Thermometers and other instruments from England.....	1,184 48	
H. Pim.....	Iron vane stands.....	81 18	
A. Hahl & Co.....	Two anemographs and vane contacts.....	139 45	
W. H. Rice.....	Wire net and brass work.....	26 40	
R. Elmsley.....	Anemometer at Badcock, C. B.....	22 50	
A. Kleiser.....	Small tools.....	2 05	
Lyman, Clare & Co.....	Copper sulphate.....	10 38	
J. Foster.....	Windmill vanes, anemometers and sundry instruments.....	3,448 78	
P. Adie.....	Repairing barometers.....	78 22	
F. O. Vallerand.....	Lanterns.....	11 25	
Electric & Hardware Co.....	Zinc clamps.....	2 10	
Wm. H. Sparrow.....	Lanterns, lead, varnish, rain measures, etc.....	49 95	
J. Green.....	Anemometers, etc.....	219 53	
W. J. MacKenzie.....	Type writer.....	125 00	
E. A. Scadding.....	Stencil plates.....	10 83	
H. W. Iwight.....	Electrical materials.....	10 10	
Thos. Dean.....	Anemometer bearings.....	4 30	
Noah Piper.....	Lanterns.....	47 50	
Hart & Rawlinson.....	Papyrograph.....	29 50	
J. P. Wagner.....	Blinds for thermometer shed.....	26 00	
C. Potter.....	Ivory seals.....	3 00	5,532 50
<i>Fittings and Repairs at Stations.</i>			
P. Cassidy.....	Putting up thermometer shed, Cranbourne.....	2 00	
McKenzie & Co.....	Painting mast, etc., Pictou, N.S.....	11 00	
R. Walker.....	do do Port du Chêne.....	3 00	
<i>Carried forward</i> .....		16 00	23,603 60

## STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

	\$	cts.	\$	cts.
<i>Brought forward</i> .....		16 00	23,603	60
<i>Fittings and Repairs at Stations.—Continued.</i>				
E. Bigg.....	Placing thermometer shed, etc., Vienna.....	2	00	
T. M. Robinson.....	Placing instruments, Gravenhurst.....	1	10	
A. D. Beaton.....	Erecting anemometer, Sydney.....	8	56	
Professor Harrison.....	Erecting anemograph, Fredericton.....	17	05	
H. W. Dwight.....	Telegraph wire to anemometer, Parry Sound.....	15	00	
J. Oastler.....	Telegraph posts to anemometer, Parry Sound.....	37	20	
P. Grant.....	Fitting up storm drum, vane, etc., Port Hastings.....	10	50	
H. A. Johnson.....	do do do Dalhousie.....	8	95	
do.....	Hardware for Port Dalhousie.....	4	56	
E. F. Dwyer.....	Fitting and making ladder, platform etc., Port Dalhousie.....	7	11	
M. Payne.....	Sundry repairs, Port Stanley.....	13	02	
A. Lewis.....	Fitting wind vane do.....	1	25	
J. Edgcombe.....	Fitting anemometer do.....	1	25	
C. Dickerson.....	Anemograph bracket do.....	4	00	
A. Dawkins.....	Painting storm drum, Halifax.....	1	50	
R. Elvin.....	Instrument room table, Quebec.....	9	50	
Hearn & Harrison.....	Repairing anemometer, Montreal.....	5	00	
J. A. Skinner.....	do do Kingston.....	2	00	
McKelvy & Birch.....	do do do.....	1	25	
J. Hollingworth.....	Lumber and putting up shed, Muskoka.....	6	00	
G. Murdoch.....	Repairing anemometer and vanes, St. John, N.B.....	15	00	
<i>Signal Masts and Gear.</i>				
F. Shewen.....	Survey of lots, Louisburg.....	5	00	
Nicholas Tobin.....	Repairs to gear, Halifax.....	39	65	
John Thomson.....	Moving mast, etc., Cobourg.....	15	00	
P. Quinn.....	Repairing drum, St. Andrews.....	10	25	
E. Albro.....	Lantern for drum, Halifax.....	5	00	
T. Campbell.....	Painting drum, Burlington Beach.....	2	00	
C. Harper.....	Erecting and materials, etc., for mast, as per contract, Point du Chêne.....	30	00	
P. Vibert.....	Fittings and repairs to signal mast, Percé.....	12	45	
C. Robertson & Co.....	Repairing mast, as per contract, Point Gibraltar.....	53	10	
Jas. Adams.....	Two storm drums, halyards, etc.....	52	90	
<i>Books and Stationery.</i>				
Willing & Williamson.....	Map of Ontario, <i>Gazetteer</i> , atlas, meteorology, etc.....	65	75	
Brown Bros.....	Letter books, envelopes, paper, pencils, ink, etc.....	160	90	
Rowsell & Hutchison.....	Printed forms, reports, postal cards, etc.....	299	85	
Copp, Clark & Co.....	Weather maps, tables, reports, etc.....	486	25	
W. F. Davison.....	Binding register forms, abstracts, etc.....	83	20	
D. Bentley & Co.....	Forms, etc., for Sydney, C.B.....	13	00	
Hart & Rawlinson.....	Foreign books, reports, etc.....	18	48	
N. Hoffmeyer.....	Monthly charts, etc., from Copenhagen.....	75	06	
Globe Printing Co.....	Subscription for 1876.....	7	00	
R. H. Scott.....	100 sheets closed pictures.....	4	34	
E. Stanford.....	Book, <i>Law of Winds in Europe</i> .....	3	59	
<i>Telegraphy.</i>				
Montreal Co.....	.....	5,523	90	
do Parry Sound.....	.....	333	24	
do Co.....	Arrears for service at Sackville.....	500	00	
Deminion Co.....	.....	307	66	
Western Union Co.....	.....	870	98	
T. C. Hill, Sydney.....	Rent of private line.....	144	00	
<i>Carried forward</i> .....		7,679	77	25,234 17

## STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		7,679 77	25,234 17
<i>Telegraphy.—Continued.</i>			
Central Office.....	Thos. Hope, twelve months' salary as Operator.....	480 00	
do .....	H. W. Burnett do do .....	480 00	
do .....	B. C. Webber do Assistant Operator..	96 00	
do .....	J. Young do do .....	72 00	
Halifax.....	J. Fitzgerald do Messenger.....	96 00	
do .....	J. W. Leard do Special Night do ..	33 00	
Parry Sound.....	F. Mosley do Messenger .....	96 00	
P. Grant.....	Distributing warnings in Cape Breton .....	18 13	
F. Townsend.....	Six months' salary as Drum Messenger, Sydney.....	12 00	
D. Ferguson.....	do do do .....	12 00	
M. Payne.....	Special Messenger, Port Stanley.....	5 00	
C. Bourne.....	Repairs to Mountain Line, Montreal.....	52 20	
G. Burnett.....	Telegraphing and mailing reports.....	50 00	
do .....	Carbon paper, etc.....	14 37	
			9,196 47
<i>Travelling Expenses.</i>			
G. T. Kingston.....	.....	148 74	
C. Carpmael.....	.....	180 69	
S. A. Roberts.....	.....	112 08	
			441 51
<i>Freight, Cartage and Custom's Fees.</i>			
M. Campbell.....	Paid expenses of apparatus to Pictou.....	34 99	
Revd. R. Moseley.....	do do Parry Sound .....	4 00	
J. B. Donaldson.....	do do Citadel, Quebec.....	1 52	
G. H. Pick.....	do do Pointe du Chêne.....	10 54	
Wells, Fargo & Co.....	do do Spence's Bridge.....	15 70	
Jas. Cooper.....	do do do .....	3 00	
Gulf Ports Steamship Co	Freight, etc., do Chatham.....	1 72	
Dr. Gove.....	Paid expenses do St. Andrews.....	2 50	
J. Stewart.....	do do Port Garry.....	6 95	
Milloy & Co.....	do do from England.....	16 05	
E. Fishwick.....	do do Halifax.....	2 85	
T. D. King.....	do do Montreal to Toronto.....	10 00	
R. Boivin.....	do do Winnipeg.....	13 75	
J. Simson.....	do do from Copenhagen.....	11 55	
H. A. Johnson.....	do do Dalhousie.....	8 98	
F. G. Harrington.....	do do Louisburg.....	0 90	
H. J. Cundall.....	do do Charlottetown.....	8 98	
D. Lawson.....	Paid expenses of apparatus to Father Point .....	7 10	
C. Sturgeon.....	Paid sundry expenses of apparatus to Toronto .....	43 76	
Grand Trunk Railway.....	Expense of case, per "Prussian" .....	8 29	
do .....	do "Scandinavian".....	12 95	
American Express Co.....	do to Winnipeg .....	14 50	
			240 58
<i>Petty Expenses at Stations.</i>			
Chatham.....	G. A. Blair .....	20 00	
Cobourg.....	H. B. White .....	0 80	
Port Dalhousie .....	E. F. Dwyer .....	1 34	
Esquimalt, B.C.....	W. H. Bevis .....	14 50	
do .....	do for extra assistance .....	20 00	
Goderich.....	G. N. Macdonald .....	4 80	
Halifax.....	W. M. Harrington.....	2 55	
Louisburg .....	T. Sheiven .....	8 37	
Ottawa.....	J. B. Haney.....	1 60	
Parry Sound.....	Rev. R. Moseley .....	21 95	
Pictou.....	M. Campbell .....	3 55	
<i>Carried forward</i> .....		99 46	35,112 73

## STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		99 46	35,112 73
<i>Petty Expenses at Stations.—Continued.</i>			
Port Dover.....	H. Morgan.....	30 00	
Port Hope.....	T. F. Jones.....	1 50	
Port Stanley.....	M. Payne.....	32 80	
Quebec.....	J. B. Donaldson.....	0 96	
Saugeen.....	T. Davis.....	3 99	
Sydney.....	T. C. Hill.....	18 65	
Toronto.....	G. T. Kingston.....	55 82	
do Gibraltar Point.....	G. Durnan.....	5 00	
			248 18
<i>Rent.</i>			
C. Sturgeon.....	Twelve months' rent of room for office.....	60 00	
M. Payne.....	do ground rent, anemometer tower, Port Stanley.....	24 00	
Ansley & Barber.....	Twelve months' rent of office, Port Dover.....	30 00	
			114 00
<i>Miscellaneous.</i>			
C. Carnegie.....	Watchmaker's oil.....	3 00	
O. Dunn.....	Machine.....	3 00	
W. H. Mulligan.....	Painting.....	163 82	
W. & C. Menzies.....	Carpenter's work.....	352 00	
A. Chapman.....	do.....	26 00	
J. Farrell.....	Plastering.....	25 80	
J. P. Wagner.....	Doors and sashes.....	32 40	
T. Downes.....	Lumber.....	151 56	
J. Leslie.....	do.....	1 28	
D. Williams.....	Building chimney.....	19 30	
Toronto Gas Co.....	Gas, \$115.43; laying pipes, \$24.05.....	139 48	
D. S. Keith & Co.....	Gas fittings.....	19 89	
R. Parish.....	Paper and map cases.....	53 36	
Rice, Lewis & Co.....	Rope, canvas, brass and hardware.....	125 11	
R. Hay & Co.....	Office tables and chairs.....	13 22	
J. Catto.....	Furniture.....	3 13	
W. H. Sparrow.....	Coal oil.....	35 75	
B. Lever.....	Office desk.....	7 00	
Jas. Brotchie.....	Iron trough and piping.....	14 11	
J. R. Armstrong.....	Stove and piping.....	14 40	
W. H. Sheppard.....	Three copper blowers.....	6 00	
J. Myles.....	Wood, \$64.00; coal, \$54.00.....	118 00	
W. H. Rice.....	Wire work.....	5 76	
Ansley & Barber.....	Drawing up duplicate of lease.....	2 00	
C. Thompson.....	Alcohol.....	3 00	
E. Pernet.....	Translating.....	2 00	
C. Sturgeon.....	Paid for cleaning offices.....	7 46	
G. T. Kingston.....	Postages, telegrams, and sundry expenses.....	177 26	
Total.....			1,525 09
			37,000 00

WM. SMITH,  
Deputy Minister of Marine, etc.

JOHN TILTON,  
Accountant.

## APPENDIX No. 17.

STATEMENT on account of Expenditure of Magnetic Observatory, Toronto,  
for the Fiscal Year ended 30th June, 1876.

		\$	cts.
G. T. Kingston	Twelve months' salary as Director of Observatory	1,999	20
Thos. Menzies	do do Observer	533	28
W. A. Stewart	do do do	533	28
W. F. Davison	do do do	533	28
C. Sturgeon	do do Messenger	296	28
Receiver General	Superannuation tax on above salaries	64	68
W. Burke	Sashes and blinds	11	95
Thos. Dean	Casting weight for clock	1	80
Hart & Rawlinson	Books, periodicals and almanacks	30	75
Rowell & Hutchison	Stationery	34	65
Chas. Thompson	Candles, soap, etc.	6	90
Rice, Lewis & Son	Hardware	39	14
W. Menzies	Carpenter's work	102	00
W. Milligan	Painter's work, glass and glazing	97	29
Western Union Insurance Co.	Premium on \$5,400 from 28th Sept. 1875, to 28th Sept. 1876	40	00
Lash & Co.	Repairing anemograph clock	4	00
A. Kleiser	do chronometer	4	50
W. F. Davison	Paid for binding registers	3	00
Consumers Gas Co.	Gas	18	95
J. Myles	Wood, \$122; coal, \$30	152	00
H. Johnson	Plastering	2	25
J. Gearing	Ash pit and chimney	11	32
C. Shipway	Putting up bells, etc.	12	75
J. P. Wagner	Winter sashes	10	40
T. Downey	Lumber	61	88
C. A. Scadding	Stencil plate	0	85
Fisher & Taylor	Directory	2	50
E. Hooper	Chemicals	22	21
W. H. Sparrow	Coal oil, \$17.98; galvanized iron, etc., \$8 68	26	66
J. Catto	Furniture, towels, etc.	8	73
R. Patterson	Hardware	2	80
R. S. Parish	New floor in W. F. Davison's house	20	00
J. Farrall	Pointing round windows of Observatory	3	00
D. S. Keith & Co.	Tank and plumber's work	58	01
W. H. Sheppard	Slate slabs for magnetometers	5	10
R. Chaikley	Mason's and bricklayer's work at repairs	32	00
G. T. Kingston	Paid for cleaning, freight, postages, telegrams	24	92
	Total	4,812	31

WM. SMITH,  
Deputy Minister of Marine, etc.

JOHN TILTON,  
Accountant.



## APPENDIX No. 18.

## STATEMENT of Expenditure on account of Quebec Observatory, for the Fiscal Year ended 30th June, 1876.

		\$	cts.
E. D. Ashe, R.N.....	Twelve months' salary as Director .....	1,374	72
Thos. Heatly .....	do Assistant Director.....	600	00
Receiver General.....	Superannuation tax on Director's salary.....	28	00
Thos. Heatly.....	Paid for labour, etc.....	42	00
W. Crawford & Sons .....	Coal and cartage .....	31	50
Lemesurier & Brouard.....	Eight cords firewood, \$5.50—\$44.00; eight at \$5.00— 40.00 .....	84	00
David Kerr .....	Glass and putty .....	3	50
D. & J. Maguire.....	Navy canvas, etc .....	4	65
E. D. Ashe .....	Postage stamps and sundry expenses.....	29	06
Quebec Water Works.....	Water rate, from 1st May, 1875, to 1st May, 1876.....	60	00
C. Peverly & Co. ....	Two lanterns, bracket, etc.....	2	90
P. Poulin .....	Chronometer repaired, etc.....	14	00
M. McDonald.....	Wall paper.....	6	00
Wm. Croty.....	Labour.....	16	50
John J. Foote.....	Advertising in <i>Morning Chronicle</i> .....	44	36
Middleton & Dawson.....	Stationery.....	8	16
John Musson & Co. ....	Olive oil, quicksilver, etc.....	6	75
S. J. Shaw & Co. ....	Hardware.....	2	30
Canadian Express Co.....	Freight.....	0	75
Sampson Bros.....	Repairs to machinery.....	20	00
G. T. Phillips.....	Plumber's repairs.....	18	10
E. D. Ashe .....	Cash on hand .....	2	75
	Total.....	2,400	00

WM. SMITH,  
Deputy Minister of Marine, etc.

JOHN TILTON,  
Accountant.

## APPENDIX No. 19.

STATEMENT of Expenditure on account of the Observatory, St. John, N B.,  
for the Fiscal Year ended 30th June, 1876.

		\$	cts.
J. B. Longley.....	Eight months' salary as Keeper of Time Ball.....	322	56
Geo. Hutchinson.....	Twelve do Director.....	493	72
Allan Bros.....	Repairs to machinery and time ball.....	31	44
Total .....		\$847	72

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 20.

STATEMENT of Expenditure on account of McGill University Observatory,  
Montreal, for the Fiscal Year ended 30th June, 1876.

		\$	cts.
W. C. Baynes, Secretary.	Grant in aid .....	500	00

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

APPENDIX No. 21.

REPORT OF THE MARINE HOSPITAL, QUEBEC, FOR THE YEAR ENDED, 30TH JUNE, 1876.

MARINE HOSPITAL, QUEBEC,  
30th August, 1876.

SIR,—The Trustees of the Marine and Immigrant Hospital of Quebec, have the honour to submit their Annual Report for the fiscal year 1875-6, as well as the return of the resident physician on the admissions, dismissions and deaths which took place at the hospital during the same space of time.

A detailed account of the expenses incurred for the maintenance of the hospital during the year is also annexed to the present report.

The hygienic conditions of the hospital continue to be excellent, and the Commission, without departing from the strictest economy, has not in any way neglected procuring for the patients all the comforts which their conditions required.

The Trustees have this year nothing to add to the suggestions they had the honour to offer in their preceding reports, in reference to the improvements that should be made in the building.

In conclusion, the Trustees have pleasure in acknowledging that they have received from the medical staff, as well as from the matron and her subordinates, the most effective and enlightened assistance.

All of which is humbly submitted,

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

HON. A. J. SMITH,  
*Minister of Marine and Fisheries.*

MARINE AND IMMIGRANT HOSPITAL AT QUEBEC.

Return of Patients treated from July 1st, 1875, to June 30th, 1876:—

	Seamen.	Immigrants.	Residents.
Remaining 1st July, 1875.....	34	1	24
Admitted to June 30th, 1876.....	672	56	370
<b>Totals .....</b>	<b>706</b>	<b>57</b>	<b>394</b>

**General Total..... 1,157**

*Number of days in Hospital.*

Residents.....	12,046
Seamen .....	9,170
Immigrants.....	1,343
<b>Total .....</b>	<b>22,559</b>

*Died During the Same Period.*

Residents .....	39
Seamen .....	10
Immigrants .....	2
<b>Total .....</b>	<b>51</b>

L. CATELLIER, M. D.,  
*Resident Physician.*

## APPENDIX No. 22.

## REPORT ON THE MARINE HOSPITAL, ST. JOHN, N.B., FOR THE YEAR ENDED 30TH JUNE, 1875.

ST. JOHN, N.B.,  
5th July, 1876.

SIR,—The Commissioners of the Marine Hospital for the Port of St. John, New Brunswick, present their Annual Report of the hospital under their charge for the year ended 30th June, 1876, together with the Medical Officer's specific return of sick and disabled seamen admitted in the "Kent" Hospital for the same period.

In the "Kent" there remained on the 1st July, 1875, nine (9) sick and disabled seamen under treatment, and one hundred and fifty (150) new cases were admitted, making one hundred and fifty-nine (159) seamen in the hospital during the year.

Of this number one hundred and thirty-seven (137) were discharged cured; one (1) left without discharge; seven (7) deaths, and fourteen (14) remaining under medical treatment.

The previous year there were one hundred and fifty-eight (158) sick and disabled seamen under medical treatment.

The quarterly returns of the Medical Officer at the "Pest House" Partridge Island, reports the continued health of seamen arriving at the port, and free from all contagious disease.

The quarterly accounts of expenditure, with vouchers and receipts from the Department, duly rendered; and I now forward the annual accounts of expenditure and receipts for the year ended 30th June, 1876, amounting, for all purposes, to the sum of \$4,914.51 with a slight excess compared with the previous year's expenditure.

The continued expenditure incurred repairing the dilapidated state of our old wooden hospital is considerable; this year the foundation walls required thorough repairing.

The discharge of the duties of the officers of the sick wards continue every way approveable, the sick and disabled seamen having due care and every comfort attainable in our present hospital; but difficulties arise as to separating casualties, diseases and convalescent patients, being confined in the same wards, and a properly organized hospital is greatly required for our port.

The southern fence is decayed and should be replaced conformable with the west and north frontages.

The garden and surrounding grounds are kept in their usual fine order, and contribute much to the benefit of our convalescent patients.

Respectfully submitted.

JOHN WISHART,  
CHAS. McLAUCHLAN, } Commissioners.

CHARLES WARD,  
Secretary-Treasurer.

HON. A. J. SMITH,  
Minister of Marine and Fisheries.

MARINE HOSPITAL for the Port of St. John, N.B., in account with Commissioners, for the Year ended 30th June, 1876.

Dr.

Cr.

	\$	cts.		\$	cts.
To account of Expenditure, per Vouchers No. 63 to 87, for the quarter ended 30th September, 1875.....	1,253	96	By received from the Dominion Department, St. John, N.B., September, 1875.....	1,253	96
Account of Expenditure, per Vouchers No. 83 to 87, for the quarter ended 31st December, 1875.....	855	94	Received from the Dominion Department, St. John, N.B., December, 1875.....	855	94
Account of Expenditure, per Vouchers No. 83 to 115, for the quarter ended 31st March, 1876..	1,148	39	Received from the Dominion Department, St. John, N.B., March, 1876.....	1,148	39
Account of Expenditure, per Vouchers No. 116 to 151, for the quarter ended 30th June, 1876.....	1,656	22	Received from the Dominion Department, St. John, N.B., June, 1876.....	1,656	22
	4,914	51		\$4,914	51

JOHN WISHART,  
CHAS. McLAUCHLAN, } *Commissioners.*

CHARLES WARD,  
*Secretary-Treasurer*

ST. JOHN, N.B.,

1st, July, 1876.

APPENDIX No. 23.

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REPORT ON THE MARINE HOSPITAL, MIRAMICHI, NEW BRUNSWICK,  
FOR THE YEAR ENDED JUNE 30<sup>TH</sup>, 1876.

SIR,—I have the honour to forward my Report as Medical Superintendent of the hospital for the fiscal year beginning 30th June, 1875, and ending the 30th June, 1876.

There were admitted into the hospital during the year, sixty-nine seamen, fifty-two were discharged cured, and eight remain under treatment; three of these are cases of fractures of the thighs and legs, and require to be retained in the hospital for some time.

I may say that the internal arrangements are conducted as well as can be expected under present circumstances, but the hospital requires some improvements in order to make it a progressive institution.

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

JOHN THOMSON, M.D.

HON. A. J. SMITH,  
*Minister of Marine and Fisheries.*

## APPENDIX No. 24.

## REPORT ON THE MARINE HOSPITAL, ST. ANDREWS, N. B., FOR THE YEAR ENDED 30TH JUNE, 1876.

MARINE HOSPITAL, ST. ANDREW'S,  
NEW BRUNSWICK, 5th September, 1876.

SIR,—I have the honour of forwarding herewith the Annual Report and account of this hospital for the year ended 30th June, 1876.

In consequence of the great depression of the shipping interests, many vessels have been laid up for various lengths of time, and, consequently, there have been only nine admissions to the hospital for the above period, and forty weeks board and nursing of seamen against one hundred and eight weeks the previous year.

The hospital, fences and grounds are in perfect order.

Disbursements for quarter ended 30th September, 1875.....	\$174	29
do do 31st December, 1875.....	158	16
do do 31st March, 1876.....	123	50
do do 30th June, 1876.....	149	14
Total.....	\$605	09

By receipts for fiscal year:—

Quarterly payments per J. H. Harding, Esq., Agent for Department at St. John, N.B., for said sums respectively .....	605	09
--	-----	----

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

S. T. GOVE,  
*Medical Superintendent, Marine Hospital.*

WILLIAM SMITH, Esq.,  
*Deputy Minister of Marine and Fisheries.*



## APPENDIX No. 25.

## REPORT ON THE MARINE HOSPITAL, RICHIBUCTO, N.B., FOR THE YEAR ENDED 30TH JUNE, 1876.

MARINE HOSPITAL,  
RICHIBUCTO, 16th August, 1876.

SIR,—I have the honour of submitting this Annual Report of the Richibucto Marine Hospital for the year ended 30th June, 1876.

During the fiscal year five patients were admitted, remaining in the aggregate 104 days. Two were discharged cured, and three remained.

Since my last annual report considerable necessary repairs have been done to the buildings, a fence built and the ground thoroughly cleaned and ploughed.

A still further improvement can be accomplished at a small expenditure in the way of setting out ornamental trees, which would add very materially to the appearance of the place.

During the winter a parish pauper was placed in the hospital, at whose instance I am unable to say.

In my last annual report I drew your attention to the very crooked, circuitous path, through stumps and bushes, leading to the hospital. To this I would again beg to draw your attention.

The land through which this path runs is owned by Mr. Wm. Parks, of St. John, N. B., which may be closed up at any time, when the only way that will *then* be left to get to the hospital will be along the shore at moderate tides. I would therefore suggest for your consideration the desirability of securing the right of way from Mr. Parks, and would strongly urge the expenditure of about thirty or forty dollars to make a passable and permanent road.

The drugs, &c., ordered and sent in 1864, are a fine assortment, and are keeping well with very slight exceptions.

In the order then sent I omitted some minor perishable articles that have since been required and which may be again wanted at short notice. The Department will therefore please advise me how to procure them in emergencies.

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

J. W. DOHERTY, M. D.

HON. A. J. SMITH,  
*Minister of Marine and Fisheries.*

## APPENDIX No. 26.

REPORT OF THE MARINE HOSPITAL, CHARLOTTETOWN, P.E.I., FOR  
THE FISCAL YEAR ENDED 30TH JUNE, 1876.

CHARLOTTETOWN.

29th August, 6.

SIR,—I have the honour to remit my report as Medical Superintendent of the Marine Hospital of Charlottetown for fiscal year beginning 1st Jun, 1875, and ending 30th June, 1876.

During the year good work has been done.

A very considerable degree of success has attended our labours.

There were admitted during the year about 50 seamen, all of whom have been discharged cured, except two who died of consumption.

I take this opportunity of again bringing before the Department the urgent need for a hospital building. This is the centre of trade of the Province, and all the sailors requiring medical and surgical treatment are or could be brought here. The building now used is very inadequate and is only a rented cottage.

I have the honour to be, Sir,

Your obedient servant,

F. P. TAYLOR, F. R. C. S.

*Medical Superintendent.*

HON. J. SMITH,  
*Minister of Marine and Fisheries.*

## APPENDIX No. 27.

REPORT OF THE MARINE HOSPITAL AT VICTORIA, B. C., FOR THE  
FISCAL YEAR ENDED 30TH JUNE, 1876.VICTORIA, B.C.,  
4th September, 1876.

SIR,—I have the honour to submit the yearly report of the Marine Hospital of this port.

During the year commencing July 1st, 1875, and ending June 30th, 1876, 41 patients have been admitted into the hospital. Of this number two have died, one from tubercular disease of the lungs (consumption) and one from fracture of the sternum (breast bone) and ribs with laceration of the lungs, caused by falling from the rigging of a ship.

The condition of the hospital is all that can be desired; the wards, dispensary, &c., are kept in a state of thorough cleanliness and neatness by Mr. and Mrs. Wood (the keeper and wife) who also, by their faithful nursing and attendance on patients, have most materially aided me in their treatment.

I would suggest to the Department the planting of a few shrubs in the hospital grounds; they are to be obtained here at a reasonable cost.

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

JNO. C. DAVIE, M. D.,  
*Medical Officer to the Marine Hospital.*

WILLIAM SMITH, Esq.,  
*Deputy Minister of Marine and Fisheries.*

APPENDIX No 28.

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STATEMENT of the Affairs of the Kingston General Hospital for the Year which ended on the 30th September, 1876

1876. Sept. 30.	WHAT WE SPENT DURING THE YEAR.	\$	cts.	1875. Oct. 1.	WHAT WE HAD AT THE BEGIN- NING OF THE YEAR.	\$	cts.	\$	cts.	\$	cts.
	Food, viz:—				Real Estate—Value of lands and houses .....	26,718	27				
	Meat .....		917		Furniture—Stock on hand.....	2,897	27				
	Bread .....		572		City Debentures—Three of \$500 each, cost.....	1,481	41				
	Milk .....		311		Cash in Bank at interest.....	1,000	00				
	Vegetables.....		311		"    " on deposit.....	77	41				
	Butter.....		288		"    " on hand.....	55	96				
	Miscellaneous.....		184					1,133	37		
	Wages .....		2,616		Goods on hand, viz:—						
	Fuel.....		1,233		Fuel.....	516	00				
	Medicine .....		811		Live stock.....	107	40				
	Water.....		270		Tea.....	53	43				
	Tea.....		236		Butter.....	31	92				
	Groceries.....		215		Groceries.....	24	45				
	Crockery and hardware.....		212		Sugar.....	12	80				
	Sugar.....		188		Beer, wine and spirits.....	12	80				
	Repairs.....		182					758	80		
	Expenses .....		120								
	Mops, brooms, soap, &c.....		99								
	Light.....		74		WHAT WE RECEIVED DURING THE YEAR.					32,989	12
	Beer, wine and spirits.....		71		Ontario Government Grant ...	4,800	00				
	Printing and stationery .....		55		"    " do .....	500	00				
	Interments.....		27								
	Napery.....		27		Paying patients.....			5,300	00		
	Insurance.....		9		Donations, viz:—						
	Postage .....		2		City Council.....	200	00				
			09		County Council.....	200	00				
			6,571		M. Sullivan, Esq., Mayor...	100	00				
			65		Calvin & Breck.....	100	00				
					J. Watkins.....	100	00				
					Power & Son.....	100	00				
					Congregational Church...	19	60				
					Minden Lodge.....	15	00				
					<i>Carried forward</i> .....						
			27,369					754	60		
	Real Estate—Value of lands and houses .....		31								
	Furniture—Value of stock on hand.....		2,964								
			74								
			30,334								
			05								

STATEMENT of the Affairs of the Kingston General Hospital, etc. — Continued.

1876. Sept. 30.	Brought forward.....	\$ cts.	\$ cts.	1876. Sept. 30.	Brought forward...	\$ cts.	\$ cts.	\$ cts.
Cash in Bank on interest.....		2,100 00			Sundry small donations.....	40 99		
in Bank on deposit.....		126 43			Live stock profits.....		795 59	
in hand.....		143 46			Garden profits.....		269 23	
Debentures — Two of City at			2,369 89		Interest received on Debentures and Deposits.....		202 85	
\$500 each, cost.....			986 16		Hospital practice fees received this year.....		142 04	
Goods on hand, viz. :—							33 90	7,719 73
Fuel.....		247 60						
Live stock.....		142 80						
Sugar.....		20 00						
Tea.....		12 00						
Greceries.....		7 30						
Spirits.....		15 00						
			444 10					
							34,134 20	
							40,708 85	40,708 85

J. J. BURROWES,  
*Honorary Secretary.*

Audited and found correct.  
J. E. CLARK, Auditor.

KINGSTON GENERAL HOSPITAL,  
30th September, 1876.

## APPENDIX No. 29.

## STATEMENT of Expenditure on account of the Marine and Immigrant Hospital, Quebec, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$
J. A. Sewell, M.D.....	Twelve months' salary as Chairman Commissioners	400	00	
A. Von Iffland, M.D. ....	do do Commissioner.....	200	00	
O. Robitaille, M.D. ....	do do do	200	00	
P. Wells, M.D. ....	do do Secretary-Treasurer .....	600	00	
J. E. Landry, M.D.....	do do Visiting Physician.....	400	00	
A. Rowand, M.D.....	do do do	400	00	
C. E. Lemieux, M.D.....	do do do	400	00	
L. Catellier, M.D.....	do do Resident Physician.....	799	92	
Rev. J. P. Sexton.....	Fifteen months' salary as Chaplain.....	180	00	
do	Interments.....	56	00	
Rev. J. S. Sykes .....	Fifteen months' salary as Chaplain.....	180	00	
G. T. Cary .....	Advertising .....	11	20	
J. McCorkell.....	Bread.....	1,200	20	
L. Lessard.....	Firewood, cordage and cartage.....	1,491	79	
Allans, Rae & Co.....	Freight.....	19	00	
D. S. Rickaby.....	Straw palliasses.....	42	00	
Quebec Gas Co .....	Gas.....	525	28	
A. Laberge.....	Joiner's work, repairs in hospital, lumber, paint, oil, &c.....	908	61	
G. H. Gore .....	Mason's work.....	16	75	
M. Brophy .....	Milk, 7,936 gallons, at 22 cts. per gallon.....	1,745	96	
A. Mulholland.....	Plumber's work .....	523	35	
George Cook.....	Smith's work.....	390	74	
J. Drolet.....	Straw, \$42.10; washing 1,888 doz., at 40 cts. per doz., \$755.19 .....	797	29	
J. Gravel.....	Wood cutting .....	215	30	
S. Mossman .....	Twelve months' salary as Matron .....	300	00	
do	One year's disbursements for vegetables, fish, eggs, &c., for patients .....	1,028	39	
Samuel Hobbs ..	Twelve months' salary as Orderly.....	168	00	
James Dormer .....	Seven months' and four days' salary as Orderly.....	99	86	
L. Marichel .....	Three and a-half months' salary as Orderly.....	49	00	
P. Ryan .....	Eight and three-quarter months' salary as Orderly.....	121	80	
Thomas Hall .....	One month's salary as Orderly.....	14	00	
J. Vaillancourt.....	Twelve months' salary as Porter .....	168	00	
Henry Hunt .....	do do do outside.....	168	00	
M. Sullivan.....	do do do do .....	168	00	
Louis Savard.....	Three months' do Night Watchman.....	30	00	
John Moore.....	Seven and one-half months' salary as Night Watch- man.....	75	00	
John Flynn .....	One month and twenty-three days' salary as Night Watchman.....	17	66	
Catherine Ross.....	Ten months' salary as Nurse.....	100	00	
E. Westaff.....	One month and twenty-seven days' salary as Nurse..	18	99	
Ann McGrab.....	Twelve months' salary as Fever Nurse.....	120	00	
Maria Benning.....	Twenty-three days' do do .....	7	66	
Jane Delany.....	Three and one-half months' salary as Small-pox Nurse.....	35	00	
C. Hobbs.....	One and one-half months' salary as Small-pox Nurse .....	15	00	
Mary Jacobs.....	Ten months' and eight days' salary as Night Nurse in sheds.....	92	67	
Ann Jacobs.....	Two months' salary as Nurse in sheds .....	20	00	
Marie Angele.....	Twenty-four days' salary as Nurse in sheds .....	6	40	
Marie Matron.....	Two months' and eight days' salary as Cook .....	21	90	
<i>Carried forward.....</i>		14,520	72	

STATEMENT of Expenditure on account of the Marine and Immigrant Hospital Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		14,520 73	
Mary Harris.....	Three and one-half months' do do .....	32 00	
Susan Harris.....	Six months' and nine days' do do .....	56 70	
Margaret Dunn.....	Twelve months' salary as Cook to officers, &c.....	90 00	
Eliza Dunn.....	Eleven and three-quarter months' salary as Sewing Maid .....	94 00	
Clementine Ouelett.....	Twelve months' salary as Housemaid.....	72 00	
Jane O'Neill.....	do do do .....	72 00	
Mary Quinn.....	Washing ninety-one days, at 50 cts. per day.....	45 50	
Flora Marque.....	Sitting up with small-pox patients three days, at 70 cts. per day.....	2 10	
Marie Marque.....	Sitting up with small-pox patients three days, at 70 cts. per day.....	2 10	
W. Viancourt.....	Sitting up with small-pox patients four days, at 70 cts. per day.....	2 80	
Eliza Adams.....	Assistant Nurse in sheds twenty-three days.....	6 13	
Christina Hobbs.....	do do eleven days.....	3 66	
Angele Colombe.....	House cleaning .....	19 63	
Adèle Matron.....	do .....	20 50	
Margaret Quinn.....	do .....	2 50	
Christina Hobbs.....	do .....	16 50	
Marie Matron.....	do .....	13 50	
Mary Matron.....	do .....	30 00	
W. E. Burnet.....	Drugs and medicines.....	46 02	
T. Hudon.....	Linen, flannel, blue duck, blankets, &c.....	821 55	
S. J. Shaw.....	Hardware, &c.....	24 30	
Thomas Delaney.....	Meat, pork, &c.....	3,125 66	
J. Burns.....	Cooking range, copper boiler, hardware, &c.....	540 29	
C. Poston & Co.....	Coals .....	223 60	
John Musson & Co.....	Drugs .....	63 42	
F. E. Burke.....	do .....	30 08	
P. Garneau & Frère.....	Cotton, flannel, blankets, wadding, &c.....	41 70	
James McCone.....	Groceries.....	1,646 17	
Stadacona Insurance Co.	Insurance on \$10,000, 2nd Nov., 1875, to 2nd Nov., 1876.....	60 00	
do	Insurance on Small-pox Hospital, \$2,000, 3rd Dec., 1875, to 3rd Dec., 1876.....	35 00	
Royal Insurance Co.....	Insurance on Small-pox Hospital, \$2,000, 16th Dec., 1875, to 16th Dec., 1876.....	35 00	
do	Insurance on Hospital, &c., \$4,000, 16th Feb., 1876, to 16th Feb., 1877.....	25 00	
do	Insurance on Hospital, &c., \$8,000, 7th May, 1876, to 7th May, 1877.....	50 00	
Royal Canadian Co.....	Insurance on Hospital, \$10,000, 16th Feb., 1876, to 16th Feb., 1877.....	62 50	
J. P. Dery.....	Stationery, \$20.55; wine, \$54.00 .....	74 55	
Candereau & Co.....	Surgical instruments.....	11 40	
L. Catellier, M.D.....	do .....	25 25	
Quebec Corporation.....	Water tax, 1st May, 1875, to 1st May, 1876.....	600 00	
E. Lemesurier.....	Wine.....	66 00	
J. Wright.....	Saddlery.....	11 60	
Dublin Apothecaries' Co.	Drugs .....	609 79	
A. Coté & Co.....	Printing .....	8 25	
Thomas Norris.....	Crockery.....	100 84	
Thomas Andrews.....	Gasfitter's account, \$122.76; hardware, \$121.50.....	244 26	
George Hall & Co.....	Groceries.....	25 00	
Louis Gagnon.....	Ice.....	28 00	
J. A. Langlais.....	Stationery.....	52 28	
<b>Total Expenditure</b> .....			23,795 85

JOHN TILTON,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine, etc.

## APPENDIX No. 30.

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1876.

ST. CATHARINE'S HOSPITAL.		\$	cts.	\$	cts.
Thomas Burns, Treasurer	Grant for support of sick seamen in this Hospital.....			500	00
KINGSTON HOSPITAL.					
J. J. Burrowes	Grant for support of sick seamen in this Hospital.....			500	00
					1,000 00

## PROVINCE OF QUEBEC.

MONTREAL GENERAL HOSPITAL.					
Andrew Robertson, Treasurer.....	Maintenance of sick seamen during 1875, 2,480 days, at 90c. per diem.....			2,232	00
SICK AND DISABLED SEAMEN.					
N. J. Pinault.....	Attendance on sick seamen at Rimouski.....	40	00		
P. L. Gauvreau.....	Attendance on sick seamen at Rimouski, and paid passage to Quebec, ex schooner "C. J. Brydges," "Ottia," &c.....	132	42		
S. Pouliot, M.D.....	Professional attendance on sick seamen at Chicoutimi, ex "Plutus," Ha-Ha Bay, &c.....	31	50		
J. P. Pelletier, M.D.....	Professional attendance on sick seamen at Matane..	40	00		
J. A. Meek, M.D.....	Professional attendance on sick seamen at Matane, ex "Eliza," "Mary" and "Neptune".....	50	50		
L. E. Beauchamp.....	Attendance, sick seamen "Alphonse Saint".....	3	00		
P. A. McDougall, M.D....	do on Wm. Robillard.....	6	75		
B. C. Blair.....	do at Chicoutimi.....	15	00		
Dr. Wakeham.....	do at Gaspé.....	39	50		
E. D. Phillips.....	Boarding sick Stewardess, ex bark "Bowler".....	20	75		
Jos. Eden.....	Expenses of sick seamen at Gaspé.....	49	20		
D. Hudon.....	do interring Sailor, ex "Helen Gendy".....	4	00		
Dr. Robitaille.....	Professional attendance on sick seamen, New Carlisle.....	43	75		
J. J. Fox.....	Paid for boarding, &c., sick seamen, ex "M. Noyes".....	7	00		
				483	37
SHIPWRECKED AND DISTRESSRD SEAMEN.					
W. S. Bodden.....	Balance of proceeds of clothing belonging to his late son.....	27	53		
Jno. LeBoutillier & Co...	Conveying shipwrecked seamen from Gaspé.....	80	00		
E. Pope.....	Travelling expenses to Chicotte and return.....	20	00		
Jos. Eden.....	Passage and board of crew of wreck, "Maria Dina".....	38	40		
R. H. Russell.....	Clothing supplied blind Chinese sailor at Quebec...	14	25		
	Carried forward.....	180	18	483	37



STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*PROVINCE OF QUEBEC.—*Continued.*

		\$	cts.	\$	cts.		
		<i>Brought forward</i> .....		180	18	483	37
<i>SHIPWRECKED AND DISTRESSED SEAMEN.—Continued.</i>							
J. J. Fox	.....	Paid for relief of wrecked seamen		329	10		
J. R. Roberts	.....	Board and provisions to crew ex "Dunroby"		49	80		
Ernest Tetu	.....	Expenses to distressed seamen, Gaspé		77	75		
L. Robitaille	.....	do	do	New Carlisle	33	00	
F. Legallais	.....	Board and lodging		do	do	33	50
H. A. Lemieux	.....	Passage of		do	do	22	50
D. E. Price	.....	Expenses of three		do	do	14	60
J. S. Hayward	.....	do	do	ex "Maggie Campbell"	43	84	
				784	27		
		Refund for Clothing supplied blind sailor at Quebec		14	25		
						770	02
						1,253	39
Board of Trade, London.	.....	Expenses distressed seamen, ex "Rambler,"					
do	do	do	"Achantes" and "Georgina"	50	73		
do	do	do	"New England" and "Emily"	73	93		
do	do	do	"Dauntless," "Etna," "Georgina,"				
			"Maggie," "Acadia," "Norris," "Sea				
			Lion," &c.	1,134	59		
do	do	do	"Thalia," "Adelia," "Thos. Bayne," &c	298	88		
do	do	do	"Mary Mag," "Hesperus," "Amelia"....	431	74		
do	do	do	Steamer "Thalia" of Halifax	590	07		
						2,579	94

## PROVINCE OF NEW BRUNSWICK.

		MARINE HOSPITALS.					
		<i>St. John.</i>					
Dr. L. B. Botsford	.....	Salary as Physician, from 1st July, 1875, to 30th June, 1876		560	00		
Dr. C. W. Johnstone	.....	Salary as Assistant, from 1st December, 1875, to 30th June, 1876		326	66		
Dr. W. S. Harding	.....	Salary as Inspecting Physician to pest-house, from 1st July, 1875, to 30th June, 1876		100	00		
C. Ward	.....	Salary as Secretary, from 1st July, 1875, to 30th June, 1876		400	00		
Rev. W. B. Armstrong	.....	Salary as Chaplain, from 1st July, 1875, to 30th June, 1876		100	00		
						1,486	66
M. Barnes	.....	Twelve months' wages as Steward, from 1st July, 1875, to 30th June, 1876		300	00		
Mrs. Barnes	.....	Twelve months' wages as Matron, from 1st July, 1875, to 30th June, 1876		80	00		
do	.....	Twelve months' allowance for board		73	00		
M. Barnes	.....	Twelve do do		73	00		
do	.....	Paid twelve months' wages to Cook		48	00		
do	.....	For extra diets		32	87		
				606	87		
		Less provisions consumed by Steward and Matron		41	86		
						565	01
		<i>Carried forward</i> .....				2,051	67

## STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

## PROVINCE OF N BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....			2,051
<i>St. John.—Continued.</i>			
C. A. Barnes.....	Twelve months' wages as Nurse at Kent Hospital.....	144 00	
do .....	Allowance for board .....	192 00	
D. Tennent.....	Wages as Assistant.....	120 00	
do .....	Allowance for board.....	192 00	
John Bryden.....	Bread account .....	109 10	
W. C. Godsoe & Co.....	Butchers' account.....	169 13	
Jardine & Co.....	Grocers' do .....	246 56	
M. Barnes.....	Milk, potatoes and straw.....	144 59	
W. H. Street & Son.....	Spirits.....	19 45	
R. P. McGivern.....	Coal.....	308 51	
Jas. Hutchinson.....	Firewood .....	62 00	
St. John Water Commis- sioners.....	Twelve months' supply to Hospital .....	36 00	
St. John Water Commis- sioners.....	Assessment of Office, 53, St. James Street. ....	14 00	
St. John Gas Co.....	Gas and rent of meter .....	57 65	
Jane Marshall.....	Washing .....	62 50	
John Sears.....	Drugs and medicines .....	42 21	
M. N. Powers.....	Supplying six coffins, &c.....	15 50	
Jno. Burke.....	Hire of hearse and coaches.....	36 00	
St. John Cemetery Co ..	Burial fees (10 at \$2.00) .....	20 00	
Jno. McLaughlin.....	Thirty days' labour as Gardener (\$1.25) .....	37 50	
Jno. O. Brien.....	Housing coal.....	7 15	
Kerr & Co.....	Hardware.....	10 22	
Jno. Doyle.....	Ninety days' labour as Gardener (\$1.25).....	112 50	
Robt. Bell.....	Glazing, painting, turpentine, &c.....	19 31	
Adam Young.....	Hardware and smith's repairs.....	9 95	
Jas. Dyall.....	Plumbers' repairs .....	7 89	
J. Harris & Co.....	Grate and stove backs.....	2 10	
Matthew Thompson.....	Flower pots.....	5 20	
Jno. Chaloner.....	Drugs and medicine .....	23 19	
Mercantile Insurance Co.	Premium on \$3,200 from 8th May, '76, to May, '77.....	40 00	
T. W. Anglin.....	Advertising, \$4.50; 1 year's subscription to <i>Free- man</i> , \$2.50 .....	7 00	
St. John's <i>Globe</i> .....	Advertising .....	6 00	
Milton Barnes.....	30 loads manure, \$15.00; 2 wheelbarrows, \$9.00....	24 00	
do .....	Paid for repairing closet.....	3 00	
Bowes & Evans.....	Hardware and repairs .....	49 65	
Barnes & Co.....	Printing and stationery.....	25 30	
Jno. Chaloner.....	Drugs and medicine.....	18 87	
L. Jackson.....	Cleaning paint, &c .....	4 80	
Jas. McKenny.....	Thirty days' labour (\$1.25).....	37 50	
Andrew J. Emery.....	Ten days' labour as carpenter (\$1.80) .....	18 00	
Michael Flood.....	Masons' work, lime, bricks, &c.....	165 54	
H. Maxwell & Sons.....	Lumber.....	24 79	
J. E. Turnbull.....	do .....	8 88	
Mackenzie Bros.....	Cotton, sheeting, blankets, linen, &c.....	147 80	
L. H. Barnes.....	Making bedding, &c.....	13 05	
Peter McCrane.....	Whitewashing.....	12 00	
E. C. Robertson.....	Earthenware.....	4 75	
Jno. Foster.....	6 garden seats.....	6 00	
Jno. McManus.....	20 loads manure.....	8 00	
Jno. McAllister.....	Iron bars and sharpening pick.....	1 60	
Jas. Crawford.....	Carting gravel, &c .....	10 10	
Samuel Hayward.....	Conveying two disabled seamen to hospital.....	3 33	
			2,866 84
<i>Richibucto.</i>			
Dr. Doherty.....	Twelve months' salary as Medical Superintendent.....	100 00	
Central Fire Ins. Co.....	Premium on fire insurance .....	10 00	
			4,917 84
<i>Carried forward</i> .....		110 00	4,917 84

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		110 00	4,917 84
<i>Richibucto.—Continued.</i>			
Simon Graham.....	Paid for firewood, oil, brushes, labour, &c.....	280 62	
Dr. Doherty.....	Paid for freight.....	0 97	
T. B. Barker & Sons.....	Bottles.....	6 25	397 84
<i>Miramichi.</i>			
Dr. Thompson.....	Twelve months salary as Medical Superintendent.....	400 00	
do.....	Medicines.....	2 00	
Jno. Gallagher.....	Thirteen months' and one day's wages as Keeper... ..	127 75	
do.....	Boarding patients 1,760 days (at 40c).....	704 00	
do.....	Allowance for fuel.....	62 50	
do.....	Oatmeal, \$1.74; repairs, \$3.34.....	5 04	
Central Fire Insurance Co.....	Premium on fire insurance.....	20 00	
Wm. Masson.....	Groceries, paint, cotton, &c.....	45 84	
H. Patterson.....	Labour.....	7 00	
Gilmour, Rankin & Co.....	Clothing for sick seamen.....	23 58	1,397 71
<i>St. Andrews.</i>			
S. T. Gove, M.D.....	Twelve months' salary as Superintendent.....	200 00	
Charlotte Coates.....	do do Matron.....	208 00	
do.....	Boarding seamen 30 weeks and 1 day (\$1.50).....	45 25	
do.....	Paid for cutting, &c., wood, oil, extra diet, &c.....	31 90	
R. Ross.....	Coal, 8,140 lbs. (\$6.25).....	25 44	
J. L. Magee.....	Bedding.....	9 20	
J. Brownrigg.....	Truckage of coal and cartage.....	4 00	
N. Treadwell.....	Ladder and painting.....	5 25	
Angus Stinson.....	Painting, bell and hangings.....	9 00	
J. B. Barker & Sons.....	Glass.....	3 70	
Jno. McLaughlin.....	Glazing.....	1 00	
Angus Turner.....	5 cords hardwood (\$3.60).....	18 00	
Robinson & Glenn.....	Lumber and spikes.....	15 61	
S. T. Gove, M.D.....	Postages, stationery and sundries.....	3 25	
Jno. Dinsmore.....	4 cords wood.....	14 00	
O. Conley.....	Whitewashing, lime, &c.....	11 49	605 09
<i>Bathurst.</i>			
S. L. Bishop.....	Professional attendance during 1875.....	40 00	
M. Miller.....	Boarding two sick seamen, 54 days, at 50c.....	27 00	
do.....	Allowance for fuel.....	25 00	
Ferguson, Rankin & Co.....	Groceries, lumber, oil, &c.....	27 39	
Hon. J. Ferguson.....	10 per cent. commission on disbursements.....	11 93	131 32
<i>Sackville.</i>			
Alex. Fleming, M.D.....	Fifteen months professional attendance, 1st April, 1875, to 30th June, 1876.....	312 50	
do.....	Medicines, &c.....	28 26	
Alex. Crocker.....	Fifteen months' salary, from 1st April, 1875, to 30th June, 1876.....	281 25	
do.....	Boarding, &c., sick seamen, 56 weeks and 4 days, at \$4.00.....	226 84	
Jno. Ford.....	Groceries, ticking, cotton and earthenware.....	17 38	
Estabrook & Black.....	Funeral expenses, one sailor.....	6 00	
<i>Carried forward</i> .....		872 23	7,449 80

## STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

## PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	872 23	7,449 80
	<i>Sackville.—Continued.</i>		
D. Crossman.....	Conveying sick seaman to hospital.....	2 00	
S. E. Cole.....	Making bedding.....	4 16	
Lymans, Clare & Co.....	Drugs and medicines .....	146 39	1,024 78
	<i>Dalhousie.</i>		
W. G. Disbrow, M.D.....	Professional attendance .....	46 00	
S. Shaw, M.D.....	do do .....	4 00	50 00
	<i>Hillsborough.</i>		
W. H. Robinson .....	Expenses sick seamen .....		206 00
	<i>Shediac.</i>		
Chas. S. Theal, M.D .....	Professional attendance and medicine during 1875..	196 31	
G. Anderson .....	Boarding and attending Jno. McGee four weeks....	30 00	226 31
	<i>Hopewell.</i>		
James Carmworth.....	Board and attendance on Jas. Nowlan .....		25 00
	Total.....		8,981 89
	SHIPWRECKED AND DISTRESSED SEAMEN.		
R. Leonard.....	Passage of wrecked seamen to St. John .....	11 88	
J. S. May.....	Clothing for wrecked seamen, ex "Lancaster," "Live Oak," &c.....	77 11	
W. H. Olive .....	Passage of Captain, schooner "Annie," St. John to Moncton.....	2 67	
Small & Hatheway.....	do wrecked seamen, Digby to St. John.....	2 50	
Silas Lynds .....	do do Moncton to Hopewell....	6 00	
D. Harrington .....	Railway fares wrecked seamen from Shediac.....	7 17	
Robt. Holmes.....	Boarding two wrecked seamen, ex "Isabella Raydon".....	15 00	
Wm. Furlong.....	Boarding two distressed seamen .....	2 00	
G. A. Freize.....	Passage do do to Woodstock.....	3 50	
Jno. Richards .....	Boarding two wrecked seamen, ex "Live Oak".....	7 88	
J. A. Read.....	do do ex "Wm. Robson".....	3 24	
H. W. Chisholm.....	Passage five do Eastport to St. John... ..	7 50	
Chas. Weldon.....	Legal expenses.....	57 66	
W. B. McLaughlin.....	Expenses in search of shipwrecked seamen, Yellow Ledge.....	10 00	214 11

## STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.

		\$	cts.	\$	cts.
SICK AND DISABLED SEAMEN.					
Provincial and City Hospital, Halifax, board of seamen, during year, equal to 740 weeks and one day at \$5.00 per week.....		3 700	82		
Expenses at Arichat, consisting of medical attendance and board.....		243	10		
Expenses at Apple River.....		80	50		
do	Baddeck.....	280	00		
do	Barrington.....	108	40		
do	Bayfield.....	3	00		
do	Bridgewater.....	31	90		
do	Canning.....	17	00		
do	Canso.....	69	00		
do	Cheverie.....	40	50		
do	Cow Bay.....	121	25		
do	Canada Creek.....	38	00		
do	Digby.....	376	54		
do	Getson's Cove.....	347	50		
do	Hantsport.....	2	50		
do	Jordan Bay.....	77	10		
do	Liverpool.....	256	75		
do	Lunenburg.....	361	25		
do	Lockeport.....	143	77		
do	Little Glace Bay.....	377	84		
do	Mahone Bay.....	9	37		
do	North Sydney.....	1,861	76		
do	Pictou.....	332	22		
do	Port Mulgrave.....	15	40		
do	do Hawkesbury.....	188	35		
do	do Medway.....	556	11		
do	do Gilbert.....	95	00		
do	Ratchford River.....	60	00		
do	Shelburne.....	15	00		
do	Sherbrooke.....	42	15		
do	Sydney.....	155	75		
do	St. Peters.....	13	00		
do	Thorne's Cove.....	59	00		
do	Windsor.....	18	75		
do	Weymouth.....	14	00		
do	Yarmouth.....	103	30		
Dr. W. E. Cooke.....	Twelve months' salary as Physician at Pictou Hospital.....	400	00		
do	Medicines.....	131	75		
Dr. A. D. MacGillvary.....	Salary as Physician at Sydney, from 17th July, 1874, to 30th June, 1875.....	381	72		
do	do do 1st July, 1875, to 30th June, 1876.....	400	00		
do	Medicines.....	49	25		
T. S. Brown.....	Conveyance and subsistence sick seamen, North Sydney.....	59	50		
M. R. Doane.....	do Jno. McKenzie, ex "Lucy".....	7	67		
D. D. Harrington.....	Conveying sick seamen, Port Hawkesbury to Halifax.....	9	00		
Conlon Bros.....	Cab hire conveying sick seamen to hospital.....	36	75		
George Sterling.....	Conveying sick seamen.....	5	00		
D. J. F. Black.....	Certificates to sick seamen for admission to hospital.....	36	00		
Dr. W. N. Wickwire.....	do do do.....	40	00		
Dr. R. S. Black.....	do do do.....	60	00		
Dr. A. J. Cowie.....	do do do.....	40	00		
Dr. E. Farrell.....	do do do.....	38	00		
Dr. W. B. Slayter.....	do do do.....	38	00		
Dr. A. P. Reid.....	do do do.....	26	00		
Dr. E. Jennings.....	do do do.....	54	00		
				12,038	52

## STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.—Continued.

SHIPWRECKED AND DISTRESSED SEAMEN.		\$ cts.	· \$ cts.
H. A. Hood.....	Board distressed seamen .....	2 50	
P. Taples.....	do do 58 days' at 60c. per day.....	34 80	
B. Hartegan.....	do do .....	3 00	
Jas. Forbes.....	do do .....	10 20	
T. McDonald.....	do do .....	121 20	
P. Bushenpin.....	do do .....	18 82	
P. Foley.....	do do .....	22 20	
F. Brittain.....	do do .....	9 00	
S. Fleming.....	do do .....	41 50	
P. Fleming.....	do do .....	9 60	
M. McDonald.....	do do .....	6 00	
D. McDonald.....	do do .....	6 00	
S. Cohoon.....	do do .....	58 25	
J. M. Brown.....	do do .....	8 60	
G. P. Black.....	do do .....	6 00	
D. Bird.....	do do .....	9 60	
R. Eustace.....	do do .....	10 50	
Hannah Rose.....	do do .....	20 70	
T. Ward.....	Convey d subsistence .....	5 45	
Alex. Roberts.....	o do .....	21 00	
E. D. Tremaine.....	o do .....	100 45	
W. W. Bown.....	do do .....	38 00	
C. E. Leonard.....	do do .....	21 00	
Jas. Ross.....	do do .....	507 10	
F. W. Fishwick.....	do do .....	35 50	
J. W. Carmichael.....	do do .....	9 56	
A. Boudrot.....	Conveyance.....	17 50	
P. Taples.....	do .....	27 50	
Capt. G. Shaw.....	do .....	63 51	
C. B. Dunham.....	do .....	19 70	
Peter Goupille.....	do .....	15 00	
Thos. Wood.....	do .....	8 76	
J. F. Flavin.....	do .....	12 04	
D. McDonald.....	do .....	15 00	
R. J. Barnes.....	do .....	22 63	
Whitman Giffen.....	do .....	20 00	
L. Crosscup.....	do .....	5 48	
E. Dowling.....	do .....	75 56	
P. Deegan.....	do .....	9 49	
F. W. Fishwick.....	do .....	114 40	
S. Fleming.....	do .....	4 00	
L. Swaine.....	do .....	35 04	
Jno. E. Waddell.....	do .....	4 00	
Wm. Watt.....	do .....	1 46	
P. Fleming.....	do .....	4 00	
J. P. Angrove.....	do .....	2 92	
Capt. Meylin.....	do .....	7 30	
W. Hornish.....	do .....	2 50	
Edward Strum.....	do .....	25 18	
C. Neall.....	do .....	23 30	
M. McDonald.....	Conveyance and subsistence of six men ex "Florida" .....	80 05	
T. S. Bown.....	Conveyance and subsistence of wrecked men, North Sydney to Halifax.....	186 00	
E. D. Tremain.....	Expenses, conveyance and subsistence of six wrecked men, Port Hood to P.E.I.....	199 50	
Jas. Ross.....	Expenses, conveyance and subsistence of wrecked men, ex schooner "Scud".....	260 75	
Arch. Campbell.....	Expenses, conveyance and subsistence of wrecked men, ex "Margaret Campbell".....	90 00	
J. A. Tory.....	Expenses, conveyance and subsistence of wrecked men, ex "Clara".....	59 81	
J. S. Belcher.....	Expenses, conveyance and subsistence of wrecked men, ex "Margaret Campbell".....	123 51	
Carried forward.....		2,672 42	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		2,672 42	
SHIPWRECKED AND DISTRESSED SEAMEN.— <i>Continued.</i>			
A. Cameron.....	Expenses, conveyance and subsistence of wrecked men, ex "Trial" .....	32 50	
George Stirling.....	Expenses, conveyance and subsistence of wrecked men, ex "Live Oak" .....	16 00	
H. A. Hood.....	do do do .....	46 72	
D. Sargent.....	do do do .....	58 00	
Gilbert Shaw.....	Expenses, conveyance and subsistence of wrecked men, ex "Jacob V. Troop" .....	32 12	
D. McDonald.....	Expenses, conveyance and subsistence of wrecked men, ex "P. Power" .....	30 00	
do.....	Expenses, conveyance and subsistence of wrecked men, ex "Calcutta" .....	15 69	
Botsford Viets.....	Expenses, conveyance and subsistence of wrecked men, ex "Duke of Newcastle" .....	14 90	
W. Fisher.....	Charter of vessel for conveyance of seamen from Sable Island to Halifax .....	400 00	
H. A. Hood.....	Conveyance and subsistence of crew, ex "Julia Langley" .....	105 60	
W. P. Paysant.....	Conveyance and subsistence of crew, ex "Florence May" .....	115 30	
T. S. Bown, jun.....	Conveyance and subsistence of wrecked seamen... ..	71 00	
P. McDonald.....	do do do .....	19 25	
P. Grant & Co.....	Clothing for wrecked seamen .....	319 10	
Burns & Murray.....	do do .....	12 85	
		3,961 45	

## PROVINCE OF BRITISH COLUMBIA.

J. C. Davie, M.D.....	Twelve months' salary as Medical Officer at Victoria .....	300 00	
Thos. Wood.....	do do Keeper.....	499 92	
do.....	Maintenance of patients, 163½ weeks, at \$5.....	817 15	
do.....	Paid for washing, ferriages, &c.....	95 50	
Engelhardt & Co.....	18½ tons coal, \$185; wood and cutting, \$40.....	225 00	
L. R. McInnes, M.D.....	Professional attendance at Nanaimo from May, 1875, to June, 1876.....	713 00	
Thos. Story.....	Making and painting table, \$5; building two water closets, \$71.....	76 00	
do.....	Funeral expenses, J. D. Serralalinc.....	22 50	
Henry Saunders.....	Provisions, &c.....	27 67	
Willis Bond.....	Water.....	10 00	
J. R. Hett.....	Interment fees.....	7 50	
Hayward & Jenkinson.....	Funeral expenses, J. G. Banks.....	15 00	
Kinsman & Styles.....	Bricklayer's account.....	7 75	
Langley & Co.....	Drugs, oil, leather, sponges.....	100 72	
J. Sehl.....	Earthenware, oil cloth, &c.....	20 50	
Dr. D. C. Cluness.....	Professional attendance and medicine for seamen ex "Black Eagle" and "Rivière" .....	35 00	
T. N. Hibben & Co.....	Stationery .....	5 50	
A. & W. Wilson.....	Water supply, repairs to force pumps, &c.....	146 12	
Royal Columbian Hospital.....	Claim for maintenance of sick seamen[during 1874 and 1875 .....	250 00	
D. W. Higgins.....	Printing rules.....	8 00	
G. C. Keays.....	Copper kettle .....	3 25	
Wr. Mann.....	Re-building kitchen range and mantelpiece.....	13 75	
E. B. Marvin.....	Brooms, drilling, &c.....	8 50	
		3,408 33	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

MARINE HOSPITAL, CHARLOTTETOWN.		\$ cts.	\$ cts.
Margaret Darrach.....	Twelve months' salary as Matron, from 1st May, 1875. to 30th April, 1876.....	180 00	
do .....	Boarding sick seamen, 153 weeks and three days (\$2.50).....	383 09	
Jas. Martin .....	Whitewashing.....	11 00	
Lawson & Welsh.....	Coal.....	23 32	
Dr. F. P. Taylor.....	Twelve months' salary as Medical Attendant.....	300 00	
do .....	Medicines.....	42 27	
Jas. Houston .....	Fitting up stoves.....	6 50	
H. Perkins .....	Coal.....	17 34	
M. Hennessy.....	Expenses interring D. Sullivan.....	10 00	
Sarah Cameron.....	Wages as Assistant Nurse.....	10 50	
Davidson & Huestis .....	Oil, soap, lamp chimneys, bedding, &c.....	52 95	
P. Cullen .....	One year's rent of hospital.....	120 00	
M. Hennessy.....	Expenses interring R. Reilly.....	10 00	
Mrs. Sheehan .....	Interring expenses.....	4 00	
Wm. Brebant .....	Cleaning and whitewashing eight rooms.....	5 90	
Jno. W. Morrison, Secretary Board of Works, Charlottetown.....	Balance of repayment in full to Local Government for Marine Hospital.....	12 00	
P. Cullen .....	Labour.....	1 00	
			1,189 87
SICK AND DISABLED SEAMEN.			
P. A. McIntyre, M.D.....	Medical attendance at Souris.....	18 90	
M. Paquet.....	Board and attendance do.....	16 21	
G. Crabb.....	Paid for medical attendance and board of sick seamen, Summerside.....	48 55	
McKelvie & McLeod.....	Medical attendance on sick seamen, ex-"Elizabeth" and "Isabella".....	25 75	
Jno. B. Schuzmann .....	Board and attendance on sick seamen, ex-"Elizabeth" and "Isabella".....	24 50	
Chas. Owen .....	Paid for professional attendance, board and funeral expenses of P. Lindon.....	65 53	
			199 44
	Total .....		\$1,389 31

SHIPWRECKED AND DISTRESSED SEAMEN.

D. Currie.....	Paid for clothing and passage of wrecked seamen, ex-"Mary Kate".....	31 03	
Thos. Conway.....	Board and passage of Captain and six seamen ex-"Dunbrody".....	63 75	
C. W. Strong.....	Passage of distressed seamen from Summerside to Charlottetown.....	2 00	
	Total .....		96 78



**STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.**

**SUMMARY.**

		\$ 'cts.	\$ cts.
<b>Ontario</b> .....	St. Catharine's Hospital .....	500 00	
do .....	Kingston do .....	500 00	
<b>Quebec</b> .....	Montreal General Hospital.....	2,232 00	1,000 00
do .....	Sick and disabled seamen.....	483 37	
do .....	Shipwrecked and distressed seamen .....	770 02	
<b>Board of Trade, London.</b>	do do do .....		3 485 39
			2,579 94
<b>New Brunswick</b> .....	Marine Hospitals .....	8,981 89	
do .....	Shipwrecked and distressed seamen .....	214 11	9,196 00
<b>Nova Scotia</b> .....	Sick and disabled seamen.....	12,038 52	
do .....	Shipwrecked and distressed seamen .....	3,961 45	15,999 97
<b>British Columbia</b> .....	Sick and disabled seamen .....		3,408 33
<b>Prince Edward Island</b> ...	Marine Hospital, Charlottetown.....	1,189 87	
do .....	Sick and disabled seamen .....	199 44	
do .....	Shipwrecked and distressed seamen .....	96 78	
<b>Quebec Marine Hospital.</b>	Expenditure as appears in Appendix No. 29 .....		1,486 09
			23,795 85
	Total expenditure of Marine Hospitals, Sick and Distressed Seamen, &c.....		\$60,951 57

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

**JOHN TILTON,**  
*Accountant.*

## APPENDIX No. 31.

## STATEMENT of Expenditure on account of Cape Race Lighthouse, Newfoundland.

		\$	cts.
London Board of Trade...	Dues for Fiscal Years ending 30th June, 1874 and 1875.....	922	98

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 32.

## STATEMENT of Expenditure on account of Packet Service to Prince Edward Island, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
Neil McMillan .....	Service between Wood Island, Pictou and Charlotte-				
	town.....	200	00		
James White.....	Portion of subsidy.....	200	00		
Archibald Kennedy.....	Balance of subsidy for service between Charlotte-				
	town, Shediac and Cascumpec.....	100	00		
D. C. Ramsay.....	Services between West Point and Shediac.....	250	00		
					750 00

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

JOHN TILTON,  
*Accountant.*

## APPENDIX No. 33.

STATEMENT of Expenditure on account of the Winter Communication between Prince Edward Island and the Mainland, for the Fiscal Year ended 30th June, 1876.

		\$	cts.	\$	cts.
E. W. Sewell.....	On account of contract for building Steamer				
	“ Northern Light” .....	16,000	00		
do ..	Travelling expenses from Quebec.....		15		
Wm. Barbour.....	do do Inspecting .....		27		
J. Burgess.....	do do do .....		20		26
J. J. Nesbitt.....	Pay and expenses as Inspector.....		179		00
				16,241	26

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

APPENDIX No. 34.

STATEMENT of Expenditure on account of Steam Communication between Quebec and Maritime Provinces, for the Fiscal Year ended 30th June, 1876.

		\$	cts.
Gulf Port Steamship Co.	Government subsidy for 1875-76.....	10,000	00

WM. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 35.

STATEMENT of amount of Collections and Expenditure on account of Harbour Improvements, collected at the undermentioned Ports, at which Tonnage Dues have been imposed by Proclamation, for the Fiscal Year ended 30th June, 1876.

## QUEBEC.

	No. of Tons.	\$ cts.	\$ cts.
House Harbour.....	934	93 40	
Amherst.....	4,348	434 80	
Gaspé.....	204	20 40	
			548 60

## NEW BRUNSWICK.

Richibucto.....	20,602	2,060 20	
Bathurst.....	9,720	972 00	
			3,032 20
			3,580 80

Expenditure on account of Harbour Improvements, for the Fiscal Year ended 30th June, 1876.

Richibucto, N.B.....	\$10,853 42
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WM. SMITH,  
Deputy Minister of Marine, etc.

OTTAWA, 28th July, 1876.

APPENDIX No. 36.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, and Manitoba, appointed under the Fisheries Act [1868], with Districts, Post Office Address, Salary, &c., &c., distinguishing those who, being Fishery Overseers, are instructed to act *ex officio* as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Samuel Wilmot.....		Newcastle.....	Officer in charge of fish breeding establishments at Newcastle and Sandwich.	2,000 00
Henry Hunt.....	Larue's Island.....	Rockport.....	Warden ...	20 00
John Wallace.....	Lindoe Island.....	Landsdowne.....	do ...	40 00
John Mooney.....	Brockville to Cornwall.....	Prescott.....	Overseer...	100 00
Peter Kiel.....	Wolfe and Amherst Islands, and waters around down to Brockville.	Wolfe Island.....	do ...	200 00
David Conger.....	Carrying Place to Point Peter.....	Wellington.....	do ...	100 00
Peter Huff, jun.....	West Point to Point Peter.....	Pictou.....	do ...	50 00
Wm. A. Palen.....	Point Peter to Petticoat Point.....	Point Peter, Cherry Valley.....	do ...	50 00
John G. Hicks.....	Petticoat Point to Black River.....	South Bay.....	do ...	100 00
Wm. Plews.....	Black River to Bongard's Wharf.....	Prinyer.....	do ...	100 00
Charles Gilchrist..	Rice Lake and part of Lake Ontario fronting on the County of Northumberland.....	Port Hope.....	do ...	400 00
Jos. L. Thompson.	Cole's Ferry to Prescott.....	Brockville.....	Warden ...	50 00
Hugh Thompson...	Westerly limit, County South Leeds to Cole's Ferry, and Islands opposite in St. Lawrence River, including Howe Island.....	Gananoque.....	Overseer...	50 00
David Hamilton...	Charleston Lake, Gananoque Lake and River.....	Charleston Lake, P.O.....	Warden ...	50 00
A. J. Harrington...	Lake Scugog (west side).....	Port Perry.....	Overseer...	50 00
John McAllister...	do (east side).....	Casarea.....	Warden ...	50 00
Hugh Ralston.....	Lake shore and inland waters, Counties of Lennox and Addington.....	Napanee.....	Overseer...	200 00
Charles Wilkins ...	Waters of the Bay of Quinte fronting on County of Hastings, and from Carrying Place eastward to Mill Point in the Co. of Prince Edward.	Belleville.....	do ...	200 00
John W. Kerr.....	Whitby Harbor to Port Maitland.....	Hamilton.....	do ...	500 00
James G. Wilcox...	River Credit.....	Port Credit.....	do ...	50 00
Charles L. Bingham	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie.....	Pleasant Hill.....	do ...	150 00
Alex. McBride.....	That part of Lake Erie fronting on the County of Elgin.....	Port Burwell.....	do ...	50 00
John McMichael...	Lake Erie frontage, County of Kent.	Rond Eau.....	do ...	50 00
Peter McCann.....	From London to Thamesville on the Thames River.....	London.....	do ...	100 00
	<i>Carried forward</i> .....			4,710 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF ONTARIO.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	<i>Brought forward</i> .....			4,710 00
E. Boismier.....	Baptiste Creek on Lake St. Clair, to Point Pélée.....	Sandwich.....	Overseer..	200 00
James Cummins.....	Point Pélée Island.....	Kingsville.....	Warden....	50 00
D. McMaster.....	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron.....	Sarnia.....	Overseer..	200 00
A. C. McKinnon ...	Kettle Point to Point Clarke, Lake Huron.....	Goderich.....	do ...	100 00
James Muir.....	Point Clarke to Cape Hurd, including adjacent Islands.....	Port Elgin.....	do ...	100 00
Geo. S. Miller.....	Owen Sound to Cape Hurd.....	Owen Sound.....	do ...	100 00
James Patton.....	Collingwood to Point Rich.....	Collingwood.....	do ...	250 00
Samuel Fraser.....	Point Cockburn to Moose Point.....	Midland.....	do ...	100 00
Farquhar McRae.....	Sydenham River and Lake St. Clair, from Baptiste Creek to Baby's Point.	Wallaceburg.....	do ...	150 00
Geo. B. Abrey.....	Manitoulin Islands and adjacent Islands in Lake Huron.....	Little Current.....	do ...	100 00
Wm. McGown.....	From Moose Deer Point to Byng Inlet, Georgian Bay.....	Parry Sound.....	Warden ...	50 00
Alex. Proulx.....	Byng Inlet to Thessalon River.....	Killarney.....	do ...	50 00
Jos. Wilson.....	Thessalon River to head of Lake Superior.....	Sault Ste. Marie.....	Overseer..	100 00
James Dickson.....	Lake Superior extending from Slate Island to mouth of Pigeon River ...	Prince Arthur's Land- ing.....	do ...	100 00
Alex. McKenzie.....	Lake Simcoe and tributaries.....	Barrie.....	do ...	50 00
George Cochrane..	Inland waters, County Peterboro', in- cluding Pigeon, Deer, Salmon-Trout, Stony, Sturgeon & Chemong Lakes..	Lakefield.....	do ...	200 00
Daniel Bowen.....	Upper Division or East Riding, Co Peterborough, comprising waters of Gull and Burnt Rivers and tribu- taries, together with Drag, Eagle, Moose, Redstone, Crooked and other lakes within such limits.....	Haliburton.....	do ...	100 00
James McFadden.....	Mississippi River and Lake.....	Carleton Place.....	do ...	30 00
Jno. Lyon.....	Madawaska River and Lake des Chats.	Arnprior.....	do ...	50 00
Andrew Telfer.....	Bonnechère River and Lakes, Co., Renfrew.....	Sand Point.....	do ...	50 00
James Sutherland..	Inland waters, N.R. County Victoria, north of Sturgeon Lake and above Fenelon Falls.....	Victoria Road Station..	do ...	100 00
John McGregor.....	Rideau Lakes.....	Wesport.....	Warden ...	75 00
Henry Lawe.....	Grand River from mouth to Caledonia	Dunnville.....	Overseer..	100 00
Henry Griffiths.....	Grand River and tributaries from Brantford upwards.....	Brantford.....	do ...	100 00
Wm. E. Foot.....	Lakes Muskoka, Rosseau, Joseph Lake of Bays and the Maganetawan River.	Bracebridge.....	do ...	100 00
	Total.....			7,315 00



SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

## PROVINCE OF QUEBEC.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Napoléon Lavoie...	Lower St. Lawrence River and Gulf.	Gaspé Basin (in summer), L'Islet (in winter).....	Officer in charge of Gov. st'm'er for protection of Fisheries..	} 1,400 00
C. Caron.....	Point Lévis to River Ouelle .....	L'Islet .....	Overseer...	
H. Martin.....	River Ouelle to Rimouski.....	Rimouski.....	do ...	200 00
L. E. Grondin .....	Rimouski to Matane.....	do .....	do ...	200 00
George Gagnon.....	Inland waters, County Témiscouata...	St. Epiphane.....	Warden ...	30 00
Alfred Blais .....	Lake Matapedia and River Matapedia to Causapschal .....	Causapschal .....	Overseer ..	100 00
J. J. Letourneau...	Cape Chatte to River St. Anne des Monts .....	Ste. Anne des Monts...	do ...	100 00
P. Vibert, jun.....	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau....	Gaspé Basin.....	Fishery officer in charge of fish-breeding establishment at Gaspé Basin.....	500 00
John Phelan.....	Point Maquereau to Paspébiac Point ..	Port Daniel.....	Overseer...	50 00
R. W. H. Dimock...	Paspébiac Point to Maguasha Point...	New Richmond .....	do ...	200 00
John Mowat.....	Maguasha Point to River Matapedia, including same, and Restigouche River from Mission Point upwards, including tributaries in Counties of Bonaventure and Restigouche .....	Matapedia.....	do ...	300 00
Daniel Rosa .....	Lakes Beauport, St. Charles and adjacent Lakes.....	Quebec .....	Warden ...	50 00
L. P. Huot.....	Lakes Philippe, Gagné and adjacent Lakes, and the Island of Orleans...	St. Roch, Quebec .....	do ...	100 00
J. E. Demeule .....	River du Gouffre to Canard River including inland Lakes adjacent to Murray Bay and St. Paul's Bay.....	Murray Bay.....	do ...	50 00
Etienne Tremblay.	} Lakes in rear of Murray Bay and Bay St. Paul.....	Bay St. Paul.....	do ...	30 00
Jos. Smard.....		St. Agnes.....	do ...	30 00
Antoine Filion.....		Bay St. Paul.....	do ...	30 00
F. Saillant.....	Waters in Counties of Chicoutimi and Saguenay.....	Tadousac.....	Overseer...	150 00
Job Bilodeau.....	Lake St. John and tributaries, Upper Saguenay.....	Metabetchouan.....	Warden ...	50 00
Joseph Boily.....	Escoumains to Bersimis .....	Mille Vaches.....	do ...	50 00
G. L. Duguay.....	North Shore, from Manicouagan to Point des Monts, including Becscie, Mistassini and Godbout Rivers.....	Godbout.....	do ...	150 00
J. O. Belanger .....	North Shore River St. Lawrence, from Point des Monts to Bay des Rochers, including Trinity and Pentecost Rivers.....	L'Islet.....	do ...	150 00
G. Mathurin .....	Moisie District, from Point Jambon to Point St. Charles, including Moisie River.....	Montmagny .....	Overseer...	150 00
D. B. McGie .....	Esquimaux Point to Sheldrake River..	Port Daniel.....	do ...	100 00
P. Gendreau.....	Watsheeshoo District, from Atecpetal Bay West to Little Watsheeshoo River East.....	Natashquan.....	do ..	150 00
	<i>Carried forward.</i> .....			4,520 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF QUEBEC.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Brought forward</i> .....			4,520 00
G. Boulet.....	Natashquan District, from River Nabisippi to Point Kegascha.....	Montmagny.....	Overseer...	150 00
J. Legouvé.....	St. Augustine Division, from Cape Whittle to Checatica.....	Pacachoo.....	Warden ...	100 00
W. H. Whitley.....	Bonne Esperance Division, from Checatica to Blanc Sablon.....	Bonne Espérance.....	do ...	50 00
J. J. Fox.....	Magdalen Islands.....	Amherst.....	Overseer...	50 00
W. C. Willis.....	Waters in District of St. Francis.....	Sherbrooke.....	do ...	150 00
H. W. Austin.....	District of Montreal and Richelieu, together with Richelieu River and tributaries.....	Chambly.....	do ...	200 00
S. F. Copp.....	Lake Memphremagog, in the Counties of Stanstead and Brome.....	Georgeville.....	do ...	100 00
J. B. Chevalier.....	Richelieu River, from St. John to Lake Champlain.....	St. Jean, Iberville.....	do ...	100 00
Pierre Latraverse..	Sorel and adjoining islands.....	Sorel.....	Guardian	100 00
P. E. Luke.....	Mississquoi Bay in Lake Champlain and Pike River.....	Phillipsburg.....	Overseer...	50 00
Wm. Clyde.....	Chateauguay River and tributaries.....	Huntingdon.....	do ...	50 00
Andrew Watt.....	River Chateauguay, from mouth to village.....	Chateauguay Basin.....	Overseer..	50 00
Alexander Beaton..	The inland waters in rear of the County of Argenteuil.....	Lost River, P.O., Harrington.....	do ...	30 00
L. J. Loranger.....	The inland waters of the County of Terrebonne.....	St. Sauveur.....	do ...	100 00
	Total.....			5,800 00

PROVINCE OF NOVA SCOTIA.

W. H. Wyld.....	Nova Scotia.....	Port Mulgrave.....	Inspector.	1,400 00
W. H. Rogers.....	do.....	Amherst.....	Fishery Officer..	800 00
	<i>Annapolis County.</i>			
W. T. Carty.....	Annapolis County.....	Annapolis.....	Overseer...	120 00
Miner Clark.....	Laurencetown Bridge to Clarke's Ferry.....	Bridgetown.....	Warden ...	25 00
J. Durland.....	Laurencetown Bridge to County Line, including Nictaux River.....	Laurencetown.....	do ...	25 00
Chas. Barteaux.....	Nictaux River.....	Wilmot.....	do ...	25 00
J. H. Pineo.....	Lovett's Brook.....	Round Hill.....	do ...	25 00
Thos. Davers.....	Annapolis and Languille Rivers.....	Annapolis.....	do ...	25 00
	<i>Antigonish County.</i>			
A. W. McDonald...	Antigonish County.....	Antigonish.....	Overseer...	125 00
Angus McDonald...	From mouth of Harbor to foot of Marsh, thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitts.....	Tracadie.....	Warden ...	25 00
	<i>Carried forward</i> .....			2,595 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Brought forward</i> .....			\$ cts. 2,595 00
	<i>Antigonish County.—Continued.</i>			
J. R. Aymer .....	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish.....	Warden ...	25 00
Albert Randall .....	From shore to lake.....	Bayfield, W.O.....	do ...	15 00
Colin Chisholm.....	From Antigonish Harbor to McWilliams' or St. Andrew's Bridge.....	Lower South River, Antigonish .....	do ...	25 00
Lachlan Cameron.....	From McWilliam's Bridge to Frazer's Bridge, including Big Brook.....	Upper South River, Antigonish.....	do ...	30 00
John Cumming... ..	From Frazer's Bridge to County line at head of lake .....	Upper South River, Antigonish.....	do ...	20 00
John Dexter.....	From Antigonish Harbor (foot of marsh) to Trotter's Mill Brook, thence up said Brook to Trotter's Mill, including both branches, of West River and Bailey's Brook.....	Antigonish .....	do ...	30 00
Donald Chisholm.....	From Trotter's Mill Brook to W. Thompson's Dam.....	Salt Springs, Antigonish.....	do ...	25 00
Alex. Macadam.....	From Thompson's Dam to Addington Forks' Bridge.....	West River, Addington Forks, Antigonish...	do ...	25 00
Hugh Cameron.....	From Forks' Bridge to Pinkeytown Bridge, including James River and Beaver River.....	Addington, W.O.....	do ...	25 00
Duncan Fraser .....	From Pinkeytown Bridge to Stewart's Mill.....	Ohio .....	do ...	20 00
	<i>Cape Breton County.</i>			
Francis Quinan.....	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon River and Sydney River.....	Sydney.....	Overseer... ..	120 00
Anthony Spencer.....	Mira River, Black Brook.....	Mira Gut, W. O.....	Warden ...	25 00
Thos. Burke .....	Mira Bridge and Trout Brook.....	Mira Gut, W.O., Bridge-town.....	do ...	25 00
John McEachen.....	Salmon River.....	Grand Mira, Arichat...	do ...	25 00
Thos. Moore .....	Balls and Leeche's Creeks.....	North Sydney.....	do ...	20 00
Donald McDonald.....	Sydney River and Forks.....	Lingan.....	do ...	20 00
Alex. McLean.....	Mill Brook.....	Mill Brook.....	do ...	20 00
York Barrington.....	North of East Bay to head of Sydney River, including part of Boularderie Is'land.....	Sydney Mines.....	Overseer... ..	120 00
Alex. McDonald.....	South of East Bay to Salmon River...	East Bay.....	do ...	120 00
Allan McAdam.....	Eskasoni .....	Eskasoni.....	Warden ...	25 00
Angus Morrison.....	Marion Bridge, Mira.....	Marion Bridge, Mira.....	do ...	25 00
Denis Murphy.....	Ponds, Sydney Mines.....	Ponds, Sydney Mines...	do ...	25 00
D. McDonald.....	Salmon Holes, Sydney Forks.....	Sydney.....	do ...	25 00
M. McLellan.....	Rory Brack's Brook.....	Rory Brack's Brook.....	do ...	25 00
P. Keefe.....	North-West Brook, Grand Lake and tributaries.....	Lingan.....	do ...	25 00
Donald M'Cormack.....	Leitche's Creek and George's River...	Leitche's Creek, W.O...	do ...	25 00
John McNeil.....	Benacadie River emptying into Bras d'Or Lake .....	Benacadie, W.O.....	do ...	25 00
	<i>Carried forward</i> .....			3,530 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued*PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Brought forward</i> .....				\$    cts. 3,530 00
<i>Colchester County.</i>				
Wm. Blair .....	Colchester County, East Division.....	Onslow .....	Overseer...	100 00
G. N. Christie.....	Salmon River.....	Truro.....	Warden .....	25 00
Samuel Frame.....	Shubenacadie River.....	Shubenacadie River...	do .....	25 00
R. J. Pollock.....	Stewiacke River (lower portion).....	Lower Stewiacke.....	Overseer...	75 00
George Fulton .....	Stewiacke River (upper portion).....	Stewiacke River, Brook- field.....	Warden .....	25 00
J. Bonyman.....	Northern Division, Co. Colchester, comprising Tatamagouche Bay, French and Waugh's Rivers.....	New Annan.....	Overseer...	40 00
J. W. Davison.....	Colchester County, West Division.....	Upper Economy.....	do .....	100 00
J. Urquhart.....	Waugh's River.....	Tatamagouche River...	Warden .....	50 00
W. McElheney.....	De Bert River.....	Londonderry.....	do .....	25 00
Henry Urquhart.....	Folly River.....	do .....	do .....	25 00
Thos. Davidson, 2nd.....	Portapique River.....	Portapique, W.O.....	do .....	25 00
George Moore.....	Economy River.....	Economy.....	do .....	25 00
Mat G. Murray.....	Salmon River.....	Truro .....	do .....	25 00
William Winton.....	Lower Stewiacke River.....	Lower Stewiacke.....	do .....	25 00
George Ambrose.....	do do .....	do .....	do .....	25 00
<i>Cumberland County.</i>				
Isaac J. Hingley.....	Cumberland County, Eastern Divi- sion, embracing all streams empty- ing into the Straits of Northumber- land.....	Oxford.....	Overseer...	100 00
Oliver Fillmore.....	River Philip, Hanam's Falls, upwards	River Philip.....	Warden .....	25 00
John W. Moore.....	do do downwards	do .....	do .....	25 00
Jer. Brownell.....	Shinimicas River.....	Shinimicas, Goose R...	do .....	25 00
Asa Fillmore.....	River Philip.....	River Philip.....	do .....	25 00
James King.....	Cumberland County, Western Divi- sion, including all streams flowing into the Bay of Fundy.....	Amherst .....	Overseer...	100 00
David Corbett.....	Laplanche and Nappan Rivers.....	do .....	Warden .....	25 00
Moses Harrison.....	Maccan River.....	Maccan, W.O.....	do .....	25 00
John H. Barnes.....	River Hebert.....	River Hebert.....	do .....	25 00
Francis L. Jenks.....	Parrsboro' Head.....	Parrsboro' .....	do .....	25 00
W. C. Rindress.....	Wallace River.....	Wallace.....	do .....	30 00
Elijah Fowler.....	Diligent, Ramshead and Fox Rivers, including fisheries from Partridge Island to Spencer Island.....	Diligent River, Parrs- boro' .....	Warden .....	30 00
<i>Digby County.</i>				
J. H. Morehouse .....	Digby County .....	Hillsburg.....	Overseer...	120 00
Abraham L. Gavil.....	Joggins River.....	Digby.....	Warden .....	25 00
J. M. Devault.....	Salmon River.....	Salmon River, W.O.....	do .....	25 00
Lochlin McKay.....	St. Mary's Bay.....	St. Mary's Bay, W.O...	do .....	25 00
Robert Journey.....	Sissaboo River.....	Weymouth.....	do .....	25 00
J. P. Thibodeau.....	Metaghan River and Comeau's Brook.	Metaghan River.....	do .....	25 00
Holland E. Payson.....	Brier and Long Island.....	Brier Island.....	Overseer...	50 00
Louis A. Mélançon.....	West Division, Digby County.....	Clare.....	do .....	75 00
<i>Guysborough County.</i>				
James A. Tory.....	Guysborough County.....	Guysborough .....	Overseer...	150 00
James Cook .....	Salmon River, from mouth to Gra- ham's West Line.....	Salmon River, W.O.....	Warden .....	25 00
<i>Carried forward</i> .....				5,150 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	<i>Brought forward</i> .....			5,150 00
	<i>Guysborough County.—Continued.</i>			
James Cahill.....	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake.....	Salmon River, W.O. ....	Warden ...	20 00
Charles Kenny...	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the Lakes through which it passes.....	Salmon River, West Branch, Guysboro'....	do ...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbor Lake, including Gunn's Brook, from Main River to Hurley's Lake.....	Cross Roads.....	do ...	30 00
William Pride....	From mouth of St. Mary's River to Sinclair's Point, including stream from Wine Harbor to Lake.....	Sherbrooke, St. Mary's.	do ...	30 00
Thomas McKeen...	From Forks to County line, including McQueen's Mill and Brook to Lake.....	Melrose.....	do ...	30 00
Edward Jordan....	From Forks to Indian man's Brook...	Glenelg.....	do ...	30 00
Robert McKay.....	From head of tide to head of Intervale on the North Branch, and to Cameron's Mill on the Valley Branch.....	Guysborough, Intervale, W.O.....	do ...	15 00
James R. Bruce....	From mouth of Clam Harbor River to Upper Falls.....	Guysborough.....	do ...	10 00
James Nickerson...	From Beach to Falls, including North West Brook.....	New Harbor, W.O.....	do ...	15 00
Allan McQuarry ...	St. Mary's River.....	St. Mary's River, Sherbrook.....	do ...	40 00
John McDaniel.....	District of St. Marys.....	Sherbrook.....	Overseer...	100 00
Adam Kirk.....	St. Mary's River, extending from Alex. Ross' (above still waters) to Hugh Halters', on the West River...	Glenelg.....	Warden ...	30 00
Alex. Ross.....	St. Mary's River.....	Stillwater.....	do ...	25 00
	<i>Halifax County.</i>			
Wm. Anderson.....	Halifax County, East Division, Dartmouth to Ecum Secum.....	Musquodoboit Harbor ..	Overseer...	150 00
James Blakely.....	From Ship Harbor to Chezzetcook, inclusive.....	Ship Harbour.....	Warden ...	30 00
William Hall.....	Sheet Harbour.....	Sheet Harbor.....	do ...	40 00
John Fitzgerald...	Halifax Harbor to Margaret Bay, Portuguese Cove.....	Portuguese Cove.....	Overseer ..	150 00
Archibald Kidston	From Peggy's Cove to Torrance Bay, Nine Mile and Prospect Rivers.....	Spryfield.....	Warden ...	40 00
Nathaniel Mason...	From Hubbert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Margaret Bay, Peggy's Cove, W.O.....	do ...	40 00
Lewis P. Fairbanks	Shubenacadie Canal.....	Dartmouth.....	Overseer ..	No salary.
Donald McCleam...	Chezzetcook River.....	Chezzetcook River.....	do ...	30 00
Donald McDonald.	Laurentetown.....	Laurentetown.....	do ...	30 00
	Ecum Secum.....	Ecum Secum.....	do ...	40 00
H. P. Mosher.....	Mosher's River.....	Mosher's River.....	do ...	40 00
Henry Baicam.....	Salmon River.....	Salmon River.....	do ...	30 00
	<i>Carried forward</i> .....			6,160 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Brought forward</i> .....			\$ cts. 6,160 00
	<i>Halifax County.—Continued.</i>			
John McCurdy .....	Middle Musquodoboit .....		Warden...	30 00
Patrick Hughes .....	Tangier River .....	Tangier River .....	do .....	30 00
Neil McLean .....	Pennant River .....	Hubbard's Cove .....	do .....	40 00
Jas. Gardner .....	Musquodoboit Harbor .....	Musquodoboit Harbor .....	do .....	30 00
John Taylor .....	Little Musquodoboit River .....	Little Musquodoboit River .....	do .....	30 00
Geo. Parker .....	Upper Musquodoboit .....	Upper Musquodoboit River .....	do .....	30 00
John Frazer .....	Moser's River and Ecum Secum .....	Moser's River .....	do .....	30 00
Geo. Kiezer .....	Lake Porter and streams .....	Lake Porter .....	do .....	30 00
	<i>Hants County.</i>			
P. S. Burnham .....	Hants County, Western Division, from Western County Line to Walton .....	Windsor .....	Overseer ..	100 00
John W. Dinsmore .....	Shubenacadie River from Stewiacke River to Halifax County Line .....	Shubenacadie .....	Warden ...	30 00
James Mosher .....	Rivers Meander and Hebert, from mouth to source .....	Brooklyn .....	do .....	30 00
T. B. O'Brien .....	East Division from Walton to Col- chester line .....	Maitland .....	Overseer ..	100 00
Joseph Mosher .....	Kennetcook River, from its mouth to head of tide .....	Newport .....	Warden ...	50 00
James M. O'Brien .....	Walton and Kennetcook Rivers .....	Maitland .....	do .....	30 00
	<i>Inverness County.</i>			
Hugh Gillis .....	Inverness County, East Division .....	Forks, Margaree .....	Overseer ..	100 00
Murdoch A. Ross .....	do do .....	N. E. Margaree .....	do .....	100 00
Peter Coady .....	From mouth of Margaree River to South-west Chapel .....	S. W. Margaree, W.O. ..	do .....	25 00
Neil McKay .....	Upper waters and tributaries, Mar- garee River .....	S. W. Margaree River ..	Warden ...	25 00
John Cameron .....	Inverness County, Western Division ..	River Inhabitants .....	Overseer ..	100 00
John Meagher .....	Mabou River .....	Mabou .....	Warden ...	25 00
Michael McDonald .....	River Dennis .....	River Dennis, W.O. ....	do .....	25 00
Donald McDonald .....	River Inhabitants .....	River Inhabitants, W.O ..	do .....	25 00
Angus Cameron .....	do .....	do .....	do .....	25 00
A. McLellan .....	do .....	Broad Cove .....	do .....	25 00
Hugh Cameron .....	do .....	S. W. Mabou .....	do .....	25 00
James McGarry .....	Ainslie Lake .....	Margaree .....	do .....	25 00
Kenneth McKenzie .....	Crowdis Bridge to head of river .....	Big Intervale, N. E. Margaree .....	do .....	25 00
Malcolm McLeod .....	do do .....	do do .....	do .....	25 00
Mark Crowdis .....	From Crowdis Bridge to Forks, North- east Margaree River .....	do do .....	do .....	25 00
George Ingraham .....	From Crowdis Bridge to Forks, North- east Margaree River .....	do do .....	do .....	25 00
John Carroll .....	From Margaree Harbor to South-west Chapel .....	S. W. Margaree .....	do .....	25 00
Donald McDonald .....	Whycocomagh Bay .....	Whycocomagh .....	do .....	25 00
Malcolm McKay .....	Trout River .....	Lake Ainslie .....	do .....	20 00
	<i>King's County.</i>			
Adolphus Bishop .....	King's County .....	Kentville .....	Overseer ..	125 00
John E. Starr .....	do .....	Port William .....	do .....	250 00
	<i>Carried forward</i> .....			7,820 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Brought forward.....</i>				\$ cts. 7,820 00
<i>Kings County.—Continued.</i>				
W. McIntyre.....	Annapolis River.....	Kentville.....	Warden ...	30 00
Irak Benjamin.....	Gasperaux.....	Gasperaux.....	do .....	20 00
John Buchanan.....	do .....	do .....	do .....	20 00
<i>Lunenburg County.</i>				
Geo. Redden.....	Lunenburg County, East Division, Middle, Gold, Martins and Musha- mush Rivers.....	Chester.....	Overseer..	100 00
Geo. Moland.....	Eastern River.....	do .....	Warden ...	25 00
Jas. Corkum.....	Middle River.....	do .....	do .....	25 00
Wm. Mosher.....	Lower Gold River.....	do .....	do .....	25 00
John Hutt.....	Middle Gold River.....	Beech Hill, Chester.....	do .....	25 00
Edward Boylan.....	Gold River, Upper.....	New Ross.....	do .....	25 00
Jas. Langille.....	Martin's River.....	Chester.....	do .....	25 00
Hy. S. Jost.....	Lunenburg County, West Division.....	Lunenburg.....	Overseer..	100 00
Chas. Pernette.....	From mouth of Lahave River to Wilkie's Cove.....	do .....	Warden ...	25 00
John Artz.....	Wilkie's Cove to Henry Koch's.....	Bridgewater.....	do .....	25 00
Jas. Mossman.....	From Henry Koch's to Knock's.....	Lunenburg.....	do .....	25 00
Edward Morgan.....	Knock's to source of Lahave River.....	Lahave River, New Germany, W.O.....	do .....	25 00
John Andrews.....	Mushamush River.....	Mahone Bay.....	do .....	25 00
Geo. A. Nesbit.....	Petite River, mouth to Wallace Brook	Petite River.....	do .....	25 00
Eli Hebb.....	Petite River, from Wallace Brook to source.....	Hebb's Cross, West		
William Craft.....	East Gold River, from Bongald's Point to Gold River Branch, thence to Clark's, Clinton's and Henry's Lakes.....	Conquerall.....	do .....	25 00
		Chester Basin.....	do .....	25 00
<i>Pictou County.</i>				
John McDonald....	Pictou County, East Division, in- cluding Sutherland's, French and Barney's Rivers, Bailey's Brook and shore fishery from Pictou Har- bor, Eastward to County Line.....	Ponds, W. O.....	Overseer..	170 00
J. McKay.....	Barney's River.....	Barney's River, W.O....	Warden ...	25 00
Donald Rankin.....	Sutherland River.....	New Glasgow.....	do .....	25 00
William Stewart.....	French River.....	French River.....	do .....	25 00
Dan McLean.....	Bailey's Brook.....	Bailey's Brook, W.O....	do .....	30 00
David Marshall.....	Pictou County, West Division, in- cluding Middle, West, Cariboo, Toney and John Rivers.....	New Glasgow.....	Overseer..	140 00
John Turner.....	French River.....	French River.....	Warden ...	25 00
Wm. Smith.....	East River.....	East River.....	do .....	25 00
Robert Archibald..	Middle River.....	Middle River.....	do .....	25 00
Wm. Evans.....	West River.....	West River.....	do .....	25 00
A. McKenzie.....	Toney River.....	Toney River.....	do .....	25 00
David Langille.....	River John.....	River John.....	do .....	25 00
George McKenzie..	Cariboo River.....	Cariboo River.....	do .....	25 00
John McDonald....	Barney's River, from McDonald's Bridge to Head.....	Barney's River, W.O....	do .....	25 00
<i>Carried forward.....</i>				,055 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Brought forward</i> .....			cts. 9,055 00
	<i>Pictou County.—Continued.</i>			
P. Delaney.....	East River, from Iron Bridge to Grant's Factory, from tide to Iron Bridge Coal Mine.....	Churchville.....	do ...	25 00
William Frazer....	Grant's Factory to East Branch Lake	Bridgeville.....	do ...	25 00
Donald Frazer....	Fork and West Branch Lake.....	Hopewell.....	do ...	25 00
	<i>Queen's County.</i>			
Samuel T.N. Sellon	Queen's County.....	Liverpool.....	Overseer...	150 00
Stephen Clements..	Fort Point to Salmon Rocks, Milton Bridge, on Liverpool River.....	do .....	Warden ...	25 00
Theodosius Ford..	Milton Bridge up to Port Liverpool River.....	Milton .....	do ...	50 00
William Buchanan	Salmon Rock to Puddingpan Island, around the Coast.....	Liverpool.....	do ...	20 00
Henry Hooker.....	Puddingpan Island to Toby's Island, up Port Medway River, to Dog Cove	Port Medway.....	do ...	30 00
John Fitzgerald....	From Steam Mills to Salter's Falls on Port Medway River.....	Mill Village.....	do ...	30 00
Barnabas Miles....	Salter's Falls to Pawn Hook on Port Medway River.....	Greenfield, W.O.....	do ...	20 00
Stephen Smith.....	Pawn Hook to Brookfield.....	Liverpool.....	do ...	20 00
Jonathan Smith....	Fort Point to Western Head, Liverpool Harbor.....	do .....	do ...	15 00
James Farquhar....	Western Head, Liverpool Harbor, to Broad River, Port Mouton and Port Joli.....	do .....	do ...	30 00
Solomon Lonas....	Port Medway River.....	Mill Village.....	do ...	30 00
	<i>Richmond County.</i>			
Duncan Cameron..	Eastern Division, from River Bourgeoise to East Boundary of County, including said river.....	St. Peters .....	Overseer...	125 00
Alex. Urquhart....	Grand River.....	Grand River, W.O.....	Warden ...	30 00
Edward Ballam....	Western Division, from River Bourgeoise to West Boundary of County.	Arichat.....	Overseer...	125 00
P. W. Grouchy....	Decousse River.....	Decousse River, Arichat	Warden ...	30 00
John Proctor, sen..	Inhabitants River.....	Port Hawkesbury.....	do ...	20 00
Abraham Sampson	Petit Degrat Inlet.....	Petit Degrat.....	do ...	30 00
Justinian Sampson	L'Ardoise.....	L'Ardoise.....	do ...	30 00
Charles Grant.....	River Inhabitants.....	River Inhabitants.....	do ...	20 00
Alex. Smith.....	West Bay, Black River.....	West Bay.....	do ...	30 00
Edward Madden....	Rear of River Bourgeoise.....	River Bourgeois.....	do ...	30 00
Geo. Donahoe.....	River Moulin.....	River Moulin, Grandigue Ferry, W.O.....	do ...	30 00
Patrick Kyte.....	River Tier.....	River Tier, St. Peters..	do ...	25 00
Felix Gerroir....	Grand Ruisseau.....	Grand Ruisseau Arichat	do ...	25 00
William Kehoe....	False Bay and Breen's Brook.....	River Bourgeoise, W.O.	do ...	25 00
	<i>Shelburne County.</i>			
Samuel Muir.....	Shelburne County.....	Shelburne.....	Overseer...	125 00
William McKay....	Clyde River .....	do .....	Warden ...	20 00
	<i>Carried forward</i> .....			10,270 00



SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Brought forward.....</i>				\$ cts. 10,270 00
<i>Shelburne County.—Continued.</i>				
M. Greenwood.....	Round Bay River and Indian Brook...	Clyde River, W.O. ....	do ...	20 00
George Archer.....	Birchtown River.....	Shelburne .....	do ...	15 00
Richard McGill.....	Roseway River.....	do .....	do ...	20 00
James Turner.....	Jordan River.....	do .....	do ...	30 00
L. Freeman.....	Sable River.....	Sable River, W.O.....	do ...	30 00
Henry Ackerman.....	Green Harbor.....	Ragged Island, Locke's Island, W.O.....	do ...	20 00
P. Crowell.....	Barrington River.....	Barrington .....	do ...	20 00
<i>Victoria County.</i>				
J. W. Burke .....	Victoria County, North Division, from Smoky Head to Bay St. Lawrence.	Ingonish.....	Overseer...	120 00
Donald McRae, jun	do South Division. ....	Baddeck.....	do ...	120 00
John McLellan.....	Middle River.....	Middle River, W. O., Baddeck.....	Warden ...	25 00
John McDonald.....	Middle River, Upper Settlement .....	Baddeck.....	do ...	25 00
Donald McQuarrie.	do .....	do .....	do ...	25 00
Donald McMillan..	Baddeck River.....	Middle River, W. O., Baddeck.....	do ...	25 00
Donald McAulay...	do .....	Baddeck.....	do ...	25 00
Hector McKenzie...	North River .....	North River, W.O.....	do ...	25 00
Donald McRae.....	Baddeck River and tributaries.....	Baddeck.....	do ...	25 00
Francis Arnold.....	Baddeck River, North Branch.....	do .....	do ...	25 00
Angus McDonald..	Washabuck River.....	do .....	do ...	30 00
Kenneth Campbell	Indian Brook .....	Middle River.....	do ...	30 00
Rodrick Beaton....	Hume's River.....	McNaughton's, W.O....	do ...	30 00
William Foyle.....	Peter's Brook.....	Baddeck River.....	do ...	30 00
John McCharles ...	Upper Settlement .....	Middle River.....	do ...	30 00
Donald Bochaman.	Barachois River.....	Barachois River.....	do ...	30 00
Malcolm McIver .....	Indian Brook .....	Indian Brook .....	do ...	30 00
Jos. Guinn .....	North River .....	North River .....	do ...	30 00
Geo. Burton .....	Salmon River, Bay St. Lawrence .....	Bay St. Lawrence.....	do ...	30 00
Jos. Helen.....	Cape North.....	Cape North.....	do ...	30 00
<i>Yarmouth County.</i>				
Enos Gardner.....	Yarmouth County .....	Tusket .....	Overseer...	100 00
J. A. Hatfield.....	From Reynard's Falls to Lower Nar- rows, Tusket River .....	do .....	Warden ...	50 00
William Kavanagh	Gurill's Bridge to Coldstream.....	do .....	do ...	25 00
William Prosser....	Branches of River above Reynard's Falls .....	do .....	do ...	25 00
Eustace Nickerson	Salmon River.....	Yarmouth.....	do ...	25 00
Edward Perry.....	Little River.....	do .....	do ...	25 00
Jerome Doucet.....	Tusket River.....	Tusket.....	do ...	30 00
Vital Muise.....	Tusket Forks.....	Tusket Forks.....	do ...	25 00
Joseph M. White...	Bel Lake.....	Eel Lake.....	do ...	25 00
Win. Thurston, sen	Cheggogin River .....	Cheggogin River.....	do ...	25 00
Total.....				11,520 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

## PROVINCE OF NEW BRUNSWICK.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
W. H. Venning .....	New Brunswick .....	St. John, N.B. ....	Inspector Fisheries ..	1,400 00
C. R. Venning .....	.....	do .....	Clerk .....	400 00
	<i>Albert County.</i>			
Winthrop Akerly .....	County of Albert .....	Harvey .....	Overseer ..	100 00
Wallace Taylor .....	Petitcodiac River .....	Coverdale .....	Warden ..	40 00
C. McLatchey .....	Mouth of Petitcodiac River and Dorchester Bay .....	Hillsboro' .....	do ..	40 00
Jacob Beck .....	Pollet River .....	Elgin .....	do ..	30 00
J. E. Kinne .....	Germentown Lake and Shepody River .....	Hopewell Corner .....	do ..	40 00
B. Oliver .....	Rocher Bay .....	Waterside .....	do ..	40 00
	<i>Carleton County.</i>			
Hugh Miller .....	Miramichi River (S.W.) from Head Waters to Forks .....	Glassville .....	Overseer ..	30 00
Hugh Harrison .....	St. John River and tributaries, from Long's Creek to Tobique River .....	Woodstock .....	do ..	100 00
George Burt .....	St. John River .....	Upper Woodstock ..	Warden ..	30 00
J. W. Scott .....	St. John River, from Eel River to Woodstock .....	Canterbury .....	do ..	30 00
William Thompson .....	The Upper Waters of the South West Miramichi, in the Parish of Aberdeen .....	East Glassville, Smith's W.O. ....	do ..	30 00
	<i>Charlotte County.</i>			
B. L. Cunningham .....	Inner Bay of Passamaquoddy .....	Chamcook, W.O. ....	Overseer ..	40 00
James Brown .....	Campo Bello and West Isles, with coast and streams in Gharlotte Co. ....	Campo Bello .....	do ..	100 00
Patrick Curran .....	St. Croix River and tributaries .....	Milltown, St. Stephen ..	do ..	120 00
W. B. McLaughlin .....	Grand Manan Island and spawning grounds .....	Grand Manan .....	do ..	†240 00
Samuel Dick .....	St. George to Beaver Harbour .....	La Tête, W.O. ....	Warden ..	30 00
Robert Dixon .....	Seeley's Cove to Lepreaux .....	Lepreaux .....	do ..	30 00
Leonard Best .....	East District, from La Tête to Lepreaux .....	Beaver Harbour, W.O. ....	Overseer ..	100 00
J. M. Lord .....	Deer Island .....	Deer Island .....	do ..	50 00
James Russell .....	From St. Andrews to mouth of St. Croix River .....	St. Andrews .....	Warden ..	30 00
Andrew Gilmour .....	Northern Head, Grand Manan .....	Grand Manan .....	do ..	30 00
Edward Carroll .....	Whitehead Island .....	do ..	do ..	30 00
John Thomson .....	West side, Deer Island .....	Deer Island .....	do ..	30 00
John Catharan .....	The Wolves, Mace's Bay and l'Etang Harbour .....	The Wolves .....	Overseer ..	50 00
	<i>Gloucester County.</i>			
James Hickson .....	River Nipissiguit and tributaries, with sea coast and streams from Belle-dune River to Grindstone Point .....	Bathurst .....	do ..	250 00
William Bateman .....	Nipissiguit River .....	do ..	Warden ..	50 00
Juste Hache .....	Oyster beds in County Caraquet and Shippegan .....	Caraquet .....	Overseer ..	100 00
	<i>Carried forward.</i>			3,590 00

† Includes boat hire.

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	<i>Brought forward</i> .....			3,590 00
	<i>Gloucester County.—Continued.</i>			
Justinian Savoy....	Tracadie.....	Tracadie, W.O.....	Warden ...	30 00
John L. Veno.....	Pokemouche.....	Pokemouche.....	do ...	30 00
Frederick Comeau.	Petit Rocher, from Belledune to Mill Stream.....	Elm Tree, Madiseo.....	do ...	40 00
Miles Dempsey.....	Salmon Beach, from Bass River to Grindstone Point.....	Salmon Beach.....	do ...	30 00
Tim. Coughlan.....	Grindstone Point to Grand Anse.....	Grand Anse.....	do ...	30 00
Henry A. Sormany...	Shippegan.....	Shippegan.....	do ...	30 00
W. Rogers.....	Tete-a-gauche River.....	Tete-a-gauche, Bathurst	do ...	25 00
John Calnan, jun..	That part of River Tete-a-gauche from a mile above the Mill Dam to the source of said River.....	Kinsale.....	do ...	25 00
Alexis Landry, jun	Pokemouche River.....	Pokemouche.....	Overseer..	50 00
	<i>Kent County.</i>			
Charles Cormier...	Cocagne River.....	Cocagne.....	do ...	100 00
J. McD. Sutherland	Richibucto River.....	Richibucto.....	do ...	75 00
F. B. Légaré.....	Little Buctouche River.....	Little Buctouche River	Warden ...	30 00
M. A. Girourd.....	Big do do.....	Buctouche.....	do ...	30 00
James Harnet.....	From the mouth of Nicholas River on the Richibucto upwards, including Nicholas River.....	Weldford.....	do ...	30 00
Lazare Guimon.....	From Kouchibouguacis to Chockfish River.....	Kouchibouguacis.....	do ...	75 00
Nicholas Muzzeroll	From Kouchibouguacis River to Point Sapin.....	do.....	do ...	50 00
	<i>Kings County.</i>			
Samuel Goslin.....	From mouth of Smith's Creek upwards.....	Smith's Creek, W.O....	do ...	100 00
Samuel F. Ryan....	Mill stream.....	Studholm, Apohaqui...	Warden ...	30 00
N. H. DeVeber....	St. John River and Belle Isle Bay and streams running thereinto.....	Westfield.....	Overseer..	50 00
Samuel Gamblin...	Washademoak Lake and its tributaries in Kings and Queens Counties.....	English Settlement, Pearson's W.O.....	Warden ...	30 00
	<i>Northumberland County.</i>			
Prudent Robichaux	Barnt Church River and tributaries, and Upper Tabusintac.....	Upper Neguac.....	Overseer..	100 00
John Stymast.....	Lower Tabusintac River.....	Stymast Road, Neguac	Warden ...	50 00
William Blake.....	Tabusintac River, tributaries and Bay	Tabusintac.....	Overseer..	50 00
Amos Perley.....	Miramichi River and Bay, east of Beaubair's Island, in the Parishes of Glenelg and Chatham.....	Chatham.....	do ...	100 00
William Cushman..	Miramichi River and tributaries from Beaubair's Island to Blackville.....	Upper Nelson.....	do ...	160 00
N. B. T. Underhill.	From Lower line of Blackville to Blissville.....	Blackville.....	do ...	160 00
John Hogan.....	Miramichi River (N.W.) and tributaries from Chatham Ferry upwards	Newcastle.....	do ...	400 00
	<i>Carried forward</i> .....			5,500 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	<i>Brought forward</i> .....			5,500 00
	<i>Northumberland County.—Continued.</i>			
Aaron Hovey.....	Miramichi River (S.W.) and tributaries from Nelson's to Head of Hovey Island.....	Boiestown.....	Warden ...	30 00
George Bryanton..	From Elm Tree Brook to Squire Underhill's, on the S.W. Miramichi River	Derby, W. O. ....	do ...	30 00
Kenneth Cameron.	Miramichi River (S.W.) from line of Blissfield to the head waters and tributaries.....	Boiestown.....	Overseer...	100 00
Patrick Bergin.....	From Underhill's to Stephen Mitchells, on S.W.....	Dumpey, W. O. Parish Blackville, S. W. Miramichi .....	Warden ...	30 00
Thomas Smith .....	From lower end of Fingley's Island on N. W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Red Bank, W.O.....	do ...	30 00
D. Somers.....	From lower side of Ox Bow, on the Little South West, upwards.....	do do ...	Overseer...	30 00
Patrick Gillis.....	Little S. W. River and tributaries.....	do do ...	Warden ...	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O.....	do ...	30 00
Michael Donovan ..	Renous River.....	Renous Bridge.....	Special Guard...	18 00
Thomas McKenzie.	From Danbar's Point on S. W. Miramichi to lower end of Fingley's Island; on Little South West to lower side of Ox Bow.....	Red Bank, North Esk... do do ...	do ... do ...	30 00 30 00
Henry Oldfield.....	Big Sevogle to Square Forks.....	Napan, W.O.....	do ...	30 00
Robert Brimmer.....	Napan & Black River and tributaries..			
John Williston ....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands, and Stations on South side of Main Channel of Miramichi River	Bay du Vin, W.O .....	Overseer...	100 00
James Russell.....	Miramichi Bay and Feeders .....	Lower Newcastle.....	do ...	150 00
Thomas Taylor.....	South West Miramichi, within Parish of Blissfield.....	Blissfield.. ..	Warden ...	50 00
William Wyse.....	Herring Fisheries, Miramichi Bay, and Bass fishing in Napan Bay and Black River.....	Chatham.....	Overseer...	200 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.....	Doaktown, Miramichi..	Overseer...	100 00
John Holmes.....	From lower side Ox Bow on Little South West Miramichi, upwards.....	Ox Bow, Miramichi.....	do ...	50 00
Nat. Morehouse.....	Arbo Settlement, Parish of Blackville, South West Miramichi.....	Arbo Settlement.....	Warden ...	30 00
J. T. Cochrane ....	Cochrane Settlement, Parish of Blackville, South West Miramichi.....	Cochrane Settlement...	do ...	30 00
Joseph Chaplain...	Whitney Settlement, North West Miramichi.....	Whitney Settlement. Red Bank.....	do ...	30 00
	<i>Queen's County.</i>			
Isaiah Langan.....	Salmon River.....	Chipman, W.O., Gas- pereaux .....	Warden ...	30 00
John Secord.....	Canaan River.....	Long's Creek, Johnston	do ...	30 00
J. T. Hetherington	From Cole's Island to foot of Washademoak Lake.....	Jenkins, W.O. Johnston	do ...	30 00
	<i>Carried forward</i> .....			6,748 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	<i>Brought forward</i> .....			6,748 00
	<i>Queens County.—Continued.</i>			
Robt. Phillips.....	Headwaters, Washademoak Lake.....		Warden ...	25 00
W. H. Clark.....	Narrows, Washademoak Lake .....	Cambridge .....	do ...	25 00
John J. Camp.....	Jemseg River and Grand Lake.....	do .....	do ...	30 00
Robt. McMann.....	Newcastle River and Grand Lake.....	Canning .....	do ...	25 00
	<i>Restigouche County.</i>			
E. Ferguson.....	Little Dune River to Morris Rock.....	Dalhousie .....	Overseer...	100 00
William McMillan.....	From Little Belle Dune to Eel River, New Mills .....	New Mills, Black Point .....	do ...	100 00
A. McPherson, jun.	Charlo River .....	Charle, W.O.....	Warden ...	25 00
J. McMillan.....	Jacquet River.....	River Louison, W.O.....	do ...	25 00
Dugald Carmichael	do from mouth to Kettle Hole	do .....	do ...	25 00
	<i>Sunbury County.</i>			
Reuben Hoben. ....	St. John River, Indiantown, to County Line of York.....	Burton, W.O.....	Overseer...	100 00
	<i>St. John County.</i>			
Jos. O'Brien.....	St. John County.....	Carleton, St. John... ..	do ...	150 00
Wm. Skillen.....	Eastern part of St. John County, from Quaco Head to Goose River.....	St. Martins .....	do ...	100 00
	<i>Victoria County.</i>			
C. McClusky.....	County of Victoria.....	Grand Falls .....	Overseer...	100 00
Chas. Roberts.....	Lower Division, Tobique River .....	Andover.....	Warden ...	30 00
Jno. McDougall.....	Three Brooks, branch of Tobique River.....	Rocky Brook, Parish of Lorne .....	do ...	30 00
G. Bedell.....	Salmon River.....	Andover.....	do ...	30 00
Donald Fraser.....	Tobique River .....	Arthurette, W.O.....	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ...	30 00
Edward Maloney...	Upper Division, Tobique River.....	Tobique River, Parish of Lorne .....	do ...	30 00
	<i>Westmoreland County.</i>			
W. B. Deacon.....	Shediac Harbor and River.....	Shediac.....	Overseer...	100 00
.....	Petitcodiac and Memramcook Rivers..		do ...	60 00
D. T. Cormier.....	Dorchester Bay .....	Gautreau Village.....	do ...	60 00
Hugh Davidson.....	Bay Verte, Port Elgin and Tidnish Rivers.....	Bay Verte .....	do ...	50 00
	<i>York County.</i>			
J. Campbell.....	Grand Pass on St. John River up- wards from Crook's Point to Lower line of York County, including Nashwaak River.....	Kingsclear, W.O., Fred- erickton.....	Warden ...	60 00
	<i>Carried forward</i> .....			8,068 00

## SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

## PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Brought forward</i> .....				\$ cts. 8,088 00
<i>York County.—Continued.</i>				
Wm. Brown .....	St. John River, from Upper Line of York County to Crock's Point, on River St. John.....	Southampton .....	do .....	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S. W. Miramichi.....	Bloomfield .....	do .....	30 00
Total .....				8,178 00

## PROVINCE OF PRINCE EDWARD ISLAND.

<i>Queen's County.</i>				
Isaac Thompson.....	Queen's County.....	Charlottetown.....	Overseer.....	150 00
Ewen Clark .....	Dunk River.....	do .....	Warden .....	30 00
Michael Ready.....	Winter River.....	do .....	do .....	80 00
James Clow.....	do .....	do .....	do .....	30 00
Lionel Garnam.....	do .....	do .....	do .....	30 00
Wm. Whitehead.....	South West River.....	do .....	do .....	30 00
Thomas Murphy.....	Trout River.....	do .....	do .....	30 00
Roderick Morrison.....	Pinette and Flat Rivers .....	do .....	do .....	30 00
Alex. McRae.....	West River.....	do .....	do .....	30 00
David Rattray.....	Huntley and Wheatley Rivers .....	do .....	do .....	30 00
John McMillan.....	Vernon River.....	do .....	do .....	30 00
<i>Prince County.</i>				
John Clark .....	Prince County.....	Alberton, P.O.....	Overseer.....	150 00
Martin McPhee.....	Nail Pond and Skinner's Pond.....	Nail Pond.....	Warden .....	30 00
James T. Reid.....	Minimigash.....	Minimigash.....	do .....	30 00
James Ramsay.....	Lot 13, Trout River .....	Lot 13.....	do .....	30 00
Hugh McIntosh.....	Lot 14 do .....	do 14.....	do .....	30 00
Peter H. Perry.....	Tignish, Lots 1 and 2.....	Tignish.....	do .....	30 00
Abraham Wall.....	Dunk River, Lot 25.....	Lot 25.....	do .....	30 00
Patrick McBride.....	do do .....	do .....	do .....	30 00
William Burns.....	do do .....	do .....	do .....	30 00
Nat. McArthur.....	Lot 12, or the Narrows.....	Lot 12 .....	do .....	30 00
<i>King's County.</i>				
Martin MacInnis.....	King's County.....	St. Peter's Bay.....	Overseer.....	150 00
John Crane.....	Morell River.....	Morell River.....	Warden .....	30 00
James MacInnis.....	do .....	do .....	do .....	30 00
John MacGuire.....	do .....	do .....	do .....	30 00
James MacAulay.....	Midgell River.....	Midgell River.....	do .....	30 00
Patrick MacInnis.....	North Lake.....	North Lake.....	do .....	30 00
Wm. R. Dingwell.....	Bay Fortune River.....	Bay Fortune River.....	do .....	30 00
John Brien.....	Naufrage River.....	Naufrage.....	do .....	30 00
Thomas Clay.....	Grand River.....	Grand River.....	do .....	30 00
Duncan D. Campbell.....	Montague River.....	Montague.....	do .....	30 00
Francis Cook.....	Murray Harbour.....	Murray Harbour .....	do .....	30 00
Total .....				\$1,320

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF BRITISH COLUMBIA.

Name.	District.	Address.	Overseer or Warden.	Salary.
Alex. C. Anderson	British Columbia .....	Rosebank, Victoria.....	Inspector Fisheries..	600 00

PROVINCE OF MANITOBA.

Donald Gunn.....	Manitoba.....	Little Britain.....	Overseer..	200 00
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RECAPITULATION.

Ontario.....	\$7,315 00
Quebec .....	5,800 00
Nova Scotia.....	11,520 00
New Brunswick .....	8,178 00
Prince Edward Island .....	1,320 00
British Columbia.....	600 00
Manitoba.....	200 00
<b>Total .....</b>	<b>\$34,933 00</b>

(Certified,)

W. F. WHITCHER,  
Commissioner of Fisheries.

A. J. SMITH,  
Minister of Marine, etc.

## APPENDIX No. 37.

## STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1876.

To whom paid.	Service.	Amount.	To al.
	ONTARIO.	\$ cts.	\$ cts.
J. W. Kerr .....	Twelve months' salary as Fishery Overseer, to 30th June, 1876.....	500 00	
E. Boismier.....	do do .....	200 00	
P. Kiel.....	do do .....	200 00	
Charles Gilchrist.....	do do .....	400 00	
D. McMaster.....	do do .....	200 00	
J. A. Backhouse.....	Six months' salary as Fishery Overseer to 31st December, 1875 .....	75 00	
F. McRae.....	do do .....	75 00	
J. Mooney.....	Twelve months' salary as Fishery Overseer, to 30th June, 1876.....	100 00	
A. C. McKinnon.....	do do .....	100 00	
Joseph Wilson.....	do do .....	100 00	
Henry Griffiths.....	do do .....	100 00	
J. L. Thompson.....	do do .....	50 00	
Hugh Thompson.....	do do .....	50 00	
D. Hamilton.....	do do .....	50 00	
A. J. Harrington.....	do do .....	50 00	
J. McAllister.....	do do .....	50 00	
J. McMichael.....	do do .....	50 00	
Z. Quick.....	do do .....	50 00	
Alexander McKenzie..	do do .....	50 00	
John Wallace.....	do do .....	40 00	
James McFadden.....	do do .....	30 00	
Henry Hunt.....	do do .....	20 00	
W. E. Foot.....	do do .....	100 00	
Hugh Ralston.....	do do .....	200 00	
Charles Wilkins.....	do do .....	200 00	
John G. Hicks.....	do do .....	100 00	
William Plews.....	do do .....	100 00	
Peter McCann.....	do do .....	100 00	
G. S. Miller.....	do do .....	100 00	
G. B. Alrey.....	do do .....	100 00	
Henry Lawe.....	do do .....	100 00	
John McGregor.....	do do .....	75 00	
Peter Huff.....	do do .....	50 00	
W. A. Palen.....	do do .....	50 00	
J. G. Wilcox.....	do do .....	50 00	
John Lyon.....	do do .....	50 00	
George Cochrane.....	do do .....	200 00	
James Sutherland.....	do do .....	100 00	
D. Conger.....	do do .....	100 00	
Alexander McBride.....	do do .....	50 00	
James Muir.....	do do .....	100 00	
James Patton.....	do do .....	100 00	
S. Frazer.....	do do .....	100 00	
James Dickson.....	do do .....	100 00	
	<i>Carried forward</i> .....		4,785 00



STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		4,765 00
<i>ONTARIO.—Continued.</i>			
Dan Bowen.....	Eleven months' salary as Fishery Overseer, to 30th June, 1876 .....	91 65	
William McGown .....	Six months' salary as Fishery Overseer, to 30th June, 1876 .....	25 00	
Andrew Telfer.....	Two months' salary as Fishery Overseer, to 30th June, 1876 .....	8 33	
J. S. Webster.....	Wages as Special Fishery Constable.....	470 00	
C. Gilchrist.....	Arrears of pay.....	100 00	
D. Conger.....	Six months' salary as Fishery Overseer, to 30th June, 1875.....	50 00	
Peter Huff.....	do do .....	25 00	
W. A. Palen.....	do do .....	25 00	
J. G. Hicks.....	do do .....	50 00	
W. Plews.....	do do .....	50 00	
C. Wilkins.....	do do .....	100 00	
P. McCann.....	do do .....	50 00	
J. Muir.....	do do .....	50 00	
G. S. Miller.....	do do .....	50 00	
James Patton.....	do do .....	50 00	
S. Frazer.....	do do .....	50 00	
G. B. Alrey.....	do do .....	50 00	
John Lyon.....	do do .....	25 00	
J. McGregor.....	do do .....	37 50	
J. W. Kerr.....	Twelve months' disbursements as Fishery Overseer, to 30th June, 1876 .....	670 93	
A. C. McKinnon.....	do do .....	112 35	
F. McRae.....	do do .....	270 08	
Charles Gilchrist.....	do do .....	766 70	
Charles Wilkins.....	do do .....	295 00	
J. Wallace.....	do do .....	273 85	
Joseph Wilson.....	do do .....	534 59	
J. A. Backhouse.....	do do .....	220 47	
Henry Griffiths.....	do do .....	27 75	
James McFadden.....	do do .....	25 60	
Hugh Ralston.....	do do .....	327 55	
P. Riel.....	do do .....	138 50	
David Hamilton.....	do do .....	44 45	
Jos. L. Thompson.....	do do .....	38 00	
Peter McCann.....	do do .....	38 25	
E. Boismier.....	do do .....	80 55	
J. G. Hicks.....	do do .....	20 00	
W. E. Foot.....	do do .....	182 67	
J. McGregor.....	do do .....	31 00	
P. Huff.....	do do .....	26 00	
Wm. Plews.....	do do .....	11 50	
A. J. Harrington.....	do do .....	106 75	
J. Mooney.....	do do .....	179 00	
G. Cochrane.....	do do .....	154 80	
John Lyon.....	do do .....	22 00	
G. S. Miller.....	do do .....	96 00	
S. Frazer.....	do do .....	203 78	
A. McKenzie.....	do do .....	15 47	
J. Sutherland.....	do do .....	26 05	
Jas. Muir.....	do do .....	19 60	
Jas. Dickson.....	do do .....	8 50	
Jas. Patton.....	do do .....	118 32	
	<i>Carried forward</i> .....		11,208 54

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	11,208 54	.....
<i>ONTARIO.—Continued.</i>			
Henry Lawe .....	For twelve months' disbursements as Fishery Overseer, to 30th June, 1876.....	13 35	
Andrew Telfer.....	do do .....	12 15	
J. McMichael.....	do do .....	20 00	
A. Root.....	do do .....	25 00	
J. Connor.....	Disbursements as Special Fishery Guardian, twelve months' to 30th June, 1876.....	82 75	
J. Hughes.....	Twelve months' disbursements as Special Fishery Guardian, to 30th June, 1876.....	51 55	
J. Webster.....	Twelve months' disbursements as Special Fishery Guardian, to 30th June, 1876.....	50 00	
W. Fahey.....	Twelve months' disbursements as Special Fishery Guardian, Constant Lake and Creek, to 30th June, 1876.....	101 00	
W. Besserer.....	Twelve months' disbursements as Special Fishery Guardian, Ottawa River, to 30th June, 1876.....	70 50	
J. H. Dunlop .....	Twelve months' disbursements as Special Fishery Guardian, Ottawa River, to 30th June, 1876.....	30 00	
E. A. Evershed.....	Services in connection with enquiry <i>re</i> seining for whitefish in Prince Edward County .....	125 00	
Michael Gleason.....	Pay and disbursements as Special Fishery Guardian, Belleville.....	25 50	
S. Parliament.....	Special services attending Belleville markets.....	50 00	
B. T. Davidson.....	Expenses while acting as Local Guardian, Openicon Lake.....	28 50	
G. Stalker.....	Refund of amount paid in advance for rent of fishing station, Slate Island.....	50 00	
Owen Baumwart.....	Services as Local Fishery Guardian, Port Royal....	35 00	
C. McFayden .....	Professional services in connection with Collingwood suits for violation of fishery laws.....	136 89	
S. Wilnot.....	Increase of salary as Fishery Officer, 1st July, 1875, to 31st March, 1876.....	600 00	
J. Neevin.....	On account current expenses, Sandwich Fish Breeding Establishment.....	100 00	
			12,815 73
<i>QUEBEC.</i>			
Jno. Mowat .....	Twelve months' salary as Fishery Overseer, to 30th June, 1876.....	300 00	
H. W. Austin.....	do do .....	200 00	
R. W. H. Dimock.....	do do .....	200 00	
F. Saillant.....	Six months' salary as Fishery Overseer, to 31st December, 1875.....	75 00	
G. Mathurin.....	Twelve months' salary as Fishery Overseer, to 30th June, 1876.....	150 00	
P. Gendreau.....	Six months' salary as Fishery Overseer, to 31st December, 1875.....	75 00	
W. C. Willis.....	Twelve months' salary as Fishery Overseer, to 30th June, 1876.....	150 00	
A. Blais.....	do do .....	100 00	
J. J. Létourneau.....	do do .....	100 00	
L. P. Hnot.....	do do .....	100 00	
D. L. Duguay.....	do do .....	150 00	
D. B. McGie.....	do do .....	100 00	
Legouvé.....	do do .....	100 00	
	<i>Carried forward</i> .....		1,800 00

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			1,800 00
<b>QUEBEC. — <i>Continued.</i></b>			
D. Rosa .....	Twelve months' salary as Fishery Overseer, to 30th June, 1876 .....	50 00	
J. E. Demeule .....	do do .....	50 00	
Job. Bilodeau .....	do do .....	50 00	
Jos. Boily .....	do do .....	50 00	
G. Boulet .....	do do .....	125 00	
W. H. Whitely .....	do do .....	50 00	
J. J. Fox .....	do do .....	50 00	
P. E. Luke .....	do do .....	50 00	
Wm. Clyde .....	do do .....	50 00	
Andrew Watt .....	do do .....	50 00	
G. Gagnon .....	do do .....	30 00	
O. Caron .....	do do .....	200 00	
H. Martin .....	do do .....	200 00	
L. E. Grondin .....	do do .....	200 00	
P. Vibert .....	do do .....	200 00	
J. B. Chevalier .....	do do .....	100 00	
L. J. Loranger .....	Eighteen do do .....	150 00	
J. Phelan .....	Twelve do do .....	50 00	
Alex. Beaton .....	do do .....	30 00	
P. Latraverse .....	do do .....	80 00	
J. O. Bélanger .....	do do .....	125 00	
C. Caron .....	Six month's salary as Fishery Overseer, to 30th June, 1875 .....	100 00	
H. Martin .....	do do .....	100 00	
L. E. Grondin .....	do do .....	100 00	
P. Vibert .....	do do .....	100 00	
J. B. Chevalier .....	do do .....	50 00	
F. Saillant .....	Twelve months' disbursements as Fishery Overseer to 30th June, 1876 .....	1,623 56	
P. Vibert .....	do do .....	845 58	
J. Mowat .....	do do .....	934 00	
D. B. McGie .....	do do .....	528 67	
J. J. Létourneau .....	do do .....	89 98	
C. Caron .....	do do .....	168 95	
G. L. Duguay .....	do do .....	91 00	
J. B. Chevalier .....	do do .....	81 25	
W. C. Willis .....	do do .....	157 30	
P. Gendreau .....	do do .....	148 25	
G. Mathurin .....	do do .....	118 45	
G. Boulet .....	do do .....	167 45	
R. W. H. Dimock .....	do do .....	200 00	
H. W. Austin .....	do do .....	766 49	
L. E. Grondin .....	do do .....	187 00	
L. P. Huot .....	do do .....	59 03	
D. Rosa .....	do do .....	149 93	
P. E. Luke .....	do do .....	55 07	
J. Boily .....	do do .....	59 95	
J. J. Fox .....	do do .....	28 00	
Andrew Watt .....	do do .....	49 50	
J. E. Demeule .....	do do .....	79 70	
J. O. Bélanger .....	do do .....	157 25	
J. Legouvé .....	do do .....	103 00	
Jno. Phelan .....	do do .....	20 00	
H. Martin .....	do do .....	299 25	
G. Gagnon .....	do do .....	18 50	
<i>Carried forward</i> .....			11,377 11

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			11,377 11
<b>QUEBEC. — Continued.</b>			
L. J. Loranger.....	Twelve months' disbursements as Fishery Overseer, to 30th June, 1876 .....	50 00	
Alex. Beaton.....	do do .....	59 40	
J. S. Webster.....	Disbursements as Special Fishery Constable, twelve months' to 30th June, 1876.....	83 12	
D. J. Walsh.....	do do .....	45 57	
J. Connor.....	do do .....	37 35	
C. Barbeau.....	do do .....	375 90	
A. Fairbairn.....	do do .....	214 90	
P. Mullin.....	do do .....	130 28	
P. C. Gobeil.....	Disbursements as Guardian, Watsheeshoo River, to 30th June, 1876.....	50 00	
S. G. Dunlop.....	Copies of papers.....	3 00	
P. Trudeau.....	Canoe.....	22 00	
Harris & Campbell.....	Boat oars.....	10 00	
Ottawa River Navig'n Co	Freight.....	5 00	
A. Ratté.....	Storage of boats.....	12 00	
Ottawa River Navig'n Co	Passages and freight.....	174 90	
L. E. Gaulin.....	Hire of vehicle.....	6 50	
G. W. Holbrook.....	Waterproof .....	10 00	
W. F. Whitcher.....	Twelve months' disbursements as Commissioner of Fisheries, to 30th June, 1876 .....	558 25	
F. X. Frenette.....	Professional services in connection with suits for the violation of Fisheries Act.....	31 40	
S. P. Bauset.....	Disbursements to inquire into Richelieu River eel-wieirs .....	30 00	
P. Martin.....	Refund of fine.....	40 40	
Alfred Malouin.....	Guardian, North side Anticosti Island.....	60 00	
Thomas Gagné.....	do South do .....	60 00	
M. Laurendeau.....	do Magdalen Division.....	60 00	
J. Davis.....	Wages, Guardian, St. John River.....	102 00	
G. Mathurin.....	Advance on salary to 31st December, 1876 .....	75 00	
J. F. St. Julien.....	Professional services.....	10 00	
L. N. Blais.....	Lumber and materials for fishway, Matane River ...	31 70	
R. P. De la Ronde.....	Professional services in connection with suits for illegal fishing at Lake Borron.....	20 00	
J. A. Camirand.....	Professional services in prosecutions at Lake Memphremagog.....	69 55	
Thomas Brossoit.....	Professional advice and assistance to Overseer Watt	73 55	
Estate F. P. Pominville..	Professional services <i>in re</i> proceedings, eel-wieirs, Richelieu River.....	40 00	
Majoric Côté.....	Expenses taking prisoner to Rimouski gaol.....	50 00	
L. J. Loranger.....	Disbursements connected with proceedings against violators of Fishery Laws in Terrebonne District	105 77	
Joseph Radford.....	On account current expenses.....	200 00	
			14,282 65
<b>NOVA SCOTIA.</b>			
<i>County of Annapolis.</i>			
W. T. Carty.....	Twelve months' salary, to 30th June, 1876 ....	120 00	
Thomas Devers.....	do do .....	25 00	
Miner Clark.....	do do .....	25 00	
J. Durland.....	do do .....	25 00	
<i>Carried forward</i> .....		195 00	

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward.....</i>		195 00	.....
<i>County of Annapolis.—Continued.</i>			
J. H. Pineo.....	Twelve months' salary to 30th June, 1876.....	25 00	
Charles Barbeau.....	do do.....	25 00	
			245 00
<i>County of Antigonish.</i>			
A. W. McDonald.....	Twelve months salary, to 30th June, 1876.....	125 00	
Lochlin Cameron.....	do do.....	25 00	
J. R. Aymer.....	do do.....	25 00	
Albert Randall.....	do do.....	15 00	
Colin Chisholm.....	do do.....	25 00	
Angus McDonald.....	do do.....	30 00	
John Cumming.....	do do.....	20 00	
John Dexter.....	do do.....	30 00	
Donald Chisholm.....	do do.....	25 00	
Hugh Cameron.....	do do.....	25 00	
Duncan Frazer.....	do do.....	20 00	
Alexander McAdam.....	Eleven months' salary, to 30th June, 1876.....	22 94	
James McLean.....	One month's salary, to 31st December, 1875.....	2 08	
			390 02
<i>County of Cape Breton.</i>			
Francis Quinan.....	Twelve months' salary, to 30th June, 1876.....	120 00	
Anthony Spencer.....	do do.....	25 00	
Thomas Burke.....	do do.....	25 00	
John McEachern.....	do do.....	25 00	
Thomas Moore.....	do do.....	20 00	
D. McDonald.....	do do.....	20 00	
Alex. McLean.....	do do.....	20 00	
York Barrington.....	do do.....	120 00	
Alexander McDonald.....	do do.....	120 00	
Allan McAdam.....	do do.....	25 00	
Angus Morrison.....	do do.....	25 00	
Denis Murphy.....	do do.....	25 00	
D. McDonald.....	do do.....	25 00	
Michael McLellan.....	do do.....	25 00	
Patrick Keefe.....	do do.....	25 00	
D. McCormack.....	do do.....	25 00	
			670 00
<i>County of Colchester.</i>			
William Blair.....	Twelve months' salary, to 30th June, 1876.....	100 00	
G. N. Christie.....	do do.....	25 00	
Samuel Frame.....	do do.....	25 00	
R. J. Pollack.....	do do.....	75 00	
G. Fulton.....	do do.....	25 00	
James Bonyman.....	do do.....	40 00	
J. W. Davidson.....	do do.....	100 00	
J. Urquhart.....	do do.....	50 00	
W. McElheney.....	do do.....	25 00	
H. Urquhart.....	do do.....	25 00	
Henry W. Fulton.....	do do.....	25 00	
George Moore.....	do do.....	25 00	
M. G. Murray.....	do do.....	25 00	
William Winton.....	do do.....	25 00	
George Ambrose.....	do do.....	25 00	
			615 00
<i>Carried forward.....</i>			1,920 02

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		1,920 02
	<i>County of Cumberland.</i>		
Oliver Fillmore.....	Twelve months' salary, to 30th June, 1876.....	25 00	
Jeremiah Brownell.....	do do .....	25 00	
Asa. Fillmore.....	do do .....	25 00	
James King.....	do do .....	100 00	
David Corbett.....	do do .....	25 00	
Moses Harrison.....	do do .....	25 00	
J. H. Barnes.....	do do .....	25 00	
Frs. L. Jenks.....	do do .....	25 00	
W. C. Rindress.....	do do .....	30 00	
Elijah Fowler.....	do do .....	30 00	
David Stuart.....	Four months' salary, to 31st December, 1875.....	8 32	
Isaac J. Hingley.....	Eleven months' salary, to 30th June, 1876.....	91 66	
J. W. Moore.....	Ten do do .....	20 83	
J. H. Patten.....	Two months' salary, to 31st August, 1875.....	16 66	
			472 47
	<i>County of Digby.</i>		
J. H. Morehouse.....	Twelve months' salary, to 30th June, 1876.....	120 00	
J. M. Devault.....	do do .....	25 00	
Lochlin McKay.....	do do .....	25 00	
Robert Journey.....	do do .....	25 00	
John P. Thibodeau.....	do do .....	25 00	
Holland E. Payson.....	do do .....	50 00	
William Odell.....	Six months' salary, to 31st December, 1875.....	12 50	
J. L. Burrill.....	One do do .....	6 25	
A. L. Gavil.....	Six months' salary, to 30th June, 1876.....	12 50	
L. A. Melançon.....	Eleven do do .....	68 75	
			370 00
	<i>County of Guysborough.</i>		
James A. Tory.....	Twelve months' salary, to 30th June, 1876.....	150 00	
James Cook.....	do do .....	25 00	
James Cahill.....	do do .....	20 00	
Charles Kenny.....	do do .....	15 00	
Donald Gunn.....	do do .....	30 00	
William Pride.....	do do .....	30 00	
Thomas McKeen.....	do do .....	30 00	
Edward Jordan.....	do do .....	30 00	
Robert McKay.....	do do .....	15 00	
J. R. Bruce.....	do do .....	10 00	
James Nickerson.....	do do .....	15 00	
Allan McQuarrie.....	do do .....	40 00	
John McDaniel.....	do do .....	100 00	
Adam Kirk.....	do do .....	30 00	
			540 00
	<i>County of Halifax.</i>		
William Anderson.....	Twelve months' salary, to 30th June, 1876.....	150 00	
James Blakely.....	do do .....	40 00	
Wm. Hall.....	do do .....	40 00	
John Fitzgerald.....	do do .....	150 00	
Archd. Kniston.....	do do .....	40 00	
Nathaniel Mason.....	do do .....	40 00	
			460 00
	<i>Carried forward</i> .....		3,302 49

STATEMENT of Expenditure on account of Fisheries, etc. — *Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward.....</i>	\$ cts. 460 00	\$ cts. 3,302 49
<i>County of Halifax.—Continued.</i>			
Joseph Hamilton.....	Twelve months' salary, to 30th June, 1876.....	40 00	
Donald McLean.....	do do .....	40 00	
Donald McDonald.....	do do .....	40 00	
Henry Balcam .....	do do .....	40 00	
John McCurdy.....	do do .....	40 00	
Pat. Hughes.....	do do .....	40 00	
Neil McLean.....	do do .....	40 00	
Henry P. Mosher.....	do salary, to 31st December. 1875.....	20 00	760 00
<i>County of Hants.</i>			
P. S. Burnham.....	Twelve months' salary, to 30th June, 1876.....	100 00	
J. W. Dinsmore.....	do do .....	30 00	
James Mosher.....	do do .....	30 00	
T. B. O'Brien.....	do do .....	100 00	
Joseph Mosher.....	do do .....	50 00	
J. M. O'Brien.....	do do .....	30 00	340 00
<i>County of Inverness.</i>			
M. A. Ross.....	Twelve months' salary, to 30th June, 1876.....	100 00	
Hugh Gillis.....	do do .....	100 00	
Peter Coady.....	do do .....	25 00	
Neil McKay.....	do do .....	25 00	
John Cameron.....	do do .....	100 00	
Kenneth McKenzie.....	do do .....	25 00	
Donald McDonald.....	do do .....	25 00	
A. McLellan.....	do do .....	25 00	
Hugh Cameron.....	do do .....	25 00	
James McGarry.....	do do .....	25 00	
Malcolm McLeod.....	do do .....	25 00	
Mark Crowdis.....	do do .....	25 00	
G. Ingraham.....	do do .....	25 00	
John Carroll.....	do do .....	25 00	
Archd. McDougall.....	Six months' salary, to 30th June, 1876 .....	12 50	
B. Dwyer.....	Five months' salary, to 31st December, 1875.....	10 41	
Angus McIntyre.....	do do .....	10 41	
Angus Cameron.....	Three do do .....	6 24	
John Meagher.....	Ten months' salary, to 30th June, 1876 .....	20 83	
M. McDonald.....	do do .....	20 83	
Wm. Grant.....	do salary, as Fishery Warden.....	25 00	681 22
<i>County of Kings.</i>			
Adolphus Bishop.....	Twelve months' salary, to 30th June 1876.....	125 00	
J. E. Starr.....	do do .....	250 00	
Wm. McIntyre.....	do do .....	30 00	
Irad Benjamin.....	do do .....	20 00	
John Buchanan.....	do do .....	20 00	445 00
	<i>Carried forward.....</i>		5,528 71

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....		5,528 71
	<i>County of Lunenburg.</i>		
George Redden.....	Twelve months' salary, to 30th June, 1876.....	100 00	
George Moland.....	do do .....	25 00	
James Corkum.....	do do .....	25 00	
Wm. Mosher.....	do do .....	25 00	
John Hutt.....	do do .....	25 00	
James Langille.....	do do .....	25 00	
Henry S. Jost.....	do do .....	100 00	
Chas. Pernette.....	do do .....	25 00	
John Artz.....	do do .....	25 00	
James Mossman.....	do do .....	25 00	
Edward Morgan.....	do do .....	25 00	
John Andrews.....	do do .....	25 00	
G. A. Nesbitt.....	do do .....	25 00	
Eli Hebb.....	do do .....	25 00	
Edward Boylan.....	do do .....	25 00	
Wm. Croft.....	do do .....	25 00	
			550 00
	<i>County of Pictou.</i>		
John McDonald.....	Twelve months' salary, to 30th June, 1876.....	170 00	
J. McKay.....	do do .....	25 00	
Donald Rankin.....	do do .....	25 00	
Wm. Stewart.....	do do .....	25 00	
Daniel McLean.....	do do .....	30 00	
John Turner.....	do do .....	25 00	
William Smith.....	do do .....	25 00	
Robert Archibald.....	do do .....	25 00	
William Evans.....	do do .....	25 00	
A. McKenzie.....	do do .....	25 00	
David Languille.....	do do .....	25 00	
George McKenzie.....	do do .....	25 00	
J. McDonald.....	do do .....	25 00	
P. Delaney.....	do do .....	25 00	
Wm. Fraser.....	do do .....	25 00	
Donald Fraser.....	do do .....	25 00	
Thos. Graham.....	Six months' salary, to 31st December, 1875.....	70 00	
D. Marshall.....	Three months' salary, to 30th June, 1876.....	35 00	
			655 00
	<i>County of Queens.</i>		
S. T. N. Sellon.....	Twelve months' salary, to 30th June, 1876.....	150 00	
Stephen Clements.....	do do .....	25 00	
T. Ford.....	do do .....	50 00	
Wm. Buchanan.....	do do .....	20 00	
Henry Hooker.....	do do .....	30 00	
John Fitzgerald.....	do do .....	30 00	
Barnabas Miles.....	do do .....	20 00	
Stephen Smith.....	do do .....	20 00	
Jonathan Smith.....	do do .....	15 00	
James Farquhar.....	do do .....	30 00	
Solomon Lomas.....	do do .....	30 00	
			420 00
	<i>Carried forward</i> .....		7,153 71



STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward.....</i>			7,153 71
<i>County of Richmond.</i>			
Duncan Cameron.....	Twelve months' salary, to 30th June, 1876.....	125 00	
Alex. Urquhart.....	do do .....	30 00	
Ed. Ballam.....	do do .....	125 00	
P. W. Grouchy.....	do do .....	30 00	
Jno. Proctor.....	do do .....	20 00	
Abraham Sampson.....	do do .....	30 00	
Justinien Sampson.....	do do .....	30 00	
Chas. Grant.....	do do .....	20 00	
Alex. Smith.....	do do .....	30 00	
Edward Madden.....	do do .....	30 00	
George Donahue.....	do do .....	30 00	
Pat. Kyte.....	do do .....	25 00	
Felix Gerroir.....	do do .....	25 00	
Wm. Kehoe.....	do do .....	25 00	575 00
<i>County of Shelburne.</i>			
Henry Ryer.....	Twelve months' salary, to 30th June, 1876.....	125 00	
William McKay.....	do do .....	20 00	
M. Greenwood.....	do do .....	20 00	
George Archer.....	do do .....	15 00	
R. McGill.....	do do .....	20 00	
James Turner.....	do do .....	30 00	
L. Freeman.....	do do .....	30 00	
Henry Ackerman.....	do do .....	20 00	
P. Crowell.....	do do .....	20 00	300 00
<i>County of Victoria.</i>			
Donald McRea, jun.....	Twelve months' salary, to 30th June, 1876.....	120 00	
J. W. Burke.....	do do .....	120 00	
J. McLellan.....	do do .....	25 00	
J. McDonald.....	do do .....	25 00	
Donald McQuarrie.....	do do .....	25 00	
D. McMillan.....	do do .....	25 00	
Donald McAuley.....	do do .....	25 00	
Hector McKenzie.....	do do .....	25 00	
Donald McRae.....	do do .....	25 00	
Francis Arnold.....	do do .....	25 00	
Angus McDonald.....	do do .....	30 00	
Kenneth Campbell.....	do do .....	30 00	
R. Beaton.....	do do .....	30 00	
William Foyle.....	do do .....	30 00	
J. McCharles.....	do do .....	30 00	
D. Bochaman.....	do do .....	30 00	
Malcolm Melver.....	do do .....	30 00	
Joseph Gwinn.....	Three months' salary, to 30th June, 1876.....	7 50	
George Burton.....	do do .....	7 50	
Joseph Hellen.....	do do .....	7 50	
<i>County of Yarmouth.</i>			
Enos Gardner.....	Twelve months' salary, to 30th June, 1876.....	100 00	
J. A. Hatfield.....	do do .....	50 00	
William Kavanagh.....	do do .....	25 00	
<i>Carried forward.....</i>		175 00	8,701 21

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	175 00	8,701 21
	<i>County of Yarmouth.—Continued.</i>		
William Prosser.....	Twelve months' salary, to 30th June, 1876.....	25 00	
Eustace Nickerson.....	do do.....	25 00	
Edward Perry.....	do do.....	25 00	
Jerome Doucette.....	do do.....	30 00	
Vital Muise.....	do do.....	25 00	
Joseph M. White.....	do do.....	25 00	
William Thurston.....	Three months' salary, to 30th June, 1876.....	6 25	
			336 25
Isaac J. Hingley.....	Twelve months' disbursements, to 31st Dec, 1875...	18 30	
John Fitzgerald.....	do do.....	59 85	
D. McRea, jun.....	do do.....	50 85	
John McDonald.....	do do.....	39 00	
Thomas Graham.....	do do.....	32 90	
York Barrington.....	do do.....	32 50	
A. McDonald.....	do do.....	50 00	
William Blair.....	do do.....	17 80	
James Bonyman.....	do do.....	11 70	
James W. Davidson.....	do do.....	30 00	
James A. Tory.....	do do.....	34 50	
Louis A. Melançon.....	do do.....	19 50	
John McDaniel.....	do do.....	39 40	
A. W. McDonald.....	do do.....	36 40	
John Cameron.....	do do.....	21 73	
E. H. Ballam.....	do do.....	35 00	
T. B. O'Brien.....	do do.....	46 85	
P. S. Buraham.....	do do.....	35 00	
Duncan Cameron.....	do do.....	27 50	
M. A. Ross.....	do do.....	45 00	
J. E. Starr.....	do do.....	50 00	
Hugh Gillis.....	do do.....	20 00	
J. H. Morehouse.....	do do.....	45 00	
W. H. Ryer.....	do do.....	86 44	
George Redden.....	do do.....	50 00	
Enos Gardner.....	do do.....	80 00	
A. Bishop.....	do do.....	40 00	
Francis Quinan.....	do do.....	50 00	
James King.....	do do.....	20 00	
Peter Coady.....	do do.....	20 00	
Henry S. Jost.....	do do.....	40 00	
R. J. Pollack.....	do do.....	5 50	
S. T. X. Sellon.....	do do.....	139 49	
E. J. Tobin.....	do do.....	30 00	
L. P. Fairbanks.....	do do.....	178 00	
W. Anderson.....	do do.....	250 47	
W. T. Carty.....	do do.....	115 85	
J. W. Burke.....	do do.....	61 00	
E. C. Borden.....	do do.....	30 00	
P. S. Hamilton.....	Ten months' salary as Inspector of Fisheries, N.S., to 30th April, 1876.....	1,143 30	
Receiver-General.....	Superannuation tax on P. S. Hamilton's salary.....	23 33	
W. H. Rogers.....	Eleven months' salary as Fishery Officer, N.S., to 31st May, 1876.....	718 63	
Receiver-General.....	Superannuation tax on W. H. Roger's salary.....	16 00	
W. H. Wyld.....	One month's salary as Inspector of Fisheries, N.S., to 31st May, 1876.....	114 33	
Receiver-General.....	Superannuation tax on W. H. Wyld's salary.....	4 67	
	<i>Carried forward</i> .....	4,015 79	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i> .....	\$ cts. 4,015 79	\$ cts. .....
<i>County of Yarmouth.—Continued.</i>			
P. S. Hamilton.....	Ten months' disbursements as Inspector of Fisheries, N.S.....	100 00	
W. H. Rogers.....	Twelve months' disbursements as Fishery Officer, N.S.....	800 00	
W. H. Wyld.....	Two months' disbursements as Inspector of Fisheries, N.S.....	200 00	
E. J. Tobin.....	Expenses special inquiry, foreign fishing vessels.....	25 00	
A. B. Wilmot.....	Travelling expenses.....	100 00	
W. S. Hall.....	Stationery.....	8 93	
P. Hogan.....	Hire of vehicle.....	26 50	
E. G. O. Stayner.....	Bark canoes.....	15 00	
George A. Kent.....	Leather case and lettering.....	9 40	
Doull & Miller.....	Night watching, River Philip.....	77 25	
J. G. Corbin.....	Lumber.....	7 35	
Moir & Co.....	do.....	9 70	
W. Willis.....	Labour.....	12 00	
T. G. Tolson.....	do.....	37 50	
McIntosh & McLinnis.....	do.....	6 96	
Muirhead & Langard.....	Stovepipes.....	6 16	
D. Murray & Co.....	Blinds.....	13 39	
Elliott & Busche.....	Plans.....	121 00	
Francis Quinan.....	Removing obstruction, Trout Brook.....	12 87	
Dickson & Jamieson.....	Air pump.....	10 00	
W. Roche, jun.....	Coals.....	3 50	
			5,618 30
NEW BRUNSWICK.			
<i>County of Albert.</i>			
Winthrop Akerley.....	Twelve months' salary, to 30th June, 1876.....	100 00	
Wallace Tailor.....	do do.....	40 00	
C. McLatchey.....	do do.....	40 00	
Jacob Beck.....	do do.....	30 00	
J. E. Kinne.....	Six do do.....	20 00	
B. Olliver.....	do do.....	20 00	250 00
<i>County of Carleton.</i>			
Hugh Miller.....	Twelve months' salary, to 30th June, 1876.....	30 00	
Hugh Harrison.....	do do.....	100 00	
George Burt.....	do do.....	30 00	
J. W. Scott.....	do do.....	30 00	
Wm. Thompson.....	do do.....	30 00	220 00
<i>County of Charlotte.</i>			
B. L. Cunningham.....	Twelve months' salary, to 30th June, 1876.....	40 00	
James Brown.....	do do.....	100 00	
Pat. Curran.....	do do.....	120 00	
W. B. McLaughlin.....	do do.....	240 00	
Sam. Dick.....	do do.....	30 00	
	<i>Carried forward</i> .....	530 00	470 00

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
<i>Brought forward</i> .....		\$ cts. 530 00	\$ cts. 470 00
<i>County of Charlotte.—Continued.</i>			
Robert Dickson.....	Twelve months' salary, to 30th June, 1876 .....	30 00	
Leonard Best.....	do do .....	100 00	
J. M. Lord.....	do do .....	50 00	
James Russell .....	do do .....	30 00	
Andrew Gilmour.....	Three do do .....	7 50	
Edward Carroll.....	do do .....	7 50	
J. Thompson.....	One do do .....	7 50	
J. Catharan .....	do do .....	4 16	
			766 66
<i>County of Gloucester.</i>			
James Hickson.....	Twelve months' salary, to 30th June, 1876.....	250 00	
William Bateman.....	do do .....	50 00	
Juste Haché.....	do do .....	100 00	
Justinien Savoy.....	do do .....	30 00	
J. L. Veno.....	do do .....	30 00	
F. Comeau.....	do do .....	40 00	
Miles Dempsey.....	do do .....	30 00	
Tim. Coughlan.....	do do .....	30 00	
H. A. Sormany.....	do do .....	37 00	
Wm. Rogers.....	do do .....	25 00	
John Calnau, jun.....	do do .....	25 00	
Alexis Landry, jun .....	do do .....	50 00	
			690 00
<i>County of Kent.</i>			
C. Cormier.....	Twelve months' salary, to 30th June, 1876.....	100 00	
J. McD. Sutherland.....	do do .....	75 00	
F. B. Légaré.....	do do .....	30 00	
M. A. Girouard.....	do do .....	30 00	
James Harnett.....	do do .....	30 00	
Lazare Guinnon.....	do do .....	75 00	
Nic. Muzzeroll .....	do do .....	50 00	
			390 00
<i>County of Kings.</i>			
Samuel Goslin.....	Twelve months' salary, to 30th June, 1876.....	100 00	
S. F. Ryan.....	do do .....	30 00	
N. H. DeVeber.....	do do .....	50 00	
S. Gamblain.....	do do .....	30 00	
			210 00
<i>County of Northumberland.</i>			
Prudent Robichaux.....	Twelve months' salary, to 30th June, 1876.....	100 00	
Amos Perley.....	do do .....	100 00	
Wm. Cushman.....	do do .....	160 00	
N. B. T. Underhill .....	do do .....	160 00	
John Hogan.....	do do .....	400 00	
Aaron Hovey.....	do do .....	30 00	
George Bryanton.....	do do .....	30 00	
Kenneth Cameron.....	do do .....	100 00	
Pat. Bergin.....	do do .....	30 00	
<i>Carried forward</i> .....		1,110 00	2,526 66

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	1,110 00	2,526 66
	<i>County of Northumberland.—Continued.</i>		
Thos. Smith.....	Twelve months' salary, to 30th June, 1876.....	30 00	
David Somers.....	do do .....	30 00	
Pat. Gillis.....	do do .....	30 00	
Denis Hogan.....	do do .....	30 00	
M. Donovan.....	do do .....	18 00	
Thos. McKenzie.....	do do .....	30 00	
Hy. Oldfield.....	do do .....	30 00	
Robt. Brimmer.....	do do .....	30 00	
J. W. Williston.....	do do .....	100 00	
Jas. Russell.....	do do .....	150 00	
Thos. Taylor.....	do do .....	50 00	
John Stymast.....	do do .....	50 00	
Wm. Wyse.....	do do .....	200 00	
Sam. Freeze.....	do do .....	66 66	
John Holmes.....	do do .....	33 33	
Nath. Morehouse.....	do do .....	20 00	
J. T. Coughlan.....	do do .....	20 00	
Jos. Chaplain.....	do do .....	20 00	
Wm. Blake.....	Nine do do .....	37 50	
N. Campbell.....	Three months' salary, to 31st December, 1875.....	12 50	2,097 99
	<i>County of Queens.</i>		
J. Langan.....	Twelve months' salary, to 30th June, 1876.....	30 00	
John Second.....	do do .....	30 00	
J. T. Hetherington.....	do do .....	30 00	
W. H. Clarke.....	do do .....	25 00	
J. J. Camp.....	do do .....	30 00	
Robert McMann.....	do do .....	18 75	
Robert Philips.....	Three do do .....	6 25	170 00
	<i>County of Restigouche.</i>		
E. Ferguson.....	Twelve months' salary, to 30th June, 1876.....	100 00	
W. McMillan.....	do do .....	100 00	
A. McPherson, Jun.....	do do .....	25 00	
J. McMillan.....	do do .....	25 00	
D. Carmichael.....	do do .....	20 83	270 83
	<i>County of Sunbury.</i>		
Reuben Hoben.....	Twelve months' salary, to 30th June, 1876.....	100 00	100 00
	<i>County of St. John.</i>		
Joseph O'Brien.....	Twelve months' salary, to 30th June, 1876.....	150 00	
Wm. Skillen.....	do do .....	100 00	250 00
	<i>Carried forward</i> .....		5,415 48

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			5,415 48
<i>County of Victoria.</i>			
C. McCluskey.....	Twelve months' salary, to 30th June, 1876.....	100 00	
Chas. Roberts.....	do do.....	30 00	
Jno. McDougall.....	do do.....	30 00	
George Bedell.....	do do.....	30 00	
D. Frazer.....	do do.....	30 00	
Thos. Edgar.....	do do.....	30 00	
Ed. Maloney.....	do do.....	30 00	
			280 00
<i>County of Westmoreland.</i>			
W. B. Deacon.....	Twelve months' salary, to 30th June, 1876.....	100 00	
D. T. Cormier.....	do do.....	60 00	
Hugh Davidson.....	do do.....	50 00	
			210 00
<i>County of York.</i>			
J. Campbell.....	Twelve months' salary, to 30th June, 1876.....	60 00	
Wm. Brown.....	do do.....	60 00	
Alex. Moir.....	do do.....	30 00	
			150 00
W. B. Deacon.....	Twelve months' disbursements as Fishery Overseer, to 31st December, 1876.....	73 50	
Wm. Blake.....	do do.....	10 00	
John Stymast.....	do do.....	15 50	
Alex. Landry, jun.....	do do.....	6 00	
Samuel Freeze.....	do do.....	21 45	
Jos. O. Brien.....	do do.....	20 00	
W. E. Skillen.....	do do.....	12 00	
C. McCluskey.....	do do.....	44 95	
Hugh Harrison.....	do do.....	30 25	
N. H. DeVeber.....	do do.....	30 00	
W. B. McLaughlin.....	do do.....	52 50	
Pat. Curran.....	do do.....	51 80	
Hugh Miller.....	do do.....	7 00	
B. L. Cunningham.....	do do.....	50 00	
Reuben Hoben.....	do do.....	27 80	
E. Davidson.....	do do.....	20 00	
J. W. Taylor.....	do do.....	11 80	
Winthrop Akerley.....	do do.....	40 19	
J. McD. Sutherland.....	do do.....	50 50	
C. Cormier.....	do do.....	29 25	
K. Cameron.....	do do.....	15 25	
Jno. Hogan.....	do do.....	128 25	
Thos. Taylor.....	do do.....	40 66	
N. E. T. Underhill.....	do do.....	26 50	
Amos Perley.....	do do.....	53 00	
Justinien Savoy.....	do do.....	21 00	
Prudent Robichaux.....	do do.....	32 00	
Wm. Bateman.....	do do.....	25 00	
James Dickson.....	do do.....	150 50	
Wm. McMillan.....	do do.....	15 00	
E. Ferguson.....	do do.....	43 50	
James Browne.....	do do.....	32 00	
James Russell.....	do do.....	40 25	
<i>Brought forward</i> .....		1,227 40	6,055 48

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i> .....	\$ cts. 1,227 40	\$ cts. 6,055 48
Wm. Wyse.....	Twelve months' disbursements as Fishery Overseer, to 31st December, 1876.....	53 58	
John Williston.....	do do.....	24 00	
Leonard Best.....	do do.....	17 00	
Wm. Cushman.....	do do.....	50 00	
Wm. Brown.....	do do.....	29 79	
D. T. Cormier.....	do do.....	38 00	
Sam. Gosline.....	do do.....	76 00	
J. M. Lord.....	do do.....	31 00	
W. H. Venning.....	Twelve months' salary as Inspector of Fisheries, N.B., to 30th June, 1876.....	1,372 29	
Receiver-General.....	Superannuation tax on W. H. Venning's salary.....	28 00	
C. R. Venning.....	Four months' salary as Clerk to 31st October, 1875.....	131 64	
Receiver General.....	Superannuation tax on C. R. Venning's salary.....	1 72	
W. H. Venning.....	Twelve months' disbursements as Inspector of Fisheries, N.B., to 30th June, 1876.....	530 00	
J. Howe.....	Postage stamps and rent of P.O. Box.....	42 50	
Jos. Miller.....	Postages.....	4 60	
A. Harrison.....	Law costs.....	37 53	
Thos. Taylor.....	Law costs.....	16 00	
A. A. Davidson.....	Professional services.....	65 00	
A. J. Pows.....	Advertising.....	50 80	
Willis and Mott.....	Advertising in <i>St. John News</i> .....	64 75	
W. Wyse.....	Boat and sail.....	56 79	
Sheraton, Son & Skinner.....	Oil cloth.....	44 00	
R. P. & W. F. Starr.....	Coal.....	20 00	
J. Knowles.....	Gas bill.....	5 50	
E. Hanson.....	Copy Grant, Campo Bello Island.....	5 00	
D. McAlpine.....	Directory.....	2 00	
			4,024 89
			10,080 37
<b>PRINCE EDWARD ISLAND.</b>			
John Campbell.....	Salary as Water Bailiff, to 31st Dec., 1875.....	16 21	
John Murphy.....	do do.....	16 22	
Jos. George.....	do do.....	19 47	
Neil McKenzie.....	do do.....	19 47	
Daniel McCarthy.....	do do.....	19 47	
Thomas Hamel.....	do do.....	19 47	
Samuel Howatt.....	do do.....	19 47	
Peter Ahern.....	do do.....	16 22	
Lionel Garmin.....	do do.....	19 47	
Michael Ready.....	do do.....	19 47	
J. S. Clow.....	do do.....	19 47	
John Tobin.....	do do.....	19 47	
Patrick McCulloch.....	do do.....	19 47	
Angus Doyle.....	do do.....	16 22	
Michael Dunn.....	do do.....	19 47	
P. Duffy.....	do do.....	19 47	
Henry Sanderson.....	do do.....	19 47	
J. S. Mitchell.....	do do.....	19 47	
Stephen Myers.....	do do.....	19 47	
Archd. McAuley.....	do do.....	19 47	
	<i>Carried forward</i> .....	376 39	

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
<i>Brought forward</i> .....		cts. 376 39	\$ cts. .....
PRINCE EDWARD ISLAND.—Continued.			
Martin Phee.....	Salary as Water Bailiff, to 31st December, 1875 ....	16 22	
Ewan Clark.....	do do do .....	19 47	
Mathews Hughes.....	do do .....	19 47	
James McAuley.....	do do .....	19 47	
Edwin White.....	Preparing statistics.....	10 00	
			461 02
MANITOBA.			
Hon. Donald Gunn.....	Salary as Fishery Overseer, from 1st April, 1875, to 30th June, 1876.....	250 00	
			250 00
FISH-BREEDING.			
S. Wilmot.....	Twelve months' salary as Superintendent, New- castle Fish-Breeding Establishment.....	1,371 99	
Receiver-General.....	Superannuation tax on salary.....	6 00	
Martin & Stilwell.....	Water barrels.....	26 50	
A. Frazer & Co.....	Specimens of fish for stuffing.....	18 75	
W. Shelton.....	Labour at Fish-Breeding Establishment.....	56 17	
Thos. Gerwell.....	do do .....	43 84	
Richard Spencer.....	do do .....	38 37	
Page, Kidder & Co.....	Parafine varnish.....	25 00	
Thornton & Son.....	Lumber.....	20 00	
James Baine.....	Masonry.....	25 25	
Thos. Douglas.....	Express charges.....	93 53	
Jos. Neevin.....	Teaming and work.....	39 25	
J. J. Coleman.....	Taxidermy.....	44 67	
M. Jackson & Son.....	Building fence.....	221 50	
Spencer & Gormall.....	do .....	85 00	
Simmons & Jardine.....	do .....	129 25	
Peter Coleman.....	Fishery Guardian.....	65 00	
D. J. Hinman.....	do .....	65 00	
Ed. Arnold.....	do .....	50 00	
Chs. Wilmot.....	do .....	20 00	
Wm. McMann.....	do .....	100 00	
Frs. Nicholson.....	Coal.....	8 55	
S. W. Moore.....	Blacksmith's work.....	31 00	
Jas. Wright.....	Tinsmith's work.....	49 41	
Montreal Telegraph Co.....	Telegrams.....	44 81	
Postages.....	Postages.....	5 16	
Jas. Neevin.....	Disbursements to Tadousac and back.....	62 15	
Wm. Parker.....	Collecting salmon-trout ova, Lake Huron.....	72 41	
David Rose.....	Insurance on building.....	16 50	
Wm. Lindsay.....	Bricks for tank.....	15 00	
J. H. Rolfe.....	Painting.....	11 85	
Robt. Fothergill.....	Oil, paint, &c.....	29 80	
Robt. Dawson.....	Labour.....	9 00	
R. Douglas.....	Freight.....	11 00	
J. A. Clendinning.....	Fishing boat.....	87 75	
S. Wilmot.....	Lease of property.....	200 00	
G. M. Clarke.....	Raceway.....	50 00	
Simmons & Jardine.....	Contract on building.....	1,955 00	
do.....	Fish boxes, trays, &c.....	78 02	
do.....	Work for Bedford Establishment.....	76 63	
<i>Carried forward</i> .....		5,359 11	.....



## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	5,359 11	.....
	<b>FISH-BREEDING.—Continued.</b>		
Frank Nicholson.....	Coal.....	65 20	
S. J. Wilmot.....	Paid for teaming.....	31 88	
do .....	Balance of account of expenditure, Newcastle and Sandwich establishment for six months' ended 30th June, 1875.....	582 91	
Simmons & Jardine.....	Carpenter's work.....	400 00	
James Neevin.....	Six months' salary as Officer in charge of Sandwich Fish-Breeding Establishment.....	250 00	
H. Marcotte.....	Labour.....	12 00	
Wm. McMann.....	do .....	11 50	
S. W. Symback.....	Coal stoves, &c.....	53 68	
M. Sibby.....	Water lime.....	10 00	
Express Company.....	Freight.....	7 00	
W. Overton.....	Carpenter's work .....	62 75	
W. Symback.....	Pawcets.....	7 50	
A. Wilson.....	Dray hire.....	1 35	
Insurance Co.....	Insurance on Establishments .....	25 00	
T. A. Nokee.....	Work.....	10 00	
Chas. Sibley.....	do .....	7 30	
G. Levasseur.....	Engineer.....	50 00	
C. W. Gauthier.....	Smoke stack, etc.....	31 55	
F. G. Rice.....	Wire cloth.....	212 94	
Telegraph Co.....	Telegrams.....	5 00	
Waterous & Co.....	Engine and pump.....	600 00	
F. Pope.....	Freight, G. T. Railway.....	29 40	
Chas. Shipley.....	Work.....	3 75	
G. Levasseur.....	Board of men .....	29 50	
D. Parent.....	Work.....	3 00	
W. Robinson.....	do .....	4 00	
D. Lemonde.....	do .....	9 73	
F. A. Nokee.....	Picking eggs.....	32 00	
G. Levasseur.....	Night Engineer.....	93 00	
W. & R. Kerr.....	Bricks.....	4 08	
James Neevin.....	To pay boys picking eggs.....	174 75	
do .....	Sundry disbursements.....	54 50	
Simmons & Jardine.....	Fish trays, etc.....	352 62	
Drake & Joyce.....	Furniture.....	35 40	
S. Wilmot.....	Travelling expenses, to 31st December, 1875.....	678 25	
Wm. Parker.....	Six months' salary to 31st December, 1875.....	2-0 00	
Dan. Allan.....	Furniture.....	17 65	
G. Montreuil.....	Artificial eyes for specimens of fish .....	10 00	
C. Halleck.....	Subscription to "Forest and Stream".....	5 00	
L. Thompson.....	Specimens of fish.....	6 00	
S. Wilmot.....	Freight and teaming.....	8 92	
G. W. Girdlestone.....	Coal.....	135 10	
Fox & McGee.....	Lumber.....	18 50	
Peguenot & Co.....	Tinware.....	54 60	
J. Nevieux.....	Hardware .....	60 73	
Wm. Imback.....	do .....	22 40	
Wm. Rolfe.....	do .....	21 35	
C. W. Gauthier.....	Building Fish-Breeding Establishment at Sandwich.....	3,000 00	
S. M. Godard.....	Fees as Architect for do do .....	60 00	
Jno. Mowat.....	Fifteen months' salary as officer in charge of Fish Breeding Establishment at Restigouche.....	312 50	
do .....	Balance of account to 30th June, 1875.....	54 50	
do .....	Travelling disbursements, twelve months'.....	148 00	
	<i>Carried forward</i> .....	13,435 90	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	13,435 90	.....
	<b>FISH-BREEDING.—Continued.</b>		
John Mowat .....	Petty expenses .....	16 47	
Robert Horan.....	Assistance in taking fish.....	52 00	
Jos. McGwyre.....	do do .....	42 00	
E. Mann.....	do do .....	16 00	
Wm. Dunnville.....	do do .....	42 00	
Jno. Ferguson.....	do do .....	16 00	
Alex. Mowat.....	do do .....	34 00	
E. Mann.....	do do .....	10 00	
James Miles.....	do do .....	20 00	
R. Nelson.....	do do .....	34 00	
Jno. P. Mowat.....	do do .....	34 00	
Jno. Ferguson.....	Building dam.....	100 00	
Alex. Duncan.....	Setting salmon nets.....	20 00	
F. Moore.....	Attendance at establishment.....	60 00	
J. W. Cullen.....	Salmon twine for nets.....	26 00	
R. Kerr.....	Vehicle hire, distributing fry.....	20 00	
E. C. Ennis.....	Lumber and cartage .....	36 00	
Jno. Mowat.....	Freight on twine and ropes.....	6 43	
do .....	Wharfage on twine and ropes.....	1 64	
R. McCord.....	Telegrams.....	7 06	
W. Robertson.....	Making nets.....	10 00	
J. Lardie.....	Two months' salary as Caretaker.....	40 00	
G. E. Asker.....	Stove pipes.....	8 40	
P. Vibert.....	Twelve months' salary as officer in charge of Fish- Breeding Establishment at Gaspé Basin.....	300 00	
do .....	To pay laborer's wages, canoe, horse hire, etc.....	242 94	
Jno. Davis, sen.....	Work and improvements of grounds.....	36 50	
James Coffin.....	do do .....	6 50	
W. Jno. Coffin.....	do do .....	5 00	
Wm. C. Davis.....	do do .....	12 00	
Robert S. Coffin.....	do do .....	26 00	
Thos. McCallum.....	do do .....	23 85	
James St. Croix.....	do do .....	55 00	
Jos. Patterson.....	do do .....	10 40	
A. & J. Coffin.....	do do .....	14 30	
Felix Coffin.....	do do .....	7 80	
Robert S. Coffin.....	do do .....	7 80	
Henry Davis.....	do do .....	73 18	
David Morgan.....	do do .....	22 75	
Lowndes Bros.....	Lumber for work and improvements of grounds.....	4 20	
John & Elias Collas.....	Hardware, etc., for improvements of grounds.....	9 84	
P. Vibert.....	Account of sundries and disbursements in connection with improvements of grounds.....	21 99	
Jno. Lebontillier & Co.....	Zinc, cordage, etc.....	60 83	
Henry Davis.....	Labour and materials supplied.....	188 53	
John Davis.....	Carpenter's work.....	155 40	
Montreal Telegraph Co.....	Telegrams.....	7 27	
Jos. Cass.....	Labour at Establishment.....	16 35	
Jas. Coffin.....	do do .....	77 90	
John Davis.....	Distribution of salmon fry .....	17 00	
P. Miller.....	do do .....	18 80	
R. S. Coffin.....	do do .....	43 10	
E. Maloney.....	do do .....	16 00	
J. Lawrence.....	do do .....	6 00	
C. H. Burman.....	do do .....	5 00	
Henry Davis.....	do do .....	35 30	
	<i>Carried forward</i> .....	15,615 43	.....

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	15,615 43	.....
<i>FISH-BREEDING.—Continued.</i>			
T. McCallum.....	Lumber.....	8 85	
Jos. Eden.....	Freight.....	1 65	
A. Ste Croix.....	Collection of salmon ova.....	12 00	
Jas. Ste Croix.....	do.....	68 00	
Benjamin Coffin.....	Making salmon nets.....	10 20	
J. & E. Collas.....	Paint.....	1 85	
N. McKenzie.....	Bark rinds.....	20 00	
S. Bond.....	do.....	20 00	
W. Fingleton.....	Building retaining dams.....	37 70	
F. Coffin.....	do do.....	37 70	
Wm. Coffin.....	do do.....	25 63	
J. B. Coffin.....	Building retaining dams.....	40 38	
H. Cass.....	do.....	31 20	
P. Jock.....	do.....	37 70	
J. W. Coffin.....	Building retaining dams.....	49 34	
Jas. Cass.....	do.....	26 98	
F. Annett.....	do.....	27 80	
W. C. Davis.....	do.....	59 50	
George Annett.....	do.....	50 05	
Jno. Legouvé.....	do.....	50 70	
Jos. Eden, jun.....	do.....	50 70	
Thos. Miller.....	do.....	51 35	
Henry Patterson.....	do.....	53 00	
Jno. Davis, jun.....	do.....	53 50	
P. Miller.....	do.....	89 45	
A. T. Carter.....	Cedar beams.....	8 80	
Lowndes Bros.....	Lumber.....	8 14	
J. & E. Collas.....	Coal oil, &c.....	3 23	
J. Leboutillier & Co.....	Salmon, twine, &c.....	42 31	
Henry Davis.....	Labour.....	56 00	
Jno. Davis.....	Scow.....	17 00	
P. Vibert.....	Horse hire.....	13 90	
Joseph Radford.....	To pay wages of workmen at Tadousac Fish-breeding Establishment for the month of June.....	87 87	
do.....	To pay wages of workmen at Tadousac Fish-breeding Establishment for month of July and August.....	278 98	
do.....	To pay wages of workmen at Tadousac Fish-breeding Establishment for month of September.....	306 32	
do.....	To pay wages of workmen at Tadousac Fish-breeding Establishment for month of October.....	238 35	
do.....	To pay wages of workmen at Tadousac Fish-breeding Establishment for month of November.....	49 45	
do.....	To pay wages of men at Tadousac Establishment at sundry times.....	77 87	
P. Plourde.....	For wages and board as Guardian Fish-breeding Establishment.....	362 00	
J. Chamberlain.....	Horse hire and freight.....	2 25	
Tremblay & Gagnon.....	Labour.....	5 85	
Richard Morin.....	Painting roof of fish house.....	4 00	
F. Bourgoin.....	Rake, buck, &c.....	5 55	
F. Saillant.....	Wading boots for men.....	8 00	
A. Gendreau.....	Boat hire.....	14 00	
Invoice.....	Nails, spikes, &c.....	84 13	
Jules Tremblay.....	Blacksmith's work.....	4 59	
	<i>Carried forward</i> .....	18,208 25	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To Whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	18,208 25	
	<i>FISH-BREEDING.—Continued.</i>		
Jules Tremblay.....	Blacksmith's work.....	1 55	
Dufour & Gravel.....	Canoe hire.....	2 00	
J. Boucher.....	Labour.....	1 45	
Chinic & Co.....	Nails, spikes, rope, etc.....	70 92	
P. Tennen.....	Making nets, L'Anse St. Jean.....	1 90	
Dufour & Gravel.....	Timber.....	1 50	
F. Dufour.....	Boat hire.....	31 00	
D. Gravel.....	Netting for trout.....	5 72	
J. Jourdain.....	Supplying salmon for breeding purposes.....	10 62	
W. Manning.....	Timber.....	6 20	
N. Roleau.....	Blacksmith's work.....	3 75	
do.....	Seine.....	3 02	
J. Jourdain.....	Making salmon nets.....	9 00	
A. Savard.....	do.....	4 00	
N. Dalaire.....	Making salmon nets.....	4 00	
J. Jourdain.....	Boat hire, Marguerite River.....	2 00	
P. Jourdain.....	Carting nets.....	2 00	
D. Gravel.....	Distributing salmon fry.....	1 00	
D. Pednault.....	Building chimney.....	3 30	
X. Gagnon.....	Cartage.....	1 00	
W. Hovington.....	Setting fishing station at Point Rouge.....	49 50	
E. Lacroix.....	Expenses as Special Guardian.....	2 00	
J. Hall.....	Sponges.....	1 80	
X. Mallette.....	Labor.....	0 45	
Steamer St. Lawrence.....	Freight, paint oil.....	1 70	
F. Bourgoin.....	Hardware.....	1 00	
Robt. Blais.....	Lumber.....	238 99	
Eragne Tremblay.....	do.....	180 32	
do.....	do for L'Anse à L'Eau Reception House.....	190 42	
Faustin Boivin.....	Building Reception House at L'Anse à L'Eau.....	419 25	
F. Saillant.....	Obtaining Winnonish spawn.....	44 45	
N. Rouleau.....	Board of men.....	7 75	
Steamer "Union".....	Freight on grindstone.....	0 25	
Jos. Radford.....	Stationery, postage and telegrams.....	7 00	
Price Bros.....	Lumber, paint and supplies.....	319 99	
do.....	To pay wages and labour.....	88 74	
E. Tremblay.....	Lumber for Tadousac Establishment.....	125 95	
W. F. Whitcher.....	Disbursements as Commissioner of Fisheries.....	173 69	
Jos. Dion.....	Wages as Special Constable, Sagneny.....	184 50	
Edouard Lacroix.....	do do do.....	145 50	
J. D. Marsan.....	Netting salmon for Tadousac Establishment.....	121 87	
T. Routier.....	Making windows for Tadousac Establishment.....	129 90	
Archer & Co.....	Lumber for Tadousac Establishment.....	164 05	
A. Fraser & Co.....	Nets do do.....	52 85	
Jos. Boivin.....	Hardware do do.....	95 99	
J. T. Gregory.....	To pay labour at Tadousac Fish-breeding House.....	62 99	
D. Boulianne.....	Freight on windows.....	5 40	
J. F. Saillant.....	Wading boots.....	5 00	
S. Bédard.....	Stove pipes.....	6 85	
G. Siefert.....	Marine glass.....	20 00	
J. W. Gregory.....	To pay windows for Tadousac Establishment.....	32 60	
Henry Manning.....	Travelling expenses as Special Guardian, to 30th June, 1876.....	50 00	
Belanger & Garipey.....	Hardware.....	76 15	
Audet & Robitaille.....	Ropé, &c.....	26 18	
Dastous, St. Laurent & Co.....	Hardware.....	4 84	
	<i>Carried forward</i> .....	21,412 01	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i> .....	\$ cts. 21,412 01	\$ cts. .....
<i>FISH-BREEDING.—Continued.</i>			
A. B. Wilmot .....	For thirteen months' salary as Officer in charge of Bedford Basin Fish-breeding Establishment, to 30th June, 1876 .....	866 59	
do .....	Travelling disbursements, to 30th June, 1876 .....	200 00	
James Lawlor .....	Building Fish-breeding Establishment at Bedford Basin .....	3,370 00	
Wm. Harrington .....	Purchase of land for Bedford Basin Establishment .....	600 00	
H. H. Fuller & Co. ....	Iron .....	17 50	
R. L. Weatherbe .....	Searching title and preparing deed .....	38 25	
F. G. Tolson .....	Making sluice, Sackville River .....	56 75	
T. J. Egan .....	Preserved specimens of fish .....	263 35	
A. Downes .....	do do .....	5 00	
E. Albro & Co. ....	Salmon twine .....	16 44	
F. G. Tolson .....	Materials for fish gate .....	66 39	
"Citizen" Publishing Co.	Advertising setting apart Sackville River .....	19 60	
J. E. Wilson .....	Coal stove .....	53 32	
Thos. Doyle .....	Oil cloth .....	4 00	
Chas. Neal .....	Coal barrels .....	9 00	
Ben. Butler .....	Work at hatching house .....	15 00	
J. M. Smith .....	do do .....	15 00	
Jno. Williams .....	do do .....	14 37	
A. B. Wilmot .....	Sundry expenses for hatching house .....	13 00	
F. G. Tolson .....	Labour .....	53 49	
Charles Neal .....	Coal .....	11 40	
W. Roche, jun .....	do .....	60 00	
B. O'Neil .....	Wharfage on coal .....	2 00	
Robt. Anderson .....	Freight on coal .....	7 00	
Thos. Mitchell .....	Cartage of coal .....	5 50	
F. W. Fishwick .....	Express charges .....	22 25	
George French .....	Board .....	48 00	
G. A. Kent .....	Rubber boots .....	6 00	
Wallace & Balcan .....	Lamps and chimneys .....	22 68	
Bennett D. Fultz .....	Filtering tanks .....	21 75	
W. Donal & Co. ....	Gravel .....	5 70	
Smith & Co. ....	Plumbers' work .....	67 16	
J. Hingley .....	Seining salmon for spawn .....	295 62	
A. B. Wilmot .....	do do .....	100 00	
W. Anderson .....	do do .....	161 12	
S. Wilmot .....	Travelling disbursements in connection with Bedford Basin Establishment .....	337 10	
Isaac Shasegreen .....	Twelve months' salary as Officer in charge of Miramichi Fish-breeding Establishment .....	399 96	
Alex. Tozer .....	Labour .....	25 20	
Thomas Doolan .....	do .....	53 90	
E. Tozer .....	do .....	143 65	
F. Taylor .....	do .....	37 80	
E. Shasegreen .....	do .....	13 20	
Ben. Vye .....	do .....	17 25	
Alex. Taylor .....	do .....	8 40	
John Shasegreen .....	do .....	56 25	
W. Doolan .....	do .....	39 20	
M. Jardine .....	do .....	15 40	
Thos. McKenzie .....	do .....	59 20	
Thos. Mullin .....	do .....	59 00	
Patrick Hogan .....	do .....	27 60	
N. Morehouse .....	do .....	7 00	
	<i>Carried forward</i> .....	29,245 35	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	29,245 35	.....
	<b>FISH-BREEDING.—Continued.</b>		
Patrick Bergin.....	Labour.....	28 50	
Peter Arboe.....	do.....	5 00	
J. Peterson.....	do.....	10 00	
Thos. Weaver.....	do.....	19 75	
John Arboe.....	do.....	6 00	
Wm. Weaver.....	do.....	7 00	
O. Arboe.....	do.....	8 00	
T. P. Shasegreen.....	do.....	3 00	
Isaac Shasegreen.....	do.....	33 33	
Hugh Currier.....	do.....	7 70	
J. Hogan.....	Collecting salmon ova.....	44 80	
P. Nolan.....	Tin wares.....	5 86	
J. & F. White.....	Perforated saucers.....	25 70	
Jas. Fish & Son.....	Hardware, paint, ropes, &c.....	41 96	
Ben. Vye.....	Blacksmith's work.....	19 96	
W. & G. Watt.....	Nails, paint, oakum, &c.....	41 66	
D. & J. Ritchie.....	Lumber.....	33 93	
Charles Sargent.....	do.....	41 60	
John Hane.....	do.....	22 50	
James Brown.....	Paint and oil.....	24 26	
J. W. Phinney.....	Wire.....	11 22	
Alex. Stewart.....	Teaming salmon fry.....	60 50	
Shasegreen & Gurrill.....	Carpenter's work.....	25 20	
George Fowler.....	Iron pipe.....	80 49	
R. K. Call.....	Freight.....	10 27	
Call & Miller.....	do.....	16 30	
Brown, Brooks & Ryan.....	Cement.....	17 10	
C. E. Burnham.....	Office desk.....	15 50	
James M. Troy.....	Water tank.....	28 00	
M. A. Smith.....	Telegrams.....	11 04	
J. Johnston.....	Postage account.....	8 45	
A. B. Wilmot.....	Assistance conveying ova.....	65 20	
J. H. Phinney.....	Galvanized iron pipes.....	12 94	
Thos. Miller.....	Teaming.....	13 80	
Z. G. Gable.....	Rubber boots.....	12 00	
T. W. Lee.....	Spawn cans.....	3 00	
W. H. Venning.....	Travelling expenses in connection with Miramichi Establishment.....	75 00	
Isaac Shasegreen.....	To pay for teaming.....	23 88	
J. S. Webster.....	Wages as Special Fishery Guardian, Salmon River.....	198 00	
Jacques Girard.....	Work and Guardianship, River à Mars Fishways.....	202 95	
F. Sallant.....	Work and materials, Ha! Ha! River Fishway.....	97 62	
R. W. H. Dimock.....	Removing obstacles to ascent of fish, Little Casca- pedia River.....	150 00	
L. R. Poulin.....	Board of Fishery Guardians, Salmon River.....	91 75	
John Cuddie.....	Carting confiscated fish.....	3 00	
J. G. Pascom.....	Steamboat passages.....	15 00	
C. Barbeau.....	Wages as Special Fishery Guardian.....	44 55	
Jos. Turgeon.....	Hire of vehicle.....	4 50	
Jos. Strong.....	Passages on Saguenay steamers.....	16 25	
L. E. Gaulin.....	Horse hire.....	5 50	
L. E. Chaperon.....	Steamer passages.....	10 00	
S. Hotte.....	Horse hire.....	2 00	
F. Gerken.....	Hotel charges.....	26 53	
George Cox.....	Printing.....	6 40	
A. Fairbairn.....	Disbursements as Fishery Guardian, Thirty-one Miles Lake.....	10 00	
	<i>Carried forward</i> .....	31,068 80	.....

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	31,069 80	
	<b>FISH-BREEDING.—Continued.</b>		
F. Bélanger.....	Specimens stuffed fish.....	11 27	
W. Champness.....	Horse hire.....	40 00	
E. Ritchie.....	Copying.....	48 00	
H. B. Bruce.....	Boat for fisheries service.....	30 00	
C. Major.....	Wharfage.....	7 00	
C. Barbeau.....	Wages as Special Fishery Guardian, Salmon River.....	60 00	
J. A. Gravelle.....	Building fishway, River à Mars.....	16 40	
P. Stevens.....	Wages and disbursements as Special Guardian, Lake Memphremagog.....	217 27	
J. Carragher.....	do do.....	57 00	
L. Murphy.....	do do.....	57 00	
Eli Hebb.....	Removing obstructions, Petite River, N.S.....	50 00	
A. McLeod & Co.....	Removing obstructions, Gold River.....	30 00	
T. Ford.....	Building fishway at Liverpool River.....	183 68	
S. Wilmot.....	Procuring specimens of fish.....	60 00	
J. U. Gregory.....	Refund.....	117 96	
			32,055 38
	<b>FISHERIES PROTECTION STEAMER.</b>		
Napoleon Lavoie.....	Twelve months' salary as Commander.....	1,400 00	
do.....	do disbursements for provisions, pilotage, wood, &c., during the season.....	732 16	
F. Gauthier.....	Five months' salary as Secretary.....	250 00	
do.....	Disbursements and petty expenses.....	54 26	
Capt. C. Morin.....	Five months' pay as Sailing Master.....	208 33	
do.....	Allowance for board whilst fitting out vessel.....	22 00	
T. Poliquin.....	Five months' wages as 1st Engineer.....	321 30	
J. Houde.....	Three do 2nd do.....	137 00	
do.....	Allowance for board.....	7 00	
J. U. Gregory.....	To pay wages of crew, as per pay list.....	4,181 56	
Capt. C. Morin.....	To pay crew for placing vessel in winter quarters, as per pay list.....	107 00	
L. Arel.....	Provisions.....	656 92	
G. Bouchard.....	do.....	403 16	
M. Dion & Co.....	do.....	84 87	
Ls. Bourget.....	do.....	545 14	
J. Derry.....	do.....	576 30	
L. S. Marois.....	Provisions—vegetables.....	238 02	
M. Paradis.....	do butter.....	35 36	
F. Plamondon.....	do fish.....	33 08	
D. Langlois.....	do milk.....	13 06	
J. Davidson.....	do bread.....	48 80	
Archer & Co.....	Lumber.....	585 95	
Henry Dinning.....	do.....	26 81	
Pay list.....	Repairs.....	737 16	
G. Bissett.....	do.....	373 80	
G. T. Phillips.....	do.....	186 46	
G. T. Davis.....	do.....	152 54	
T. Routier.....	do.....	140 99	
St. Lawrence Steam Na- vigation Co.....	Freight and passage.....	28 20	
Biling & Boyce.....	Baskets.....	16 25	
Jos. Eden.....	Coal.....	35 00	
S. Bedard.....	Stove and pipes.....	15 40	
	<i>Carried forward.....</i>	12,353 88	

## STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i> .....	12,353 88	.....
<b>FISHERIES PROTECTION STEAMER.—Continued.</b>			
J. O. Belanger .....	Repairs .....	37 00	
O. Picard.....	do .....	13 73	
P. Whitty .....	do .....	10 00	
John Laird .....	Coals .....	684 00	
W. H. Ross .....	do .....	508 93	
C. H. Black .....	do .....	315 00	
J. Eden .....	do .....	30 00	
L. Leclerc .....	do .....	7 66	
D. McVie & Son .....	Flags .....	32 08	
Sergt. Wynne .....	Repairs to arms .....	35 14	
E. Bedard .....	Painting .....	3 15	
J. B. Plante .....	do .....	10 50	
J. Côté.....	Painting .....	9 98	
G. Côté .....	do .....	8 40	
J. Thibault .....	do .....	11 55	
J. Turcotte .....	do .....	13 65	
J. Bilodeau .....	do .....	1 05	
F. Vezina .....	do .....	12 00	
J. D. Marsan .....	Rigging .....	27 50	
Terreau Bros.....	Castings .....	8 40	
E. Chanteloup .....	Pipe and pump .....	104 50	
F. Rouillard.....	Washing .....	24 00	
Mrs. Brown .....	do .....	5 25	
W. E. Brunet .....	Medicine .....	23 70	
Jos. Eden .....	Freight and supplies .....	99 58	
Audet & Robitaille .....	Rope, &c .....	690 76	
S. J. Shaw & Co.....	Hardware .....	100 61	
Jos. Boivin .....	do .....	333 43	
Dastons, St. Laurent & Co.....	do .....	10 75	
H. S. Scott & Co .....	do .....	18 52	
Dawson & Co.....	Stationery .....	56 03	
T. Rouillard .....	Repairing mattresses .....	18 00	
S. Bedard .....	Repairs to kitchen utensils .....	65 30	
Quebec Gulf Ports Steamship Co.....	Freight .....	3 86	
J. P. Deny .....	Stationery .....	8 00	
Oct. Ouellette .....	Board of crew .....	3 75	
A. Boucher .....	Uniform .....	15 00	
J. Bourivage .....	Board of crew .....	8 50	
S. Bélanger.....	Uniform .....	12 00	
N. Fitz Henry .....	Coaling .....	20 40	
E. Cattelier .....	Board bill .....	7 00	
Wm. Simmons .....	Survey and report .....	30 00	
F. W. Dechene .....	Uniforms for crew .....	128 20	
do .....	Blankets, sheets, &c.....	440 86	
J. Marmen .....	Carting .....	46 90	
D. Leclerc .....	Oakum .....	8 00	
E. Bedard .....	Painting .....	38 86	
Wm. Watson .....	Repairing sails .....	166 77	
J. Fuchs .....	Clothing .....	46 00	
Frs. Deroin .....	Blocks, &c .....	61 90	
L. Guerdard .....	Tables and chairs .....	96 00	
do .....	Carpets .....	54 30	
M. Watson .....	Sails.....	110 08	
Dussault & Co.....	Towage .....	120 00	
	<i>Carried forward</i> .....	17,111 01	.....



STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i> .....	\$ cts. 17,111 01	\$ ets. .....
<b>FISHERIES PROTECTION STEAMER.— <i>Continued.</i></b>			
Crawford & Son .....	Moorage .....	22 00	
M. C. Adams & Co. ....	do .....	18 00	
E. Giroux Bros. ....	Medicine .....	1 50	
M. Thibodeau .....	Crockery .....	48 97	
Ahern & Walsh .....	Bread cutter .....	9 00	
Pélangier & Gariépy.....	Varnish .....	30 80	
N. Lavoie .....	To pay wages and harbour for wintering, as per pay list .....	203 48	
J. Baldwin .....	Blocks, &c.....	2 75	
A. McCallum .....	Repairing compasses .....	4 25	
J. Blais .....	Wintering .....	60 00	
P. Parent & Co.....	Casks .....	61 50	
J. Tardiff.....	Spar .....	5 50	
J. Boivin .....	Hirges .....	11 93	
P. Rouillard .....	Repairing clothes.....	28 00	
Dinning & Webster .....	Wire rope .....	3 13	17,621 82
<b>GLENDON.</b>			
H. & W. Meagher .....	Meat .....	73 70	
S. Reardon .....	Wages self and others as coal trimmers .....	35 99	
G. Watson .....	Balance of disbursements .....	5 57	
do .....	Salary from 1st to 12th June .....	26 66	
J. W. Watson .....	do do as 2nd Officer.....	13 33	
P. A. Dahl .....	Thirteen days' wages as Cook.....	13 00	
Alfred Heltz .....	do do 2nd Cook .....	7 80	
Reuben Dory .....	Fifteen days' wages as Steward .....	9 00	
Alex. McDonald .....	Survey on machinery.....	5 00	
E. Bennett .....	Services as Ship-Keeper.....	18 95	
Judge & Co.....	Water .....	2 00	211 00
	<b>Total</b> .....		<b>17,832 82</b>

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

JOHN TILTON,  
*Accountant.*

## APPENDIX No. 38.

STATEMENT of Expenditure for Outfit and Maintenance of Fisheries Protection, Steamer "Glendon," for the Fiscal Year ended 30th June, 1876.

		\$ cts.	\$ cts.
John Doody	Caulking	89 25	
do	do	245 50	
J. Quinn	Scraping	8 00	
D. Quinn	do	5 00	
Thomas Brundage	Repairing sails	106 10	
William Morris	Labour	41 25	
J. N. Williams	do	17 25	
William Hector	do	18 75	
William E. Sulis	Wages	20 00	
D. Quinn	Labour	10 00	
J. Quinn	do	10 00	
John Doody	Caulking	278 00	
Thomas Polleca	Ferriages to Carleton	5 00	
Robert Carleton	Carpenter work	2 00	
John Doody	Caulking	95 90	
Chas. Daley	Labour	10 00	
Thos. Fitzgerald	do	10 00	
William O. Sulis	do	19 25	
William E. Sulis	Wages	10 00	
William Dibble	Repairs to boat	18 50	
J. Williams	Labour	9 00	
M. A. Morris	do	15 00	
C. E. Harding	Lumber	74 22	
Jas. Williams	Labour	8 25	
Chas. Daley	do	8 00	
Thos. Fitzgerald	do	8 00	
Malcolm Morris	do	15 00	
William E. Sulis	Wages	10 00	
R. Barbour	Painting	253 82	
John Guthrie	Boarding men	6 00	
Thomas Polleca	Wages	10 00	
James Morris	Labour	60 00	
W. E. Sulis	Wood	4 75	
Malcolm Morris	Labour	15 00	
William O. Sulis	do	21 00	
W. E. Sulis	Wages	25 00	
Malcolm Morris	Labour	13 75	
Wm. E. Sulis	Wages	10 00	
Geo. Fleming & Sons	Ash Pans	221 14	
Geo. Perry	Wood	11 20	
John McCaffery	Wharfage	22 50	
Wm. O. Sulis	Labour	10 50	
Wm. E. Sulis	Wages	10 00	
Michael Harrigan	Ballast	30 00	
William Wilson	Boarding engineers and men	129 00	
John Moran	Wharfage	2 70	
J. E. Turnbull	Lumber	5 20	
S. Tufts	Groceries	94 75	
John Malher & Co	Stores	371 25	
Geo. Thomas	Wharfage	27 00	
W. E. Sulis	Wages	84 15	
Wm. O. Sulis	Labour	3 50	
Wm. Cotter & Sons	Provisions	93 56	
John Doody	Carpenter Work	43 66	
T. McAvity & Sons	Outfit for engines, olive oil, portable forge, etc	392 43	
	Carried forward	3,141 08	

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STATEMENT of Expenditure for Outfit and Maintenance of Fisheries Protection Steamer "Glendon."—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i> .....		3,141 08	
R. P. & W. F. Starr.....	Coal.....	335 65	
C. E. Harding.....	Lumber.....	58 80	
Aug. Quick.....	Cordage.....	29 14	
Jas. Dyall.....	Making Water closet.....	16 91	
J. Johnston.....	Hire of Screws.....	1 50	
J. S. Holstead.....	Iron bolts.....	0 93	
Brundage & Jackson.....	Labour.....	3 00	
William Lewis.....	Blacksmith's work.....	8 22	
Sheraton Son & Skinner.....	Bedding.....	36 65	
J. H. Harding.....	Premium and stamps on drafts.....	8 10	
		3,637 98	
Less—\$750 paid and charge in Glendon account, in 1874 and 1875.....		750 00	
		2,887 98	
W. Johnston.....	To pay Railway fares of officers and crew "La Canadienne".....	64 00	
do.....	To pay board of Captain.....	3 50	
do.....	To pay board of Crew.....	7 80	
do.....	To pay freight.....	17 64	
F. E. Gautier.....	Salary for May, 1875.....	50 00	
do.....	Travelling expenses.....	18 00	
L. Aré.....	Meat.....	55 42	
Charles Vien.....	Towage.....	10 00	
J. H. Gilbert.....	Wages as fireman.....	14 40	
N. Fitzhenry.....	Coaling.....	21 28	
F. E. Gautier.....	Salary for June, 1875.....	50 00	
T. Routier.....	Boat.....	144 00	
do.....	Sails, masts, &c.....	56 00	
Paul Pichette.....	Labour.....	10 88	
Archer & Co.....	Lumber.....	365 05	
P. Rouillard.....	Washing.....	12 00	
D. Langlois.....	Milk.....	2 53	
Pay list.....	Repairs, from 26th June to 7th July.....	172 14	
Capt. Morin.....	Repairs.....	27 60	
F. Plamondon.....	Fish.....	2 10	
William Harrington.....	Supplies.....	175 50	
C. King & Co.....	Tent.....	17 00	
T. Terin & A. Savard.....	Wages.....	323 40	
F. Moreau & M. Duhamel.....	do.....	192 80	
C. King & Co.....	Stores.....	50 25	
D. McLaren & E. Potvin.....	Wages.....	335 20	
W. Simard.....	do.....	40 00	
L. Levesque.....	Board.....	42 00	
Balance in hands of Agent at Québec.....		832 58	
			6,000 00

WM. SMITH,  
Deputy Minister of Marine, &c.

JOHN TILTON,  
Accountant.

## APPENDIX No. 39.

## STATEMENT of Receipts on account of Sick Mariners' Fund, for the Fiscal Year ended 30th June, 1876.

	\$ cts.	\$ cts.
<b>QUEBEC.</b>		
Gaspé.....	180 56	
Magdalen Islands .....	24 54	
Montreal.....	2,709 98	
New Carlisle .....	78 26	
Philipsburg.....	1 40	
Percé.....	46 46	
Quebec.....	14,025 46	
Rimouski .....	73 66	
St. Johns.....	1,719 90	
Stanstead.....	16 68	
Three Rivers.....	109 68	
		<b>18,986 58</b>
<b>NEW BRUNSWICK.</b>		
Bathurst.....	157 66	
Baie Verte.....	18 40	
Campo Bello .....	60 90	
Caraquette.....	49 84	
Chatham.....	2,073 78	
Dalhousie.....	198 64	
Dorchester.....	68 90	
Hillsboro'.....	150 96	
Moncton .....	2 56	
Newcastle .....	504 36	
Richibucto.....	436 32	
Sackville .....	63 98	
Shédiac.....	337 60	
Shippegan .....	6 36	
St. Andrews .....	88 68	
St. George.....	89 58	
St. John.....	4,528 96	
St. Stephen .....	114 18	
West Isles.....	10 68	
		<b>8,962 34</b>
<b>NOVA SCOTIA.</b>		
Amherst.....	258 65	
Annapolis.....	75 00	
Antigonish.....	31 16	
Arichat.....	123 46	
Baddeck.....	104 10	
Barrington.....	40 32	
Cornwallis .....	51 22	
Digby.....	156 88	
Guysboro'.....	61 56	
Halifax.....	4,219 80	
Liverpool.....	199 42	
Lockeport.....	40 88	
Londonderry.....	10 31	
Lunenburg.....	388 40	
Margaretsville.....	18 52	
		<b>5,729 68</b>
<i>Carried forward.....</i>	5,729 68	

STATEMENT of Receipts on account of Sick Mariners' Fund, etc.—*Continued.*

	\$ cts.	\$ cts.
<i>Brought forward</i> .....	5,729 68	
<i>NOVA SCOTIA.—Continued.</i>		
North Sydney.....	1,243 20	
Parrsboro'.....	78 95	
Pictou.....	885 16	
Port Hawkesbury.....	81 06	
Port Hood.....	14 32	
Port Medway.....	58 76	
Shelburne.....	41 64	
Sydney.....	1,263 40	
Weymouth.....	48 44	
Windsor.....	670 08	
Yarmouth.....	307 84	
Big Bras d'Or.....	2 64	
		10,425 17
<i>BRITISH COLUMBIA.</i>		
Victoria.....		2,197 33
<i>PRINCE EDWARD ISLAND.</i>		
Charlottetown.....		716 24

## RECAPITULATION.

Quebec.....	\$18,986 58
New Brunswick.....	8,962 34
Nova Scotia.....	10,425 17
British Columbia.....	2,197 33
Prince Edward Island.....	716 24
Total .....	41,287 66

W.M. SMITH,

*Deputy Minister of Marine, etc.*

JOHN TILTON,

*Accountant.*

## APPENDIX No. 40.

STATEMENT shewing the Names of the Members on the Establishment Staff of the Department of Marine and Fisheries, the Rank held by each, and the Salary they severally received, during the Fiscal Year ended 30th June, 1876.

Name.	Rank.	Salary.	\$ cts.	\$ cts.
The Hon. Albert J. Smith .....	Minister .....	12 months' salary .....		7,000 00
William Smith .....	Deputy Minister .....	do .....		3,200 00
W. F. Whitcher.....	Commissioner of Fisheries .....	do .....	2,000 00	
Do .....	do .....	Bonus .....	200 00	2,200 00
John Hardie.....	Chief Clerk .....	12 months' salary .....	2,000 00	
Do .....	do .....	Bonus .....	100 00	2,100 00
Joseph Tomlinson ..	General Superintendent of Lights .....	12 months' salary .....	2,000 00	
Do .....	do .....	Bonus .....	300 00	2,300 00
John Tilton .....	1st Class Clerk and Accountant .....	12 months' salary .....	1,700 00	
Do .....	do .....	Bonus .....	100 00	1,800 00
S. P. Bauset .....	1st Class Clerk .....	12 months' salary .....	1,450 00	
Do .....	do .....	Bonus .....	150 00	1,600 00
W. L. Magee .....	do .....	12 months' salary .....	1,450 00	
Do .....	do .....	Bonus .....	150 00	1,600 00
W. S. Pettegrew.....	Sen. 2nd Class Clerk .....	12 months' salary .....	1,200 00	
Do .....	do .....	Bonus .....	100 00	1,300 00
F. F. Gourdeau .....	do .....	12 months' salary .....	1,162 50	
Do .....	do .....	Bonus .....	100 00	1,262 50
Marmaduke Graburn	do .....	11 months' salary .....		1,008 34
W. P. Anderson .....	Jun. 2nd Class Clerk and Asst. Engineer.	12 months' salary .....		1,000 00
Wm. H. Alexander...	Jun. 2nd Class Clerk .....	do .....	825 00	
Do .....	do .....	Bonus .....	100 00	925 00
Carried forward .....				27,295 84

STATEMENT shewing the Names of the Members on the Establishment Staff of the Department of Marine and Fisheries, etc.—*Concluded.*

Name.	Rank.	Salary.	\$ cts.	\$ cts.
<i>Brought forward</i> .....				27,295 84
R. N. Venning .....	Jun. 2nd Class Clerk	12 months' salary .....	800 00	
Do .....	do	Bonus .....	50 00	850 00
George Trudeau .....	Jun. 2nd Class Clerk and Translator	12 months' salary .....	750 00	
Do .....	do	Bonus .....	100 00	850 00
John Makinson .....	Jun. 2nd Class Clerk	12 months' salary .....		700 00
Arthur Chisholm .....	3rd Class Clerk	do .....	600 00	
Do .....	do	Bonus .....	50 00	
Do .....	do	4 months' salary as Private Secretary	66 67	716 67
W. B. Carleton .....	3rd Class Clerk	12 months' salary .....	575 00	
Do .....	do	Bonus .....	50 00	625 00
James B. Halkett .....	do	12 months' salary .....	575 00	
Do .....	do	Bonus .....	50 00	625 00
F. E. A. Gautier .....	do	7 months' salary .....	316 67	
Do .....	do	Bonus .....	50 00	366 67
Jules Morin .....	Messenger	12 months' salary .....	500 00	
Do .....	do	Bonus .....	50 00	550 00
James Robertson .....	do	12 months' salary .....		210 00
				32,789 18

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

JOHN TILTON,  
*Accountant*

## APPENDIX No. 41.

## GENERAL SUMMARY of Expenditure of the Department of Marine and Fisheries, for the Fiscal Year ended 30th June, 1876.

Service.	\$	cts.	\$	cts.
Construction of Lights above Montreal .....	13,320	40		
do between Quebec and Montreal.....	88	10		
do below Quebec.....	24,278	37		
do New Brunswick.....	17,819	95		
do Nova Scotia.....	42,214	55		
do British Columbia.....	8,477	67		
do Prince Edward Island.....	11,829	61	118,028	65
Maintenance of Lights above Montreal.....	68,344	18		
do between Quebec and Montreal.....	12,999	48		
do below Quebec.....	94,997	12		
do New Brunswick.....	62,551	61		
do Nova Scotia, including Sable Island Human Establishment.....	142,202	58		
do British Columbia.....	17,175	97		
do Prince Edward Island.....	13,730	53	412,001	47
Dominion steamers, including the purchase of "Newfield" and "Glendon".....			215,954	13
Gun Boat "Prince Alfred".....			1,124	97
Steamboat Inspection.....			13,081	86
Examination of Masters and Mates.....			4,672	08
Trinity House, Quebec, (six months).....			3,795	81
Inspection and Classification of Vessels.....			412	06
Investigations into Wrecks and Casualties.....			466	41
Rewards for Saving Life; purchase of Life Boats.....			2,292	20
Harbour Police, Quebec and Montreal.....			41,226	68
Meteorological Service of the Dominion.....			37,000	00
Magnetic Observatory, Toronto.....			4,812	31
Quebec Observatory.....			2,400	00
St. John, N.B., Observatory.....			847	72
McGill University Observatory, Montreal.....			500	00
Marine and Immigrant Hospital, Quebec.....			23,795	85
Marine Hospitals, Ontario.....	1,000	00		
Sick, Disabled, Shipwrecked and Distressed Seamen, Quebec.....	3,485	39		
Marine Hospitals, &c., New Brunswick.....	9,196	00		
do Nova Scotia.....	15,909	97		
do British Columbia.....	3,408	33		
do Prince Edward Island.....	1,486	09		
Board of Trade, London.....	2,579	94		
			37,155	72
Cape Race Light.....			922	98
Packet Service, Prince Edward Island.....			750	00
Steam Communication between Quebec and Maritime Provinces.....			10,000	00
On account of construction "Northern Light" for winter communication between Prince Edward Island and Mainland.....			16,241	26
Fisheries and Fish-breeding.....			108,183	73
Departmental Salaries.....			32,789	18
Total.....			1,088,455	07

JOHN TILTON,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.



## APPENDIX No 42.

F. X. DION in account current with the Decayed Pilot Fund of Quebec, to the 31st December, 1876.

PILOTS ASSISTED FROM THE FUND.		\$	cts.	\$	cts.
Siméon Plante .....		58	66		
Clovis Ancil .....		40	00		
Thomas Théberge .....		48	00		
Pierre Ross .....		9	87		
					156 53
PENSIONERS AT THE CHARGE OF THE FUND.					
AMOUNT PAID TO EACH ONE DURING THE YEAR, FROM 1ST NOVEMBER, 1875, TO 1ST NOVEMBER, 1876.					
PILOTS.					
<i>Nine Pilots at \$160 each.</i>					
Paul Blouin .....		160	00		
Chs. Boissel (died 7th August, 1876).....		123	11		
J. B. Dion .....		160	00		
Isaac Forbes (died 13th December, 1876).....		160	00		
Alex. Pelletier (died 20th April, 1876).....		76	00		
Chs. Chouinard .....		80	00		
Jos. Raymond .....		160	00		
Antoine Labrègue.....		26	66		
Joseph Langlois .....		26	66		
					972 45
<i>Eight Pilots at \$140 each.</i>					
Fcréol Bourget.....		140	00		
Coprean Langlois.....		23	33		
Edouard Demers .....		140	00		
J. Bte. Pâquet .....		140	00		
do arrears.....		70	00		
Pierre Laprise .....		77	08		
Amable St. Laurent .....		140	00		
do arrears .....		11	66		
J. S. D'Amour (died 25th May, 1876).....		68	35		
Jos. St. Laurent .....		77	08		
					887 50
<i>Four Pilots at \$120 each.</i>					
Frs. Is. Lapointe.....		120	00		
Frs. X. Lapointe .....		120	00		
Nich. Paradis .....		120	00		
Thomas Théberge .....		41	00		
					401 00
<i>Thirty-four Pilots at \$96 each.</i>					
Jean Ev. Adam .....		96	00		
Ant. Boucher .....		96	00		
J. B. Caron (died 29th August, 1876).....		79	46		
Carried forward.....		271	46		2,260 93

F. X. DIXON in account current with the Decayed Pilot Fund of Quebec, etc.—Continued.

	cts.	\$ cts.
<i>Brought forward</i> .....	271 46	2,260 93
<b>PILOTS.—Continued.</b>		
Alex. Chamberland .....	72 00	
do arrears .....	24 00	
Pierre Charest .....	96 00	
Vital Charest .....	96 00	
F. X. Corriveau .....	96 00	
Frs. Côté .....	96 00	
Frs. Curodeau .....	96 00	
Chs. Dion .....	96 00	
Guil. Fournier .....	96 00	
Michel Fournier.....	96 00	
Isaac Gourdeau (died 21st August, 1876).....	77 60	
Pierre Gourdeau .....	96 00	
Joseph Lapointe .....	96 00	
Jean Lavoie .....	96 00	
Louis Lemieux .....	96 00	
F. X. Ménard .....	96 00	
Michel Morin.....	96 00	
Frs. Nadeau .....	96 00	
Pierre Paquet .....	96 00	
Frs. Pelletier .....	96 00	
Ths. Pelletier .....	96 00	
do arrears .....	24 00	
Gabriel Plante .....	96 00	
Paul Pouliot .....	96 00	
Ant. Roussel.....	96 00	
Alexis Roy.....	96 00	
J. Léon Roy .....	96 00	
Cél. St. Pierre .....	96 00	
Ed. Vaillancourt .....	96 00	
Chs. Vézina .....	96 00	
Michel Vézina.....	96 00	
Olivier Vézina .....	96 00	
Amable Genest (died 8th October, 1875)—arrears .....	18 13	
James Forbes .....		3,175 19-
Jos. Dennis, dit Lapiere .....	40 00	80 00
do do arrears.....	10 00	
		50 00
<b>WIDOWS OF PILOTS.</b>		
<i>Sixty-eight Widows at \$80 each.</i>		
Widow of C. J. Adam .....	80 00	
do J. B. Assélin.....	80 00	
do L. (A. A.) Assélin .....	80 00	
do L. (M. L.) Assélin .....	80 00	
do Frs. Baquet .....	80 00	
do Grég. Bernier .....	80 00	
do Magl. Boucharde .....	80 00	
do Chs. Brown .....	80 00	
do Félix Caron.....	80 00	
do Germain Caron .....	80 00	
do Ed. Chevalier .....	80 00	
do F. Couillard .....	80 00	
do Dav. Cinq Mars .....	79 78	
do Jos. Desrosiers.....	80 00	
do Jos. Dick (died 14th March, 1876).....	29 80	
do Ths. Dick .....	80 00	
do Paschal Dick .....	80 00	
do Jean Dion .....	80 00	
do Aug. Dorion .....	80 00	
<i>Carried forward</i> .....	1,469 58	5,566 12

F. X. DIXON in account current with the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$ cts.	\$ cts.
<i>Brought forward</i> .....	1,469 58	5,566 12
<b>WIDOWS OF PILOTS.—Continued.</b>		
Widow of Christopher Dumas .....	80 00	
do Jos. Dumas .....	80 00	
do Ths. Dunford .....	80 00	
do Jos. Dussil .....	80 00	
do Jean Gabriel .....	17 78	
do Jacq. Fournier (died 25th November, 1875) .....	5 55	
do Alexis Pelletier .....	42 23	
do Louis Crépault .....	49 06	
do Jean Gaulin .....	80 00	
do Jos. Genest .....	80 00	
do Denis Glynn .....	80 00	
do Pierre Gourdeau .....	80 00	
do Wm. Irvine .....	80 00	
do C. F. Koenig .....	80 00	
do Ovid Lachance .....	80 00	
do F. Langelier .....	80 00	
do Jul. Langlois .....	80 00	
do L. Langlois (E.D) .....	80 00	
do Pierre Langlois .....	80 00	
do Frs. Lapointe .....	80 00	
do J. B. Laroche .....	80 00	
do A. Lavoie (L.M) .....	80 00	
do Henri Lavoie .....	80 00	
do L. M. Lavoie .....	80 00	
do Firmin Lévesque .....	80 00	
do do arrears .....	20 00	
do Jean Marcoux .....	80 00	
do Jean Mercier .....	80 00	
do Ant. Michaud .....	80 00	
do Henri Noel .....	80 00	
do Pierre Normand .....	80 00	
do Bénoni Normand .....	80 00	
do A. Ouellet .....	80 00	
do J. B. Patoiné .....	80 00	
do Dav. Pettigrew .....	80 00	
do Benj. Pineau .....	80 00	
do Paul Pouliot .....	80 00	
do J. M. Plante .....	80 00	
do Amable Genest .....	80 00	
do do arrears .....	4 67	
do Frs. Rioux .....	80 00	
do Jean Ruel .....	52 00	
do Fred. Simpson .....	80 00	
do John Simpson .....	80 00	
do Jos. Simpson .....	80 00	
do George St. Amand .....	80 00	
do R. E. Simard .....	80 00	
do Pierre Ross .....	36 22	
do Isaac Gourdeau .....	15 34	
do Jos. Lévesque .....	11 88	
do J. B. Caron .....	13 56	
		4 937 87
<i>Fourteen Widows at \$64 each.</i>		
Widow of Wm. Amyot .....	64 00	
do Paul Blouin .....	64 00	
do Frs. Boissinot .....	64 00	
do James Campbell .....	64 00	
do Célestin Côté .....	64 00	
do Frs. Desnoyers .....	64 00	
do P. Desrosiers .....	64 00	
		4 448 00
<i>Carried forward</i> .....	448 00	10,503 99

F. X. DIXON in account current with the Decayed Pilot Fund of Quebec,  
etc.—Continued.

	\$ cts.	\$ cts.
<i>Brought forward</i> .....	448 00	10,503 99
<b>WIDOWS OF PILOTS—Continued.</b>		
Widow of H. Gauthier (died 3rd July, 1876) .....	43 20	
do F. X. Lachance .....	64 00	
do F. P. Lachance .....	64 00	
do F. Leclerc .....	48 00	
do do arrears .....	16 00	
do M. Pelletier .....	64 00	
do J. O'Reilly.....	64 30	
do A. Royer .....	64 00	
<i>Eight Widows at \$48 each.</i>		875 20
Widow of C. W. Chouinard .....	48 00	
do J. Dandurand .....	48 00	
do André Keable .....	48 00	
do Guil. Morency .....	48 00	
do M. Riouse .....	48 00	
do Pierre Rouleau.....	48 00	
do do (arrears) .....	12 00	
do J. B. Servant.....	48 00	
do H. Verrault.....	48 00	
<i>Fifteen Widows at \$40 each.</i>		396 00
Widow of Z. Blanchet .....	40 00	
do Magloire Cavenagh.....	40 00	
do do arrears .....	10 00	
do Fabien Caron.....	40 00	
do Magloire Côté.....	40 00	
do R. Côté.....	40 00	
do Ant. Fortier.....	40 00	
do L. Langlois (A.R.).....	40 00	
do P. Lapierre.....	40 00	
do P. Lapointe.....	40 00	
do P. Michaud.....	40 00	
do Thos. McNeil.....	40 00	
do George Plante.....	40 00	
do A. Raymond.....	40 00	
do George Simard.....	10 00	
do do arrears .....	10 00	
do L. Thivièrge.....	40 00	
<b>CHILDREN OF PILOTS.</b>		590 00
D. Abraham Chasseur (insane).....1.....	48 00	
D. Charest David (sick).....1.....	48 00	
do do arrears.....	24 00	
H. Conillard do.....1.....	48 00	
D. Charest Gervais do.....1.....	32 00	
do do arrears.....	40 00	
J. Gourdeau do.....1.....	30 00	
W. Petitgrewe do.....2.....	50 00	
T. Boutin do.....1.....	24 00	
P. Carodeau (insane).....1.....	6 00	
P. Toussaint (sick).....1.....	24 00	
P. Bequet do.....1.....	20 00	
T. Dupuis do.....1.....	20 00	
P. Forbes, (died 25th September, 1875).....	3 05	
N. Fortin (sick).....1.....	20 00	
J. Johan do.....1.....	20 00	
E. Lavoie do.....3.....	57 60	
P. Garneau.....3.....	48 00	
P. Ga neau, reached 15 years of age 26th February, 1875.....	1 17	
<i>Carried forward</i> .....		563 82
		12,365 19

F. X. DIXON in account current with the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$ cts.	\$ cts.
<i>Brought forward</i> .....	563 82	12,365 19
<b>CHILDREN OF PILOTS —Continued.</b>		
B. Pineau (sick) .....1.....	3 00	
do do arrears.....	9 00	
E. Gourdeau.....	20 00	595 82
<b>STATE OF THE FUND.</b>		
Money lent.....	53,710 22	
On hand, viz.: in the Savings Bank.....	7,543 52	
In the Treasurer's hands.....	171 30	
Deduct arrears due on pensions this day.....		61,425 04
		121 33
Total.....		61,303 71
<b>RECEIPTS.</b>		
Amount received from the Secretary-Treasurer of the Trinity House, Quebec, to 1st January, 1876.....	6,869 87	
From Turnpike Road Trustees of Quebec, one year's interest to 1st July, 1876, on \$22,800.....	1,368 00	
From Corporation of Quebec, one year's interest to 1st July, 1876, on \$9,000.....	630 00	
From Dominion of Canada, one year's interest on \$19,300.....	1,158 00	
From estate of P. Boisseau, one year's interest on \$2,000.....	120 00	
From Capt. A. Marmen, interest received to 31st December, 1876, \$16.32; received surplus of capital of \$240, \$32.45.....	48 77	
La Casse d'Economie, interest to 25th May, 1876.....	89 81	
Retained on Pilotage:—		
From the Corporation of Pilots, arrears of 1875.....	583 42	
do do for the season 1876.....	10,358 89	
From Pilot Captains.....	253 00	21,479 76
<b>EXPENDITURE.</b>		
Pensions and relief paid during the season of relief.....	156 53	
Arrears of pensions on 31st December, 1875.....	307 39	
Amount of the pension list for the quarter ending 31st January, 1876.....	3,137 85	
do do do 30th April, 1876.....	3,148 14	
do do do 31st July, 1876.....	3,176 42	
do do do 31st October, 1876.....	3,191 21	
One year's salary to Treasurer and Assistant.....	500 00	
Paid one-third of a safe, the Corporation of Pilots paying two-thirds.....	100 00	
Paid to S. Marcotte for blank books.....	32 00	
Paid for transfer of Government Bonds to the Corporation of Pilots.....	9 75	
Paid for blanks and a journal.....	5 65	
Deposits in the Savings Bank.....	7,543 52	
Balance in Treasury.....	171 30	21,479 76

F. X. DION,  
*Treasurer.*

E.E.  
TRINITY HOUSE, QUEBEC,  
31st December, 1876.

We, the undersigned, certify to having scrupulously examined the above statement, and to having found it correct.

THEOPHILE CORRIVEAU, }  
CHARLES NORMAND, } *Auditors.*

P. COUSIN,  
*Accountant.*

## APPENDIX No. 43.

REPORT ON THE DECAYED PILOT FUND OF MONTREAL FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

MONTREAL, January 17th, 1877.

SIR,—I have the honour to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the "Decayed Pilot Fund," for the year ended 31st December, 1876, together with a statement showing the condition of the Fund at that date.

The amount at the disposal of the Fund is steadily increasing, as compared with last year, the securities exhibit an increase of \$1000, and the cash in the City and District Savings Bank of \$1137.

The following changes have taken place among those entitled to receive pensions from the fund, viz., Francois Dalbec, old Pilot, died on 3rd February last, Edouard Boudreau, old Pilot, died on 30th April, his pension was continued to his widow; David Mathien, Pilot, died on the 13th July, and his widow was placed on the pension list.

There are now twenty-one persons receiving pensions from the fund, nineteen women and two men.

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

H. H. WHITNEY,  
*Treasurer.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

DR H. H. WHITNEY, Treasurer, in account with Decayed Pilot Fund. CR.

Table with columns: Date, Description, \$, cts., 1876, \$, Description, 1876, \$, cts., Description, \$, Description, \$, ts. Includes entries for 1876 and 1877 with various financial transactions and pension payments.

do	29....	From L. N. Bouillie, pilot steamer "Montreal," 5 p.c., salary, 1876....	50 00	do	12.	do	Edouard Boudreau, 3 months' pension, 1st February.....	15 00
do	30....	From Collector of Customs, poundage for November.....	201 80	do	15..	do	Edouard Boudreau, 3 months' pension, 1st May.....	15 00
Dec.	16....	Poundage on steamship "Valette," from D. Shaw.....	2 44	do	1..	do	Widow O. Abelle, 3 months' pension, 1st August.....	15 00
do	31....	Interest from City and District Savings Bank to date.....	132 88	do	1..	do	Z. Boudreau, do	15 00
				do	1..	do	Thomas Dubord, do	15 00
				do	1..	do	J. Lacoursiere, do	15 00
				do	1..	do	A. Mathon, do	15 00
				do	1..	do	P. Paget, do	15 00
				do	2..	do	F. Hamelin, do	15 00
				do	5..	do	O. Raymond, do	15 00
				do	7..	do	Isaie Beaudry, do	15 00
				do	7..	do	A. Belcourt, do	15 00
				do	7..	do	S. Belisle, do	15 00
				do	7..	do	N. Bouillie, do	15 00
				do	7..	do	L. D. Bouillie, do	15 00
				do	7..	do	H. Lemai, do	15 00
				do	7..	do	M. Biron, do	15 00
				do	7..	do	A. Trottier, do	15 00
				do	22..	do	J. Boney, do	15 00
				do	11..	do	Joseph Mathieu, do	15 00
				do	11..	do	Widow O. Abelle, 3 months' pension, 1st November.....	15 00
				do	1..	do	P. Pagé, do	15 00
				do	2..	do	Z. Boudreau, do	15 00
				do	2..	do	T. Dubord, do	15 00
				do	2..	do	H. Lemai, do	15 00
				do	2..	do	J. Lacoursiere, do	15 00
				do	2..	do	A. Mathon, do	15 00
				do	3..	do	J. Boney, do	15 00
				do	6..	do	I. Beaudry, do	15 00
				do	6..	do	S. Belisle, do	15 00
				do	6..	do	N. Bouillie, do	15 00
				do	6..	do	L. D. Bouillie, do	15 00
				do	6..	do	F. Hamelin, do	15 00
				do	6..	do	M. Biron, do	15 00
				do	6..	do	A. Trottier, do	15 00
				do	6..	do	D. Mathieu, do	15 00
				do	6..	do	E. Boudreau, 6 do	30 00
				do	6..	do	Olivier Boudreau, 6 do	30 00
				do	7..	do	Joseph Mathieu, 3 do	15 00
				do	7..	do	Widow A. Belcourt, do	15 00
				do	7..	do	O. Raymond, do	15 00
				do	31..	do	Balance carried forward.....	4,096 86
							Total.....	7,341 86



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 DECAYED PILOT FUND,
 

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STATEMENT OF FUNDS.		\$ cts.
Montreal Harbour Bonds .....		21,000 00
Montreal Water Works Bond.....		2,000 00
Dominion Stock.....		1,620 00
Cash deposited in City and District Savings Bank.....	\$4,079 20	
Cash in Treasurer's hands.....	17 66	
		4,096 86
Total.....		28,716 86

(Signed,)

H. H. WHITNEY,

*Treasurer.*

MONTREAL, 31st December, 1876.

I hereby certify that I have examined the statements of receipts and disbursements of the Treasurer of the "Decayed Pilot Fund," for the year commencing the 1st January and ending the 31st December, 1876; also, the securities mentioned in the above statement, belonging to this Fund, and the cash on hand, all of which I find to be correct.

(Signed,)

ADOLPHE ROY,

*Harbour Commissioner.*

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S U P P L E M E N T

(No. 1)

TO THE

NINTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876;

BEING A

L I S T O F L I G H T S

ON THE

COASTS, RIVERS AND LAKES

OF THE

D O M I N I O N O F C A N A D A

ON THE

31ST DAY OF DECEMBER, 1876.



OTTAWA :

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

1877.



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# LIST OF LIGHTS

ON THE

## COASTS, RIVERS AND LAKES

OF THE

### DOMINION OF CANADA

UNDER THE CHARGE OF THE DEPARTMENT OF MARINE AND FISHERIES.

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All the Lights below Quebec, on the River St. Lawrence, including Pointe de Monts, Cape Chatte and Egg Island, are extinguished on the 10th December, and those in the Gulf of St. Lawrence, Straits of Belle Isle, Northumberland Straits, Prince Edward Island and Gut of Canso, are extinguished on the 20th December (with the exception of the Light on Bird Rock, which is kept burning till the 31st December,) and lighted on the 1st April of each year.

The Lights in the Bay of Fundy, and on the Southern and Eastern Coasts of Nova Scotia, and the Light on the South-west point of St. Paul's Island, are exhibited all the year round.

The Lights above Quebec, and on the Lakes, are shown during the season of navigation.

All bearings are magnetic, and are given from seaward.

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

OTTAWA, 1st January, 1877.

List of Lights on the Coasts, Rivers and

LABRA

ABBREVIATIONS:—F., fixed or steady; Fl., flashing; F. and Fl., fixed light, with a white or red flash in reflectors; D., dioptric, or by refracting

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F., Fl., F. & Fl., Rev., Int., Alt.	Colour of Light.	Interval of Revolution or Flash.
1	BELLE ISLE.....	Straits of Belle Isle, extreme S. point of Island.	51 53	0 55 22 15	One .....	F	White	.....
2	AMOUR POINT.....	S.E. side of Forteau Bay.	51 27 35	56 50 55	One .....	F	White	.....

NEWFOUND

3	CAPE NORMAN....	Straits of Belle Isle...	51 38	0 55 53 40	One .....	Rev	White	Every 2 min.
4	POINT RICH .....	Straits of Belle Isle...	50 41 50	57 27 40	One .....	Fl	White	Every 15 sec.
5	CAPE RAY .....	On W. side of cape....	47 37	0 59 18 0	One .....	Fl	White	Every 10 sec.

GULF AND RIVER

6	ST. PAUL'S ISLAND.	On rock off N.E. point of Island.	47 13 50	60 8 20	One .....	F	White	.....
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## Lakes of the Dominion of Canada.

## D O R.

addition, preceded and followed by a short eclipse; Rev., revolving; C., catoptric, or by metallic lenses; Int., intermittent; Alt., alternating.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
28	White, circular, clap-boarded.	470	62	1858	D, First order.	Visible from about N.W. by N., round by S. to E. A gun fires hourly during fog and snow storms. Depot of provisions for shipwrecked mariners.	1
18	White, circular.....	155	109	1855	D, Second order.	A gun fires hourly during fog and snow storms.	2

## L A N D.

20	White, hexagonal.....	138	40	1871	C .....	Visible from all points of approach seaward.	3
18	White, hexagonal.....	130	40	1871	C .....	Visible from all points of approach seaward.	4
20	White, hexagonal.....	.....	41	1871	C .....	At a long distance flashes not observed. A fog whistle is blown in thick and foggy weather and during snow storms, 10 sec. in each minute, leaving an interval of 50 sec. between each blast. Heard in calm weather or with the wind from 8 to 10 miles, and in stormy weather or against the wind from 3 to 6 miles, according to the state of the atmosphere.	5

## ST. LAWRENCE.

20	White, octagonal, wood.	140	40	1839	D, Third order.	Obscured between N. by E. & E. and E.N.E.	6
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List of Lights on the Coasts, Rivers and  
GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
7	ST. PAUL'S ISLAND.	S.W. point of Island.	47 11 20	60 9 40	One .....	Rev	White	Every minute..
8	BIRD ROCK.....	Magdalen Islands.....	47 50 40	61 8 20	One .....	F	White	.....
	ENTRY ISLAND....	On S.E. side of Island, Magdalen Islands.	47 16 30	61 41 20	One .....	F	Red	.....
10	AMHERST ISLAND.	S. Point of Island, Magdalen Islands.	47 13 0	61 58 0	One .....	Rev	Red and white	Every 30 sec..
11	ETANG DU NORD..	W. side of Grindstone Islands, Magdalens.	47 23 30	61 57 0	One .....	Rev	White	Every 1½ min.
12	CARLETON POINT.	Bay of Chaleur.....	48 5 15	66 7 0	One .....	F	Red	.....
13	PASPEBIAC.....	Near extremity of Spit	48 0 54	65 14 20	One .....	F	White	.....
14	MAQUEREAU POINT	Bay of Chaleur.....	48 12 30	64 46 12	One .....	Rev	Red and white alt.	Every minute-

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
20	White, octagonal, wood.	140	40	1831	D, Third order.	Obscured when bearing from S.S.E. to W. $\frac{1}{2}$ N. A fog whistle on the S. side of the island, S.W. of Atlantic Cove, about $\frac{1}{2}$ mile from the Humane Establishment, sounds once for five sec. in each minute during thick weather and storms.	7
21	White, hexagonal.....	140	50	1870	D, Second order.	Dwelling-house also white, 200 feet from tower. A gun fires hourly during fogs and snow storms.	8
12	White, square, wood, with dwelling attached.	90	28	1874	C .....	Light seen from all points, except from E.S.E. round to N., where it is intercepted by the high lands of the Island.	9
20	White, hexagonal .....			1871	C .....		10
20	White, square .....	200	28	1874	.....	A steam fog-whistle sounds in thick weather, fogs and snow storms two blasts of eight seconds' duration in each minute, with an interval of 22 seconds between each blast, and will probably be heard in calm weather or with the wind from eight to twelve miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.	11
12	White, wood.....	32	28	1872	C .....		12
13	White, square, wood.	55	54	1870	C .....		13
12	White, square.....	56	27	1874	C .....		14



## List of Lights on the Coasts, Rivers and

## GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F. Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
15	CAPE DESPAIR....	Bay of Chaleur .....	48 25 40	64 18 20	One .....	Rev	White	Ev'y half min.
16	PERCÉ.....	On Whitehead Cape...	48 30 30	64 13 0	One .....	F	White	.....
17	GASPÉ.....	O'Hara Point, Wharf Basin.	48 49 53	64 31 41	One .....	F	Red	.....
18	GASPÉ BAY LIGHT SHIP.	At Sandy Beach Point, moored off extreme of Spit.	48 50 45	64 24 30	Two, red 29 feet, and white 35 feet from deck.	F	Red, with white 6 feet above.	.....
19	GASPÉ CAPE.....	.....	48 45 15	64 9 15	One .....	F	Red	.....
20	CAPE ROSIER.....	On Cape .....	48 51 57	64 12 0	One .....	F	White	.....
21	HEATH POINT.....	E. End, Anticosti Island.	49 5 20	61 42 30	One .....	F	White	.....
22	BAGOT'S BLUFF...	$\frac{3}{4}$ mile W. from S. Point, Anticosti Island.	49 4 0	62 15 10	One .....	Fl.	White	Every 20 secs.

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, square, wood, with red roof.	90	18	1874	C .....		15
13	White, square, wood.	138	20	1874	C .....	Fog-horn here .....	16
7	.....	30	.....	.....	C .....		17
.....	Painted red, with "Light Vessel" on her side.	.....	.....	1871	C .....		18
12	Square, wood, with dwelling attached.	350	30	1873	C .....	A steam fog-whistle sounds in thick weather, fogs and storms, for ten seconds in each minute, leaving an interval of fifty seconds between each blast. Heard in calm weather or with the wind from eight to thirteen miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.	19
16	White, circular, clap-boarded.	136	112	1858	D, First order.	A gun fires hourly during fog and snow storms.	20
15	White, circular faced and clapboarded.	110	90	1835	C .....	The lighthouse is always kept open to the southward of Cormorant Point. Visible between bearings S. W. by W. to E. Depôt of provisions here for shipwrecked mariners.	21
14	White, hexagonal.....	75	54	1871	C .....	A fog-whistle 100 yds. E. of lighthouse sounds during snow storms, and in thick or foggy weather for ten seconds in every minute, thus making an interval of fifty secs. between each blast.	22

List of Lights on the Coasts, Rivers and

GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
23	SOUTH W. POINT.	Anticosti Island.....	49 23 45	63 35 46	One .....	Rev	White	Every minute..
24	WEST POINT .....	Extreme W. Point, Anticosti Island.	49 52 30	64 31 40	One .....	F	White	.....
25	CAPE MAGDALEN.	On Cape .....	49 15 40	65 19 30	One .....	Alt	Red and white	Every 2 min...
26	MARTIN RIVER....	On S. shore, Gaspé County.	49 13 25	66 9 0	One .....	F	White	.....
27	SEVEN ISLANDS...	On Carousal Island...	50 5 40	66 22 44	One .....	F	White	.....
28	CAPE CHATTE.....	N.E. Point of Cape ...	49 5 55	66 45 29	One .....	Rev	White	Every 30 secs..
29	EGG ISLAND.....	600 feet from S. end of Island.	49 38 0	67 10 0	One .....	Rev	White	Every 1½ min..
30	POINTE DE MONTS	About 1¼ mile N.E. of Point.	49 19 35	67 21 55	One .....	F	White	.....
31	MATANE.....	Rimouski .....	48 52 0	67 33 0	One .....	F	Red	.....
32	LITTLE METIS POINT.	.....	48 41 10	68 2 30	One .....	Rev	White	Every minute..

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
15	White, circular, faced and clapboarded.	100	75	1831	C .....	Visible between bearings of N.N.W., round by S. to S.E. by E.	23
15	White, circular, clapboarded.	112	109	1858	D. Second order.	A gun fires hourly during fogs and snow storms. Depôt of provisions for shipwrecked mariners.	24
Red 15, White 20.	} White, hexagonal..	147	54	1871	C .....	.....	25
		17	White, square, wood, with dwelling attached.	125	54	1876	C .....
20	White, square, wood, with dwelling attached.	200	39	re-er'c'd 1876	C .....	.....	27
18	White, square, wood.	120	26	1871 re-er'c'd 1875	C .....	Visible from all points of approach seaward.	28
15	Octagonal, surmounting dwelling.	70	35	1871	C .....	.....	29
15	White, circular, clapboarded.	100	75	1830	C .....	Depôt of provisions for shipwrecked mariners. A gun fires hourly during fogs and snow storms.	30
10	White, square, wood, with dwelling attached.	65	28	1873	C .....	.....	31
15	White, square, with red roof and dwelling attached.	56	40	1874	C .....	.....	32

List of Lights on the Coasts, Rivers and  
GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
33	MANICOUAGAN LIGHTSHIP.	4 miles from land, the E. Peninsula bearing N.E., and the W. Peninsula bearing W.N.W., moored in 25 fathoms water.	49 2 0	68 15 0	Two, one 27ft., and the other 24ft. from deck.	F	White	.....
34	FATHEB POINT....	Rimouski .....	48 31 25	68 27 40	One .....	F	White	.....
35	PORT NEUF .....	Saguenay County.....	48 37 0	69 6 0	One .....	F	White	.....
36	BIQUETTE ISLAND.	Near centre of Island..	48 25 18	68 53 20	One .....	Rev	White	Every 2 min...

RIVER ST.

37	RED ISLAND LIGHTSHIP.	N.E. from Island.....	48 6 30	69 30 20	Two, one on fore and other on main-mast.	F	.....	.....
38	RED ISLET .....	On centre of Islet.....	48 4 20	69 32 56	One .....	F	Red	.....
39	} POINT NOIR RANGE LIGHTS.	At Tadousac, entrance to Saguenay River.	48 5 38	69 42 35	Two, one on point and other 608 yards N.W. $\frac{1}{2}$ N. distant from it.	F	White	.....
40			48 5 40	69 43 2		F	White	.....
41	LARE ISLET .....	Entrance to Saguenay	48 5 30	69 40 0	One .....	F	White	.....

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
12	Painted black, with "Manicouagan, Quebec," on stern.			1872	D.....	A fog-whistle sounds during thick weather, fogs and snow storms a blast of eight seconds' duration, with an interval of eight seconds, and then a blast of eight seconds, with an interval of two minutes twenty seconds.	33
10	White, square.....	43		1859	C.....	Pilots stationed here.....	34
15	White, square, wood..	40	27	1873	C.....		35
17	White, circular, clap-boarded.	112	65	1844	C.....	A gun fires half-hourly during fogs and snow storms.	36

LAWRENCE.

12	Red, with words "Red Island Light Ship" on each side.		34 feet from deck.	1871	C.....	Moored in 10 fathoms water in a N.E. direction from Red Island, a little open to the N. of Hare Island, with a red buoy lying about $\frac{1}{2}$ mile in a W.S.W. direction. A steam fog-whistle placed on the lightship sounds during thick and foggy weather and snow storms 10 sec. in every min., with an interval of 50 sec. between each blast.	37
12	Grey, stone, circular.	75	51	1848	C.....		38
9		82	22	1875	C.....	For leading vessels clear of Prince's Shore, Bar Reef and Vache's Patch.	39
9		117	22	1875	C.....		
10	White, square, wood..	35	29	1872	C.....		41.

List of Lights on the Coasts, Rivers and

RIVER ST

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
42	SAGUENAY RIVER.	Range lights on beach			Ten	F	White	
43	CHICOUTIMI WHARF.				One	F	White	
44	GREEN ISLAND.....	On N. point of Islet...	48 3 17 69 25 10		One	F	White	
45	BRANDY POTS.....	42 fathoms from S.E. end of Islet.	47 52 30 69 40 50		One	F	White	
46	LONG PILGRIMS...	20 fathoms W. of centre of Island, and 54 fathoms S. from water's edge.	47 43 15 69 44 20		One	F	White	
47	GRAND ISLE, KAMOURASKA.	120 fathoms from N.E. end of Island, 80 fathoms from water's edge.	47 38 20 69 51 40		One	Rev	White	Greatest brilliancy once a minute.
48	POINT AUX ORIG-NEAUX.	On a wharf, River Ouelle, Kamouraska	47 29 36 70 1 43		One	F	Red	
49	GOOSE CAPE .....	Charlevoix County...	47 29 30 70 13 45		One	F	White	
50	BAY ST. PAUL....	Charlevoix County....	47 24 45 70 29 0		One	F	White	
51	LOWER TRAVERSE LIGHTSHIP.	N.E. of St. Roch Shoals.	47 22 10 70 14 50		Two, one light 4ft. higher than the other.	F	White	

## Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
							42
							43
13	White, octagonal, clapboarded.	60	40	1809	C .....	A gun fires every half hour during fogs and snow storms.	44
10	Drab colour, brick...	78	39	1862	D, Fourth order.		45
12	Drab colour, brick ...	180	39	1862	D, Fourth order.		46
18	Wood .....	166	39	1862	C .....		47
8	White, square, wood.	34	20	1875	C .....		48
12	White, wood, with dwelling attached.	48	42	1876	C .....		49
10	White, square, wood, with dwelling attached.	36	30	1876	C .....		50
10 each	Two red masts with words "Traverse Lightship" in white letters on each side.		27 & 23 above deck.	1836	D .....	A steam fog-whistle placed on lightship sounds 12 sec. in each min., with an interval of 48 sec. during thick weather, fogs and snow storms. A red ball on the mainmast will be lowered, and one light only shown, if from any cause the lightship shall move from her station.	51



List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F., Fl., F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
52	UPPER TRAVERSE LIGHTSHIP.	N.W. edge of St. Roch Shoals.	47 19 50	70 16 0	Two, main light 8ft. higher than the other.	F	White	
53	STONE PILLAR	50 fathoms from S. point of Islet.	47 12 25	70 21 26	One	Rev	White	Every 1½ min.
54	ALGERNON ROCK.	Near Stone Pillar						
55	CRANE ISLAND.	1½ mile from W. point of Island.	47 3 30	70 32 30	One	F	White	
56	BELLECHASSE.	E. end of Island.	46 56 0	70 46 0	One	F	White	
57	} ST. FRANCIS.	E. end of Island of Orleans.	47 0 12	70 45 19	} Two	F	White	
58			47 0 24	70 44 51				
59	} CAPE ROUGE.	Between Traverse Sp't and Brule Bank.	47 7 45	70 40 28	} Two	F	White	
60			47 7 43	70 40 30				
61	PORT ST. JOHN.	On a wharf, Island of Orleans.	46 55 20	70 53 30	One	Rev	White	Every 30 sec.
62	POINT ST. LAWRENCE.	Island of Orleans.	46 51 50	71 2 40	One	F	White	
63	MONTÉE DU LAC.	Cape Rouge.	47 7 40	70 42 30	One	F	White	
64	ST. ANTOINE.	S. Shore.	46 39 40	71 36 10	One	F	White	

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building, from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
6 ea h				1871	C	Should the vessel be out of place, the light on the foremast alone is exhibited, and during the day the ball on the foremast head is taken down. A bell tolls during thick weather, fogs and snow storms.	52
13	White, stone, conical	68	38	1843	C		53
						In course of construction.	54
10	Wood	44	37	1862	C		55
13	Wood	70	30	1862	C		56
11	}	110	30	1875	C	} North Channel Traverse Range Lights.	57
		30	28				58
11	}	230	34	1875	C		59
		170	24				60
15	White, square, wood	27	23	1874	C		
8	White, wood	38		1869	C		62
10	White, square, wood	175	30	1870	C		63
10	White, wood	96		1858	C		64

## List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
65	ST. CROIX .....	On shore near high water mark, and $\frac{1}{4}$ mile N. of Church.	46 37 45	71 44 10	One .....	F	White	
66	PORT NEUF.....	On N. shore, $\frac{3}{4}$ mile off the river.	46 41 48	71 52 10	Two, S.W. and N.E., nearly 180 y'ds apart	F	White	
67	PLATON POINT....	On S. side, $1\frac{1}{2}$ mile below Richelieu Island.	46 39 13	71 53 3	Two, S. 72° W., 169 y'ds apart	F	White	
68	RICHELIEU.....	Centre of Island .....	46 38 30	71 54 51	One .....	F	White	
69	DUCHÉNE RIVER.....				One .....	F	White	
70	LOTBINIÈRE.....	Upper .....			One .....	F	White	
71	LOTBINIÈRE.....	Lower.....			One .....	F	White	
72	ASH ISLAND.....	Richelieu River.....	45 1 20	73 25 0	One .....	F	White	
73	BLOODY ISLAND...	Richelieu River.....	45 1 0	73 24 50	One .....	F	White	
74	LANGLAIS POINT..	On S. shore, $\frac{1}{2}$ mile below Great Chêne River.	46 33 5	71 59 35	One .....	F	White	

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
6	White, wood.....	30	20	1842	C.....	Is a small light to assist in keeping in channel for some distance up and down the river.	65
5 each	White, both stone, the lower lantern on roof of dwelling.	{ 200 } 120	{ ..... }	1842	C.....	Lead up Richelieu Channel to the light on Richelieu Island.	66
12 each	White, octagonal, wood.	{ 152 } 130	{ 24 } 7	1816 1824	{ C..... }	Lead up the Richelieu River.	67
	Octagonal, stone.....	27	.....	1816	C.....	This light and the light on Platon Point are very nearly in the same line of bearing, namely, N. 73° E.	68
.....	White, square, wood.....	.....	.....	.....	C.....	.....	69
.....	White, square, wood.....	.....	.....	.....	C.....	.....	70
.....	White, square, wood.....	.....	.....	.....	C.....	.....	71
4	White, square, wood, with dwelling attached.	44	42	re- erec'd 1875	C.....	Range lights, $\frac{3}{4}$ mile apart.....	72
4	White, wood.....	12	10	re- erec'd 1875	C.....		
5	Wood.....	35	8	1844	C.....	To show off Battures des Grondines, and to avoid Battures Cordin, and as a steering point for Richelieu.	74

List of Lights on the Coasts, Rivers and RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
75	CAPE CHARLES	On Cape	46 33 39	72 4 15	Two, N. 67° W. 80 y'ds apart.	F	White	
76	GRONDINES	N. Shore	46 35 49	72 4 12	Two, S. 66° W., 1,350 y'ds apart	F	White	
77	ST. PIERRE DES BECQUETS.	S. Shore, summit of St. Pierre Point.	46 30 28	72 12 30	One	F	White	
78	BATISCAN	N. Shore, 1 1/4 mile below Batiscan Ch'ch	46 30 16	72 14 52	Two, S. 73° W., 2 22 y'ds apart	F	White	
79	CITROUILLE POINT.					F	White	
80	CHAMPLAIN	N. Shore, near Champ-lain Church.	46 24 34	72 20 32	One	F	White	
81	CAPE MADELEINE	Lower light, N. Shore, 3 miles below Cape.	46 23 46	72 27 18	Two, S. 60° W., 2 00 y'ds apart	F	White	
82	CAPE MADELEINE	Upper light, N. Shore, 2 miles below Cape.	46 23 16	72 28 38	Two, S. 85° W., 2 55 y'ds apart	F	White	
83	PORT ST. FRANCIS	S. Shore, high light on a pier.	46 16 20	72 37 15	Two, S. 76° W., 3,240 y'ds apart	F	White	
84	POINT DU LAC	N. Shore	46 16 50	72 40 22	One	F	White	

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
4 ea'h	Wood .....	110	20	1856	C .....	Lead to and from Cape à la Roche and Cape Charles, and answer as a steering point through Richelieu River.	75
5 ea'h	White, octagonal, wood.	50 & 25	30	1857	C .....	To lead off Cape à la Roche Levrard.	76
5	White, octagonal, wood.	85	12	1844	C .....	To indicate the widest berth off Cape à la Roche.	77
3 ea'h	White, octagonal, wood.	{ 39 20	{ 31 11	1844	C .....	To lead through Levrard and clear Batture St. Ann on S., and Pouillier on N.	78
.....	On top of a frame.	.....	.....	.....	.....	A temporary light.....	79
4	White, octagonal, wood.	30	16	1844	C .....	Steering point for lower point of Bay of Champlain.	80
4 ea'h	White, octagonal, wood.	{ 53 33	{ 13 10	1843	C .....	To clear Batture Bigot.....	81
6 ea'h	White, octagonal, wood.	{ 55 35	{ 30 10	1843	C .....	To clear Pouillier Provencher.....	82
3 ea'h	White, octagonal, high and low.	{ 31 12	{ 21 4	1849	C .....	The lights in one with the eastern light vessel on lake lead up through the dredged canal. S. 70° W. High light on a pier, and removed in winter.	83
12	White, octagonal, wood.	71	24	1843	C .....	Shows the turn of channel at Point du Lac.	84

## List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
85	EAST LIGHT-SHIP.	In Lake .....	46 15 56	72 42 18	One .....	F	White .....	
86	CENTRE LIGHTSHIP.	2½ miles S.S.E. from Rivière du Loup.	46 11 39	72 53 20	One .....	F	White .....	
87	WEST LIGHT-SHIP.	N. side of channel, N. E. by N., 3 miles from Flat Island.	46 9 39	72 56 50	One .....	F	White .....	
88	ISLE AUX RAISINS.	{ On Island.....	46 6 14	72 57 50	One .....	F	White .....	
89		{ S. side of Island.....	46 6 0	72 58 0	One .....	F	White .....	
90	STONE OR ISLE A LA PIERRE.	On E. side of Island ..	46 5 54	72 59 40	One .....	F	White .....	
91	ISLE DE GRACE ...	On Island .....			One .....	F	White .....	
92	LAVALTRIE.....	S. side of Island .....	45 52 55 S. light.	73 16 0	Two, S. 38° W., 320 y'ds apart	F	White .....	
93	TRAVERSE .....	2½ miles above Contre-cœur.	45 49 52 N. light.	73 17 0	Two, S. 28° W., 1,500 y'ds apart	F	White .....	
94	ISLE AUX PEUNES.	Opposite Verchères...	45 46 50	73 22 30	One .....	F	White .....	

## Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
6	Red .....	15	8		C .....	Removed at the approach of winter on account of ice. On S. side of Petite Traverse of Rivière du Loup.	85
6	Red .....	15	8	1816	C .....	Removed at the approach of winter on account of ice. To indicate the turn of the channel, and leads to No. 2.	86
	Red .....	15	8	1828	C .....	In connection with Isle à la Pierre, and bearing in line with No. 1, and to avoid Battures St. François and à la Carpe.	87
6	Red .....	30	20	1843	} C .....	To lead from the entrance of the Batture of Lake St. Peter to No. 1 light-vessel up and down.	88
	Red .....			1863			89
6	Red .....	30			C .....	Indicates entrance to channel, and leads to No. 1.	90
	White, octagonal, wood.				C .....		91
	Red .....	{ 21 13	17 9	1831	C .....	Lead to channel called Flat Islands.	92
	White, square, wood.				1857	C .....	To lead into Lavaltrie Channel and Isle Bouchard, and indicate the new channel to be kept in line till Lavaltrie Lights are brought to bear.
	White, octagonal, wood.			1866	C .....	To clear the Island.	94



List of Lights on the Coasts, Rivers and

RIVER ST

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
95	RÉPENTIGNY .....	$\frac{3}{4}$ mile below Répentigny.	45 45 2 N. light.	73 26 8	Two, S. 22° W., 170 y'ds apart	F	White	.....
96	ISLE À LA BAGUE.	On Islet.....	45 44 14	73 26 15	One .....	F	White	.....
97	ST. THERESE.....	On Island.....	45 41 22 N. light.	73 27 40	Two, S. 50° W., 220 y'ds apart	F	White	.....
98	POINT AUX TREMBLES.	N. Shore .....	45 38 26 E. light.	73 29 20	Two, S. 46° W., 600 y'ds apart	F	White	.....
99	MONTREAL .....	On wharf.....	45 30 22	73 33 14	Two, S. 41° W., 73 y'ds apart.	F	Red	.....
100	LACHINE .....	On pier at entrance of canal, N. Shore.	45 27 0	73 41 0	One .....	F	White	.....
101	LAKE ST. LOUIS..	Lightship No. 1, $\frac{3}{4}$ th mile above Lachine.	45 26 30	73 42 10	One .....	F	White	.....
102	LAKE ST. LOUIS..	Lightship No. 2, $2\frac{3}{4}$ miles above Lachine	45 25 40	73 44 15	One .....	F	White	.....
103	LAKE ST. LOUIS..	On a pier E. from Point Claire light.	45 24 30	73 45 20	One .....	F	White	.....
104	CHATEAUGUAY....	Light vessel, $\frac{4}{5}$ miles above Lachine.	45 24 0	73 49 18	One .....	F	White	.....

## Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
4 ea h	White, wood.....	{ 30 14 }	{ 26 14 }	1843	C .....	To lead through Isle à la Bague Channel, and to avoid Pouillier on N. and shoal on S.	95
4	White, octagonal, wood.	24	.....	1831	C .....	To indicate the Island being extremely low land. Removed in winter on account of the ice.	96
4 ea h	White, square, wood.....	.....	.....	.....	C .....	Lead to entrance through Verchères Channel up and down the river.	97
.....	High and low, white, octagonal, wood.	{ 53 25 }	{ ..... ..... }	1846	C .....	To lead through the channel between Point aux Trembles and Varennes, up to Long Point....	98
4 ea h	Wood, octagonal.....	{ 38 29 }	{ 31 21 }	1830	C .....	Indicate the deepest channel to and from the harbour.	99
6	White, square, wood.	23	17	1849	C .....	.....	100
6	Red, circular, iron ...	20	.....	1849	C .....	White tower on vessel; lantern red..	101
6	Red.....	20	.....	.....	C .....	White tower on vessel; lantern red.	102
9	White, square, wood.	33	20	1874	C .....	.....	103
6	Red.....	20	.....	1849	C .....	White tower, lantern red.	104

## List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
105	BEAUHARNAIS .....	Lower entrance of canal, S. Shore.	45 19 40	73 54 30	Two, N. 61° E., 414 yds apart	F	White	.....

RIVER

106	POINT CLAIRE.....	On shoal, N. side of channel, about 1 mile below point.	45 26	0 73 48 10	One .....	F	White	.....
107	CARON POINT.....	2 miles below St. Anne du Bout de l'Isle.	45 20	0 74 5 0	Two .....	F	White	.....
108	ST. ANNE DU BOUT DE L'ISLE.		45 19	0 74 2 0	Two .....	F	White	.....
109	POINT À CADIEUX	County of Two MOUNTAINS.	45 26 25	74 0 50	One .....	F	White	.....
110	POINT AUX ANGLAIS.	Near Carillon .....	45 13	0 74 15 0	One .....	F	White	.....
111	ST. PLACIDE.....	17 miles above St. Anne du Bout de l'Isle.	45 20	0 74 10 0	Two .....	F	White	.....
112	L'ORIGINAL.....	On point.....	45 42	0 74 46 15	One .....	F	White	.....
113	MCTAVISH POINT.	On pier.....	45 50	0 74 52 30	One .....	...	White	.....
114	WAY SHOAL.....		45 25	0 75 37 0	One .....	...	White	.....

## Lakes of the Dominion of Canada.

LAWRENCE.—*Concluded.*

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	Square, frames, wood			1850	C	In one lead to Chateauguay Light	105

## OTTAWA.

7	Wood	29	25		C		106
	Brown, square, wood			1874	C	Beacons	107
	Brown, square, wood			1874	C	Beacons	108
6	White, square, wood.	30		1875	C	River light	109
10	White, square, wood.	22	27	1873	C	River light	110
	Brown, square, wood			1874	C	Beacons	111
6	Hexagonal, white	45	30	1871	C	Beacon	112
		35	30	1871	C	Beacon	113
8	Lantern on framework.	35	25	1870	C		114

List of Lights on the Coasts, Rivers and

RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
115	GREEN SHOAL.....	On pier, S. side of channel, 7 miles below Ottawa City.	45 29 30	75 31 20	One .....	F	White	.....
116	MORRIS OR VICTORIA ISLAND.	Lake des Chats.....						
117	CAMPBELL ISLAND	Lake des Chats.....			Three.....	F	White	.....
118	DEEP RIVER ISLET	At mouth of river...)						

RIVER ST.

119	GROSSE POINT.....	Upper entrance of Beauharnais Canal.	45 15 35	74 9 25	Two .....	F	White	.....
120	GROSSE POINT.....	On piers in river.....	45 15 30	74 9 30	Two .....	F	White	.....

LAKE ST.

121	COTEAU DU LAC..	On pier landing .....	45 15 30	74 13 10	One .....	F	Red	.....
122	MCKIE'S POINT...	N. Shore.....	45 12 25	74 19 10	One .....	F	White	.....
123	PORT LEWIS.....	On McKillop's Point..	45 11 30	74 17 0	One .....	F	White	.....
124	CHEERRY ISLAND...	S. side of N. channel..	45 9 10	74 22 30	One .....	F	White	.....

Lakes of the Dominion of Canada.

OTTAWA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
9	White, wood.....	36	17		C		115
8 to 10	White, square, wood.....		20		C	Beacons.....	116
							117
							118

LAWRENCE.

8	One red and one white, square, wood	20	20	1845 1850	C.....	To be kept in one when leaving the canal, till the upper lights come in one.	119
3 or 4	One red and one white, square, wood			1850	C		120

FRANCIS.

3	On a pole.....	24			C		121
10	White, square, wood.	30	24		C	Midway between Coteau and Cherry Island.	122
10	White, square, wood.	35	22	1875	C		123
10	White, square, wood.	40	30	1847	C		124

## List of Lights on the Coasts, Rivers and

RIVER ST.

LAKE ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
125	CHERRY .....	On pier in river.....	45 8 20	74 25 40	One .....	F	White .....	
126	CRIB .....	N. side of channel, on pier 4 miles S.W. from Lancaster village.	45 6 40	74 30 30	One .....	F	White .....	
127	HAMILTON ISLAND	Glengarry County, O.	45 4 28	74 32 27	One .....	F	White .....	
128	GLENGARRY, OR STONEHOUSE POINT.	Glengarry County, O.	45 3 32	74 36 45	One .....	F	White .....	
129	CORNWALL CANAL	.....	45 1 0	74 55 25	One .....	F	White .....	

RIVER ST.

30	WINDMILL POINT.	Prescott, Ont., River St. Lawrence.	44 46 20	75 28 40	One .....	F	White .....	
31	COLE SHOAL.....	On pier 5 miles W. of Brockville, $\frac{3}{4}$ mile from N. Shore.	44 34 10	75 45 40	One .....	F	White .....	
2	GRENADIER ISLAND.	S.W. point of Island, N. side of channel, 2 miles below Rockport.	44 24 30	75 54 10	One .....	F	White .....	
	LINDOE ISLAND ...	N.W. point of Island, S. side of channel, 5 miles W. of Rockport.	44 22 30	76 0 10	One .....	F	White .....	
	GANANOQUE NARROWS.	N. E. end of Little Stave Island, S. side of channel, 5 miles below Gananoque.	44 20 50	76 4 10	One .....	F	White .....	

## Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

FRANCIS.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No
8	White, square, wood.	.....	.....	1849	C .....	Opposite the light there is a beacon N. of the channel.	125
8	White, square, wood.	20	20	1844	C .....	.....	126
10	White, square, wood.	42	27	.....	C .....	.....	127
10	White, square, wood, with dwelling attached.	42	27	.....	C .....	.....	128
.....	.....	.....	.....	1865	C .....	In charge of the Superintendent of Public Works.	129

LAWRENCE.

15	Circular.....	92	62	.....	C .....	.....	130
6	White, square, wood.	33	31	1856	C .....	.....	131
10	White, square, wood.	55	37	1856	C .....	.....	132
7	White, square, wood.	40	26	1856	C .....	.....	133
.....	White, square, wood.	44	37	1856	C .....	.....	134



List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
135	JACK STRAW SHOAL.	On a pier N. side of channel, 3 miles below Gananoque.	44 21	0 76 6 30	One .....	F	White	.....
136	SPECTACLE SHOAL.	On a pier N. side of channel, 2 miles W. of Gananoque.	44 4 15	76 10 40	One .....	F	White	.....
137	RED HORSE ROCK.	On a pier S.E. side of channel, $\frac{1}{2}$ mile W. of Jack Straw Shoal.	44 19 30	76 11 20	One .....	F	White	.....
138	BURNT ISLAND.....	S.E. point of Island, N. side of channel, $\frac{3}{4}$ mile from Spectacle Shoal.	44 19 5	76 11 40	One .....	F	White	.....
139	WOLFE ISLAND.....	On Quebec or E. point	44 14 40	77 16 20	One .....	F	White	.....

LAKE

140	BROWN'S OR KNAPP'S POINT	Wolfe Island.....	44 14	0 76 22 30	One .....	F	White	.....
141	SNAKE ISLAND.....	On pier on bar, N. side of channel, 5 miles W. of Kingston.	44 11 30	76 37 40	One .....	F	Red	.....
142	NINE MILE POINT SIMCOE OR GAGE	S.W. point, Simcoe, Island, 9 miles W. of Kingston.	41 9 20	76 38 40	One .....	F	White	.....
143	PIGEON ISLAND...	4 miles from head of Wolfe Island.	44 4 10	76 38 10	One .....	Rev	White	One minute, <sup>10</sup> seconds.

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
.....	White, square, wood.	31	29	1856	C .....	These 6 small lights mark the channel through the Thousand Islands, between Brockville and Kingston.	135
9	White, square, wood.	28	26	1856	C .....		136
.....	White, square, wood.	28	26	1856	C .....		137
10	White, square, wood.	64	26	1856	C .....		138
6	White, square, wood.	.....	.....	1856	C .....		139

ONTARIO.

10	White, square, wood.	28	20	1874	C .....	.....	140
6	Square, stone.....	35	35	1858	C .....	.....	141
15	White, circular, stone	45	40	1833	C .....	A fog bell sounds four times each minute in thick and foggy weather and snow storms, during navigation. Heard a distance of 4 miles.	142
15	White .....	46	41	1870	C .....	.....	143

## List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
144	OUTER DRAKE OR FALSE DUCKS.	E. point of Island.....	43 57	0 76 49 0	One .....	F	White .....	
145	POINT PLEASANT.	Entrance to Bay of Quinté.	44 6 30	76 55 30	One .....	F	White .....	
146	TELEGRAPH LAND.	Is-Bay of Quinté .....	44 10 20	77 9 45	One .....	F	White .....	
147	POINT PETER.....	On point .....	43 51	0 77 13 40	One .....	Rev	White .....	Every minute and 40 sec.
148	SALMON OR WICKED POINT.	On point.....	43 52	0 77 19 45	One .....	F	Rev .....	
149	SCOTCH BONNET OR EGG ISLAND	On small island, 1 mile S.W. of Nicholson's Island.	43 54	0 77 38 0	One .....	F	White .....	
151	PRESQU' ISLE	E. point.....	43 59 30	77 45 30	One .....	F	White .....	
		On hill inshore .....	44 0 20	77 46 0	Two, W.S. W. & E.N. E. nearly.	F	White .....	
152	WELLER'S BAY....	Near W. end of Quinté Carrying Place.	44 2	0 77 40 40	Two .....	F	Front one red, & back one white.	
153	COBOURG.....	Pier head.....	43 57 10	78 14 0	One .....		White .....	
154	PETER ROCK OR GULL ISLAND.	W. by S., 4 miles from Cobourg.	43 56 10	78 17 0	One .....	F	White .....	

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
22	White .....	68	62	1828	C .....		144
10½	Octagonal .....		52	1866	C .....		145
12	White, square tower on dwelling.	46	41	1870	C .....		146
21	Circular, stone.....	62	60	1833	C .....		147
.....	White, square tower on dwelling.	40		1871	C .....		148
12	White, stone.....	51	54	1856	C .....		149
18	White, octagonal, stone.	67	63	1840	C .....		150
3or4	.....			1851	C .....		151
.....	White, open framework.	{ 29 43 }	{ 27 37 }	1876	C .....	Back tower 480 feet from front one.	152
8	White, square, wood.	20	16	1844	C .....	Not under Marine Department.....	153
10	Octagonal, stone.....	45	48	1840	C .....	On a rock off the point.....	154

## List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
155	PORT HOPE.....	Pier head, E. side .....	43 56 15	78 20 0	One .....	F	Red facing south, white facing E. & W	.....
156	DARLINGTON .....	Pier head.....	43 52 30	78 43 20	One .....	F	White	.....
157	OSHAWA ... ..	Pier head .....	43 52 0	78 52 30	One .....	F	White	.....
158	WHITBY .....	W. pier .....	43 51 0	79 1 30	One .....	F	White	.....
159	PICKERING OR LIVERPOOL.	E. pier head.....	43 48 45	79 7 20	One .....	F	White	.....
160	GIBRALTAR POINT	S.W. side of point, 1½ mile S. of Toronto.	43 37 0	79 28 30	One .....	F	White	.....
161	TORONTO.....	One on Queen's Wharf, W. part, the other on arm of pier.	43 38 20	79 28 45	Two .....	.....	White	.....
162	PORT CREDIT.....	On pier .....	43 33 30	79 40 10	One .....	F	White	.....
163	OAKVILLE.....	On head.....	43 26 45	79 45 20	One .....	F	White	.....
164	BURLINGTON BAY.	S. pier of entrance.....	43 18 0	79 53 30	Two .....	F	White	.....
165	PORT DALHOUSIE.	E. pier head .....	43 13 40	79 20 30	One .....	Rev	White	.....

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
4						Not under Marine Department ....	155
4	On a stone house.....					Not under Marine Department.....	156
				1863		Not under Marine Department.....	157
5	Square, wood.....	12	8	1844		Not under Marine Department.....	158
				1863		Not under Marine Department.....	159
18	Hexagonal, stone ....	66	62	1820		A fog bell here .....	160
6	Red, square, wood...	22	6	1838		On the arm of the pier to be passed closely on port hand. Harbour light. Not under Marine Department.	161
				1863	C .....	Not under Marine Department ....	162
12	Octagonal, wood.....	42	36	1836	C .....	.....	163
15	High, light stone building.	60	54	1838	} C .....	.....	164
4	White, small light, wood.	18	14	1845			
10	White, wood .....	53	44	1852	C .....	Entrance to Welland Canal .....	165

## List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
166	FOX ISLAND.....	Lake Simcoe .....	44 19 30	79 30 0	One .....	F	White	
167	PENETANGUISH'NE	On pier .....	44 48 30	79 54 5	One .....	F	White	

LAKE

168	PORT COLBORNE..	W. pier head.....	42 53 0	79 19 30	Two .....	F	White	
169	MOHAWK ISLAND..	On an Island between Port Colborne and Port Maitland, 1 mile S. W. of mainland.	42 50 10	79 37 0	One .....	Rev	White	Every 3 min...
170	PORT MAITLAND..	W. pier .....	42 51 40	79 39 50	One .....	F	White	
171	PORT DOVER .....	W. pier .....	42 47 30	80 16 30	One .....	F	White	
172	LONG POINT, OR NORTH FORELAND.	E. extremity.....	42 33 0	80 9 10	One .....	Rev	White	Every minute..
173	PORT BURWELL, OR BIG OTTER CREEK.	333 yards in shore .....	42 39 0	80 54 30	One .....	F	White	
174	PORT BRUCE, OR CATFISH CREEK	.....	42 39 20	81 5 40	One .....	F	White	
175	RONDEAU HARBOUR.	On N. end of E. pier..	42 15 35	81 54 25	One .....	F	White	
176	PORT STANLEY ...	Extreme of W. pier...	42 40 0	81 17 0	One .....	F	White	

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No
12	Brown, square .....	46	39	1870	C .....	.....	166
8	White, square, wood.	20	18	1876	C .....	.....	167

ERIE.

12	White, wood.....	{ 58 14 }	{ 54 10 }	1852	C .....	Entrance to Welland Canal .....	168
10	White, circular, stone	64	60	1848	C .....	.....	169
10	White, hexagonal, wood.	.....	.....	1848	C .....	Grand River entrance.....	170
8	White, hexagonal, wood.	20	20	1846	C .....	.....	171
25	Octagonal, wood.....	65	60	1843	C .....	.....	172
12	Octagonal, wood .....	96	46	1840	C .....	.....	173
.....	On a pole .....	.....	.....	.....	C .....	Not under Marine Department.....	174
10	White, square, open framework.	34	30	1876	C .....	.....	175
4	Lantern .....	20	20	1844	C .....	.....	176



List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
177	MIDDLE ISLAND...	Between Pelee and Kelly's Island.	41 40 58	82 40 15	One .....	F	Red	.....
178	PELEE ISLAND ...	N.E. point .....	41 50 20	82 45 30	One .....		White	.....
79	PELEE SPIT.....	On caisson, 2½ miles S. from extreme end of point from N. Shore.	41 52 20	82 38 0	One .....	Rev	White	.....
180	BAR POINT.....	Lightship .....	41 59 40	83 6 20	Two, one eight feet above the other.	F	Red and white	.....
181	SOUTHAMPTON HARBOUR.	Bruce County.....	.....	.....	.....	.....	.....	.....

RIVER

82	AMHERSTBURG....	Bois Blanc Island.....	42 6 0	83 13 30	One .....	F	White	.....
183	BOIS BLANC ISLAND.	.....	42 6 1	83 6 34	Two .....	F	One white and one red.	.....

Lakes of the Dominion of Canada.

ERIE—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, square, wood.	70	49	1872	C .....		177
9	Circular, stone .....	45	40	1833	C .....	W. by N. clears Pelee Shoal.....	178
20	Octagonal .....	76	61	1861	C .....		179
10	Red, with words "Bar Point Lightship" on each side in white letters.		48 and 40 from deck.	1875	C .....	Anchored in 18 feet water, fifty fathoms to southward of W. end of reef, and distant from Amherstburg Light 5½ miles, bearing nearly due S., and from Bar Point S. ¼ W. Vessels passing should not go within ½ mile of Lightship, and vessels of heavy draft should pass to southward. A bell will be rung during thick and foggy weather.	180
						To be lit in spring of 1877 .....	181

DETROIT.

18	Circular, stone.....	56	40	1837	C .....		182
		{ 26 38 }		1875	C .....	One tower on N.E. point of Island, and the other 450 feet S. by W. ½ W. back from it.	183

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
184	THAMES RIVER ...	Mouth of river, S. Shore.	42 18 40	82 36 0	Two, S. 26° E. and N. 26° W., 450 y'ds apart	F	White	..... {

LAKE

185	GODERICH .....	On high bank, S. of entrance to harbor. Two on N. pier.	43 45 10	81 32 30	Three ...	F	White	.....
186	MCKENZIE'S WHARF.	Presqu' Isle, Owen Sound, Georgian Bay.	44 41 30	80 53 40	One .....	F	White	.....
187	POINT CLARK.....	N. Shore, about 20 miles N. E. from Goderich.	44 4 40	81 34 30	One .....	Rev	White	Every ½ min...
188	KINCARDINE .....	On N. pier.....	44 11 0	81 36 0	Two .....	F	Red	.....
189	CHANTEY ISLAND.	S. side, about 2½ miles W. from Saugeen.	44 29 40	81 13 0	One .....	F	White	.....
190	ISLE OF COVES....	N.E. point of Island, entrance to Georgian Bay.	45 19 40	81 32 10	One .....	Rev	White	Every 1½ min...
191	MICHAEL'S POINT	S. side of Great Manitoulin.	45 34 20	81 56 0	One .....	F	White	.....
192	GREAT MANITOULIN ISLAND.	On S.W. end of Island	45 53 10	83 6 20	One .....	F	White	.....

Lakes of the Dominion of Canada.

ST. CLAIR.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	One square, wood, the other circular, stone.	34	30	1837	} .....	The two lights in one lead over bar.	184
6		15	15	1845			

HURON.

25 the high light	White, square.....	150	20	1847	C .....		185
12	White, square, wood.	35	27	.....	C .....		186
15	White, circular .....	87	87	1859	D, Second order.		187
15	White, square, wood.	37	20	1874	C .....	Light shows from all points of approach.	188
15	White, circular .....	86	86	1859	D, Second order.		189
15	White, circular .....	90	85	1859	D, Second order.		190
13	White, square .....	40	28	1870	C .....		191
20	White, square, wood.	46	28	1873	C .....	For guiding vessels through Mississaga Straits from either entrance.	192

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
193	GRIFFITH ISLAND.	N.E. end of Island, 20 miles from Owen Sound.	44 50 30	80 42 40	One .....	F	White	.....
194	NOTTAWASAGA ISLAND.	About 4 miles N.W. from Collingwood.	44 32 30	80 4 20	One .....	Rev	White	Every $\frac{1}{2}$ min ...
195	COLLINGWOOD.....	Breakwater pier.....	44 31 0	80 2 10	One .....	F	Red	.....
196	CHRISTIAN ISLAND	S.E. part of Island, $1\frac{1}{4}$ mile from mainland	44 47 20	79 57 30	One .....	F	White	.....
		On W end of Island, at entrance to French River.	45 52 10	81 4 15				
197	BUSTARD ROCKS	On an island W. side of mouth of river, distant from 2nd light $1\frac{1}{7}$ mile.	.....	.....	Four.....	F	White	.....
		E. side of river, 4,600 feet from 3rd light, and $\frac{2}{3}$ mile from wharf at railway terminus.	.....	.....				
198	GLEN ROCK.....	Gloucester Bay.....	44 51 30	79 51 30	One .....	F	White	.....
199	BYNG INLET.....	.....	45 44 12	80 27 30	One .....	F	White	.....
200	LONELY ISLAND...	.....	45 33 30	81 15 48	One .....	F	White	.....

Lakes of the Dominion of Canada.

HURON.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, circular.....	130	85	1859	D, Third order.		193
10	White, circular.....	86	85	1859	D, Second order.		194
6	On framework.....	24		1858	C .....	Not under Marine Department....	195
8	White, circular.....	61	60	1859	D, Fourth order.		196
	{ On whitewashed framework.	40	25				
	Painted red.....	30	15				
12	{ Whitewashed .....	19	10	1875	C .....	For guiding vessels into French River harbour. The two principal lights, 232 feet apart, are on Bustard Rocks, and in one lead to range lights in the river, the first of which range lights is distant 2 $\frac{3}{10}$ miles.	197
	{ White washed .....	36	27				
10	White, square, wood.	36		1875	C .....	For guiding vessels into Penetanguishene and Midland Harbour .	198
.....	On woodwork.....		60	1870	C .....		199
20	White, square.....	195	42	1870	C .....		200

## List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
201	PARRY SOUND.....	Mink Island.....	45 22	0 80 12 45	One .....	F	White	.....
202	RED ROCK POINT.	One mile E. of Kil-larney.	45 58 40	81 16 30	Two .....	F	White	.....
203	PARTRIDGE ISLAND.	1½ mile N.W. of Red Rock light.	45 59 20	81 19 50	One .....	F	White	.....
204	SHAFTESBURY, OR LITTLE CURRENT.	.....	45 59 30	81 47 40	Two .....	F	White	.....
205	CLAPPERTON ISLAND.	N. point .....	46 3	0 82 5 0	One .....	F	White	.....
206	SULPHUR ISLAND.	W. end of Island.....	46 9	0 83 30 0	One .....	F	White	.....
207	DUCK ISLAND.....	.....	.....	.....	.....	.....	.....	.....
208	KAMINISTIQUIA ...	At mouth of river.....	.....	.....	.....	.....	.....	.....

LAKE

209	BATTLE ISLAND...	Entrance to Nepigon Bay.....	.....	.....	.....	.....	.....	.....
210	LAMB ISLAND.....	Entrance to Nepigon Bay.....	.....	.....	.....	.....	.....	.....

Lakes of the Dominion of Canada.

HURON.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
16	White, square tower on dwelling.	56	40	1870	C .....		201
8	White, square, wood.	{ 80 20	{ 20 12	1866	C .....	At N. side of channel leading into Killarney Harbour.	202
5	White, square, wood.	30	20	1866	C .....		303
6	White, square, wood.	{ 24 22	{ .....	1866	C .....	Range lights .....	204
8	White, square, wood.	.....	35	1866	C .....		205
12	White, square, wood.	45	20	1867	C .....		206
.....	.....	.....	.....	.....	.....	In course of construction.....	207
.....	.....	.....	.....	.....	.....	In course of construction.....	208

SUPERIOR.

.....	.....	.....	.....	.....	.....	In course of construction.....	209
.....	.....	.....	.....	.....	.....	In course of construction.....	210



## List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
211	MICHIPICOTEN ISLAND.	S. point .....	47 42 15	86 1 35	One .....	F	White	.....
212	AGATE ISLAND....	In Quebec Harbour, near Michipicoten Island Harbour.	47 42 50	86 2 10	One .....	F	White	.....
213	CORBAY POINT ...	Batchewana Bay, 40 miles above the Sault.	46 54 0	83 50 30	One .....	F	White	.....
214	POINT AUX PINS..	St. Mary's River, near the Sault.	46 28 30	84 40 50	One .....	F	White	.....
215	PORPHYRY POINT	Entrance to Black Bay, Edward Island, Algoma.	48 21 5	88 51 30	One .....	F	White	.....
216	THUNDER CAPE...	Algoma.....	48 18 30	89 10 0	One .....	Rev	White	.....

NEW BRUNS  
GULF OF St.

217	DALHOUSIE.....	S. side of entrance to harbour.	48 3 45	66 20 50	One .....	F	White	.....
218	HERON ISLAND....	Chaleur Bay.....	48 0 0	66 8 0	One .....	F	White	.....
219	BATHURST .....	On Alston Point.....	47 39 10	65 36 40	.....	F	Red & white	.....

Lakes of the Dominion of Canada.

SUPERIOR.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
18	White, square, wood.	56	32	1872	C .....	A fog bell here.....	211
10	White, square, wood.	32	20	1872	C .....		212
20	White, octagonal, wood, with dwelling attached.	.....	63	.....	C .....		213
8	White, square, wood.	30	23	.....	C .....		214
16	White, square, wood.	56	36	.....	C .....	For general purposes of navigation, and for guiding vessels to Silver Islet.	215
12	White, square, wood.	45	28	1874	C .....		216

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13	White, square, wood.	49	33	1870	C .....	Seen from all points of approach.	217					
12	White, square, wood.	66	20	1875	C .....	Visible from all points seaward...	218					
10	White, hexagonal .....	<table style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 3em; vertical-align: middle;">}</td> <td>31½</td> <td rowspan="2" style="font-size: 3em; vertical-align: middle;">}</td> </tr> <tr> <td></td> <td>27</td> </tr> </table>	}	31½	}		27	.....	1871	C .....	These beacon lights, when in range, guide vessels into the harbour. Inner light is the higher, and shows red; outer light white.	219
}	31½	}										
	27											

## List of Lights on the Coasts, Rivers and

NEW BRUNS  
GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
220	CARAQUET.....	On Island, Bay of Chaleur.	47 49 40	65 54 0	One .....	F	White	.....
221	GOOSE LAKE].....	W. side of Miscou Island.	47 55 43	64 35 40	One .....	Rev	White	Every minute.
222	SHIPPEGAN.....	On Island in harbour.	47 43 0	64 38 0	One .....	F	White	.....
223	MISCOU ISLAND ..	Birch Point.....	48 1 0	64 29 25	One .....	F	Red	.....
224	POKEMOUCHE ...	Gloucester County ...	47 40 5	64 45 5	One .....	F	Green	.....
225	NORTH TRACADIE	N. side Tracadie Gully	47 30 0	64 52 0	Two .....	F	White	.....
226	SOUTH TRACADIE.	.....	47 30 5	64 53 0	Two .....	.....	.....	.....
227	TABUSINTAC.....	Crab Island, Northumberland County.	47 18 54	64 59 30	Two .....	F	One red & one white	.....
228	NEGUAC.....	Northumberland Co...	47 17 47	65 3 20	Two .....	F	White	.....
229	PORTAGE ISLAND.	On S. point of Island.	47 9 50	65 2 40	One .....	F	White	.....

## Lakes of the Dominion of Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
14	White, square tower on dwelling.	52	48	1870	C .....		220
10	White, square, wood.	40	28	1875	C .....	Complete revolution every two minutes.	221
11	White, square, wood.	32	20	1872	C .....		222
12	White, octagonal, wood.	79	74	1856	C .....	A steam fog-whistle placed in the year 1875, and situated 320 feet E. from lighthouse, sounds in thick weather, fogs and snow storms twice in each minute, giving a blast of five seconds duration at a time, with an interval of twenty-five seconds.	223
8	White, square, wood, with dwelling attached.	35	37	1876	C .....		224
12	White, square, wood.	39	20	1872	C .....	Coast and harbour range lights...	225
						Beacons in course of construction	226
7	White, square, wood.	30	20	1873	C .....	Coast and harbour range lights...	227
11	White, square, wood.	35	20	1873	C .....	Coast and harbour range lights, situated N.E. side of gully.	228
12	White, wood.....	46	42	1869	C .....		229

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK  
GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
230	OAK POINT .....	Miramichi Bay.....	47 7 40	65 15 10	Two, $\frac{1}{2}$ mile apart.	F	White	.....
231	SHELDRAKE ISLAND.	Miramichi Bay.....	47 6 50	65 18 0	Two, $\frac{1}{2}$ mile apart.	F	White	.....
232	MIDDLE ISLAND ...	Miramichi River.....	47 0 3	65 19 9	One .....	F	White	.....
233	FOX ISLAND.....	N.W. point of Island.	47 8 10	65 2 30	Two, $\frac{1}{2}$ mile apart.	F	White	.....
234	FOX ISLAND.....	E. end of Island.....	47 6 50	65 0 10	Two .....	F	White	.....
235	MIRAMICHI BAY LIGHTSHIP.	Horseshoe Bar, between Fox and Portage Islands.	47 8 0	65 3 0	One .....	F	Red	.....
236	ESCUMINAC.....	On point.....	47 4 32	64 47 30	One .....	F	White	.....
237	GRANT'S BEACH...	Miramichi Bay.....	47 5 30	65 28 10	Two, bearing S.W. & N.E. from each other.	F	White	.....
238	PRESTON BEACH..	Miramichi Bay.....	47 4 50	65 54 40	Two .....	F	White	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White, wood.....	{ 40 60 }	}	1869	C.....	Beacons.....	230
9	.....			48	.....	C.....	Beacons.....
7	White.....	45	.....	1874	C.....	Beacons.....	232
10	White, wood.....	50	.....	.....	C.....	Beacons to guide vessels thro' the Swashway Channel.	{ 233 234
10	White, wood.....	30	.....	1872	C.....		
8	.....	35	.....	1873	C.....	A schooner-rigged ship.....	235
14	White, wood.....	70	58	1841	D, Third order.	A steam fog-whistle, situated 300 feet W. of the lighthouse, sounds in thick weather, fogs and snow storms, ten seconds in each minute, with an interval of fifty seconds between each blast. In calm weather, or with the wind, it should be heard from nine to eleven miles; and in stormy weather, or against the wind, from three to six miles.	236
10	White.....	{ 120 140 }	}	1869	C.....	Beacons.....	237
10	White.....			{ 55 66 }	.....	1869	C.....

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK  
GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
239	RICHIBUCTO.....	On headland .....	46 39 40	64 42 30	One .....	F	White	.....
240	CASSIE'S POINT...	On point.....	46 19 15	64 30 20	One .....	Rev	White	Every ½ min ...
241	SHEDIAC ISLAND .....	.....	46 15 20	64 31 50	Two .....	F	White	.....
242	SHEDIAC HARBOR	Duchêne Wharf.....	46 14 20	64 31 0	One .....	F	White	.....
243	JOURIMAIN .....	On cape .....	46 10 0	63 48 30	One .....	F	White	.....

PRINCE EDWARD

244	NORTH POINT.....	On point.....	47 3 46	63 59 10	One .....	Rev	White	Every ¼ min ...
245	WEST POINT.....	On sand beach.....	46 37 30	64 23 10	One .....	Rev	Red and white	One red & three white flashes in 1½ minutes. Greatest brilliancy every 15 seconds.
246	SUMMERSIDE.....	Railway Wharf.....	46 23 25	63 47 30	One .....	F	White	.....
247	SEA-COW HEAD...	Salutation, or Sea-Cow Head.	46 19 0	63 48 30	One .....	F	White	.....
248	CRAPAUD .....	.....	46 13 0	64 8 0	One .....	F	White	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
14	White, square .....	70	50	1864	D, Fourth order.		239
14	White, square, wood.	40	27	1872	C .....		240
10	White .....	48 56	}	1869	C .....	Beacons .....	241
6	On a pole.....	15		1860	C .....	Not under Marine Department....	242
15	White, octagonal.....	72	45	1870	C .....	Visible from S.E. round by N.to W.	243

WARD ISLAND.

12	White, octagonal .....	80	60	1866	C .....		244
13	Broad red and white horizontal bands, square, wood.	66	67	1876	C .....		245
10	Octagon, with dwelling attached.	30		1856 re-built 1875	C .....		246
12	White, octagonal .....	88	60	1863	C .....		47
3	Post.....	30			C .....		248



## List of Lights on the Coasts, Rivers and

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
249	CHARLOTTETOWN.	Block-house Point, W. side of entrance.	46 11 36	63 7 28	Two, in one tower, 30 feet apart vertically.	F	Upper white, lower red.	.....
250	POINT PRIM .....	Hillsborough Bay, 100 yards from the point, S.E. part of Bay.	46 3 10	63 2 6	One .....	F	White	.....
251	WOOD ISLAND.....	Straits of Northumberland.	45 57 0	62 44 30	One .....	F	White	.....
252	MURRAY HARBOR.....	.....	46 0 2	62 25 57	Two, a mile apart.	F	White	.....
253	PANMURE HEAD...	Cardigan Bay, Georgetown Harbour, S. entrance.	46 8 47	62 27 40	One .....	F	White	.....
254	GEORGETOWN .....	St. Andrew Point.....	46 9 57	62 31 23	One .....	F	Red seaward	.....
255	EAST POINT .....	200 yards inshore from S. part of point.	46 27 9	61 58 15	One .....	F	White	.....
256	ST. PETERS .....	On sand beach.....	46 32 0	62 34 0	Two .....	F	White	.....
257	TEACADIE.....	On beach.....	46 18 0	63 10 0	Two, red seaward.	F	One red, one white.	.....

## Lakes of the Dominion of Canada.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, square, wood, with dwelling and signal mast attached.	56	42	1851 re-built 1876	C .....	The white light and the red one are in same building, and when in line lead to bell buoy, after making which mariners should steer N. by E. $\frac{3}{4}$ E. for $2\frac{1}{2}$ miles, when the port buoy will be made. They then steer for the entrance to the harbour N. $\frac{1}{4}$ E.	249
12	White, circular, brick	68	55	1846	C .....	Bell buoy on E. side of channel, black buoy on W. side, $2\frac{1}{2}$ N. by E. $\frac{3}{4}$ E. from bell buoy harbourward.	250
15	Square, wood, with dwelling attached.	80	40	1876	D, Fourth order.	.....	251
5	One on post, and other on gable of barn.	30 on post, and 45 on barn.	.....	1869	C .....	.....	252
16	White, octagonal, wood.	96	50	1853	C .....	The light should be kept open off Terras Point, to clear reef off Bear Cape.	253
10	White, square, wood.	36	20	1868	C .....	.....	254
9	White, octagonal, wood.	130	60	1867	D .....	.....	255
6	Red beacon.....	20	26	1865	D, First order.	New towers in course of erection.	256
12	Open framework, lantern white.	30	.....	1876	C .....	Lights 500 yards apart .....	257

List of Lights on the Coasts, Rivers and

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
258	NORTH RUSTICO...	Big Harbour.....	46 27 40	63 16 50	Two, in one tower, 28 feet apart vertically	F	Upper white, lower red.	
259	SOUTH RUSTICO...	Little Harbour .....			Two .....	F	White .....	
260	NEW LONDON.....	Grenville Bay .....	46 31 20	63 28 25	Two, in one tower, 25 feet apart vertically	F	Upper white, lower red.	
261	FISH ISLAND.....	N. side of entrance to Malpeque or Richmond Bay.	46 34 44	63 42 29	One .....	F	White .....	
262	LITTLE CHANNEL.	Corway Inlet .....	46 40 0	63 53 0	Two .....	F	White .....	
263	CASCUMPEC.....	Sandy Island, N. side.	46 48 22	64 2 15	Two .....	F	Main white, range red.	

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264	PUGWASH.....	In harbour .....	45 52 30	63 40 20	One .....	F	Red seaward, white t'w'ds harbour.	
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## Lakes of the Dominion of Canada.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White, square, wood, with dwelling attached.	40	.....	1876	C .....	.....	258
8	On posts .....	25	.....	1875	C .....	Two miles S. from North Rustico light.	259
10	White, square, wood, with dwelling attached.	40	.....	1876	C .....	.....	260
10	White, octagonal.....	40	36	1856	C .....	.....	261
9	Posts .....	22	.....	1872	C .....	Range beacons. New building in course of erection.	262
12	White, square, wood, with dwelling attached.	50	44	1856	C .....	.....	263

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8	White, square .....	48	44	1871	C .....	.....	264
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List of Lights on the Coasts, Rivers and

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GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
265	MULLIN POINT ....	N. side of entrance to Wallace Harbour, Cumberland County.	45 49 45	63 25 15	One .....	F	White .....	
266	AMET ISLAND .....	Gen. of Island, Northumberland Straits.	45 50 15	63 10 10	One .....	F	White .....	
267	CARIBOU ISLAND..	N.E. part of Island ...	45 46 0	62 42 20	One .....	Rev	White .....	Every minute..
268	PICTOU.....	S. point of entrance to harbour.	45 41 30	62 39 30	Two, vertical, 25 ft. apart.	F	Upper white, lower red.	.....
269	PICTOU ISLAND ...	S.E. point.....	45 49 10	62 30 30	One .....	F	White .....	
270	CAPE ST. GEORGE	N. side of cape.....	45 52 30	61 54 40	One .....	Rev	White .....	Every ½ min ..
271	POMQUET ISLAND.	N.E. end of Island in St. George's Bay.	45 39 40	61 44 30	One .....	F	Red .....	
272	NORTH CANSO.....	N. entrance, W. side, 120 yards inshore.	45 41 40	61 29 10	One .....	F	White .....	

CAPE BRETON

273	PORT HOOD .....	S.E. side of entrance to harbour.	46 0 0	61 31 40	One .....	F	Red north, white south.	.....
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Lakes of the Dominion of Canada.

SCOTIA.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating apparatus.	Remarks.	No.
11	White, square, wood.	39	25	1873	C .....	For guiding vessels in and out of harbour.	265
10	White, square, wood.	44	26	1868	C .....	Visible round horizon.....	266
10	White, square.....	35	26	1868	C .....	.....	267
11	Striped red and white vertically, octagonal, wood.	65	55	1834	C .....	Lighted when navigation is open. A small red light is seen below lantern; kept W.S.W. clears the E. reefs off Pictou Island .....	268
12	White, square .....	52	.....	1853	C .....	.....	269
25	White, square .....	350	39	1861	C .....	.....	270
9	White, square .....	50	23	1868	C .....	Obscured on easterly bearings.....	271
18	White, square, wood.	110	35	1842	C .....	There is good anchorage under the light when the wind is off shore. Lantern on dwelling.	272

ISLAND.

10	White, square .....	55	.....	1854	C .....	.....	273
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## List of Lights on the Coasts, Rivers and

NOVA  
CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
274	MARGAREE .....	Summit or middle of Sea Wolf Island.	46 21 30	61 15 30	One .....	F	White .....	
275	CHETICAMP.....	Near S. end of Island	46 36 30	61 3 10	One .....	Rev	White	Every 45 secs.
276	CAPE NORTH .....	On Money Point, 1 mile S.E. from Cape North.	47 2 10	60 23 30	One .....	Rev	Red and white.	Every 45 secs..
277	INGANISH.....	On Island .....	46 41 20	60 20 0	One .....	F	White .....	
278	ST. ANN'S HARBOUR.	On N. point of beach.	46 17 30	60 32 15	One .....	F	White .....	
279	BIRD ISLAND .....	Ciboux Island, $\frac{1}{2}$ mile from N. end.	46 23 10	60 22 30	One .....	Rev	Red	Every minute..
280	MCKENZIE POINT	N. side of Bras d'Or Lake, about 2 miles S.W. of Port Bevis.	46 7 15	60 39 0	One .....	F	White .....	
281	KIDSTON ISLAND..	On N.E. point, at entrance to Baddeck Harbour, N. side of Bras d'Or Lake.	46 5 58	60 44 20	One .....	F	Red .....	
282	GRAND NARROWS	On Uniacke Point, N. side of channel, Barra Straits.	45 58 0	60 48 0	One .....	F	White .....	
283	CAPE GEORGE ....	S. side of Bras d'Or Lake, W. side of entrance to St. Peter's Inlet.	45 44 28	60 48 20	One .....	F	White .....	

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
21	White, square.....	298	.....	1854	C.....	To vessels in dangerous proximity to the island the light may become obscured by the abrupt cliffs on the sides of the island.	27
20	White, square, wood.	149	24	1872	C.....	.....	275
15	White, square, wood.	74	26	1875	C.....	Coast light; makes a complete revolution every $1\frac{1}{2}$ minute.	276
20	White, square.....	237	40	1871	D, Fifth order.	.....	277
8	White.....	24	30	1871	C.....	The light exhibited to find entrance through on a dark night.	278
14	White, octagonal.....	77	33	1863	C.....	.....	279
11	White, square, wood.	95	.....	1874	C.....	For guiding vessels through Bras d'Or Lake.	280
7	White, square, wood.	31	.....	1875	C.....	.....	281
10	White, square, wood.	29	20	1874	C.....	For guiding vessels through Barra Straits and navigating the Little and Great Bras d'Or Lakes.	282
12	White, square, wood.	50	20	1875	C.....	To guide vessels through St. Peter's Inlet.	283



## List of Lights on the Coasts, Rivers and

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CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
284	BLACK ROCK POINT.	S. side of entrance to Big Bras d'Or.	46 18 30	60 23 30	One .....	F	White	.....
285	POINT ACONI.....	On high cape, N. side of entrance to Little Bras d'Or.	46 20 30	60 17 10	One .....	F	Red	.....
286	SYDNEY BAR.....	On W. end of S. Bar..	46 12 40	60 12 40	One .....	F	Red	.....
287	LOW POINT .....	Flat Point, E. side of Spanish Bay.	46 16 30	60 7 30	One .....	F	White	.....
288	LINGAN HEAD.....	N. side of entrance to Bridgeport Harbour	46 14 10	60 2 40	One .....	F	Red	.....
289	FLINT ISLAND.....	On Island .....	46 11 0	59 46 50	One .....	Rev	White	Every 15 secs.
290	SCATTERIE .....	N.E. point on Trap Rock.	46 2 15	59 40 15	One .....	Rev	White	Visible a minute, eclipsed half a minute.
291	MAINADIEU.....	On S. side of W. point of Scatterie Island.	46 0 30	59 47 30	One .....	F	Red	.....
292	LOUISBURG.....	N. side of entrance to harbour, sixty fathoms inshore of point.	45 54 30	59 57 15	One .....	F	White	.....
293	GUION ISLAND.....	.....	.....	.....	.....	.....	.....	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
.....	White, square .....	45	23	1868	C .....	.....	284
11	White, square, wood.	91	20	1874	C .....	For guiding vessels into Little Bras d'Or.	285
10	White, square, wood.	30½	20	1872	C .....	.....	286
14	Vertical red & white stripes, octagonal.	70	51	1832	C .....	.....	287
10	White, square, wood.	50	20	1874	C .....	For guiding vessels into Bridgeport Harbour.	288
12	White, octagonal.....	65	43	1856	C .....	Visible round horizon .....	289
15	White, octagonal.....	90	70	1839	C .....	The light should never be brought to bear to eastward of N.N.E., or to southward of S.S.W., nor approach nearer than 1½ mile. A boat is here to render assistance.	290
	White, square, wood.	90	40	1871	C .....	.....	291
16	White, with a black vertical stripe on dwelling.	85	35	1842	C .....	.....	292
.....	.....	.....	.....	.....	C .....	In course of construction.....	293

List of Lights on the Coasts, Rivers and

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No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
294	OUETIQUE ISLAND	On S. point.....	45 36 40	60 57 15	One .....	F	Red	.....
295	CAPE LA RONDE...	W. side of entrance to Peter's Bay.	45 34 45	60 53 0	One .....	F	White	.....
296	GREEN ISLAND....	Summit of Island .....	45 28 50	60 53 40	One .....	Rev	Red and white.	Alternate every 45 secs.
297	PETITDEGRAT .....	On Big Arrow Rock.....	.....	.....	.....	.....	.....	.....
298	ARICHAT.....	Marache Point, S. entrance to Madame Island.	45 29 0	61 1 50	One .....	F	White	.....
299	JERSEYMAN LAND.	Is- Arichat Harbour.....	45 30 20	61 3 0	One .....	F	Red	.....
300	CREIGHTON'S HEAD.	On the N. extremity ..	45 30 40	61 6 0	One .....	Rev	White	Every 40 secs.
301	POINT TUPPER.....	Ship Harbour, or Port Hawkesbury.	45 36 40	61 22 0	One .....	F	Red	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
9	White, square, wood, with dwelling attached.	78	28	1874	C .....	For guiding vessels through Lennox Passage.	294
14	White, square, wood, with dwelling attached.	92	28	1874	C .....	For guiding vessels into St. Peter's Bay.	295
14	White, square, wood.	70	31	1865	C .....	Light, centre of keeper's dwelling, visible round horizon.	296
						In course of construction .....	297
8	White, square, wood.	34	25	1851	C .....		298
11	White, square, wood.	39	28	1872	C .....	There is also a range beacon on the S.E. point of Jerseyman Island that marks Hautfond Shoal off the entrance to Arichat Harbour.	299
10	White, square, wood.	29	20	1874	C .....	For guiding vessels into Little or West Arichat.	300
7	White, square. ....	44	24	1870	C .....	In consequence of the intervention of the land on the S. side, can only be seen 3 miles from that direction.	301

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
302	SAND POINT.....	S. entrance, Eddy or Sand Point.	45 31 30	61 14 40	Two, horizontal, 8 y'ds apart	F	White	.....
303	GUYSBOROUGH HARBOUR.	W. side of entrance, near Peart Point, Chedabucto Bay.	45 22 50	61 29 10	One .....	F	White	.....
304	CANSO HARBOUR.	On Hart or Cutler Island.	45 21 0	60 58 30	One .....	F	Red	.....
305	SABLE ISLAND.....	1½ mile from E. end.	43 58 30	59 46 0	One .....	F	White	.....
306	SABLE ISLAND.....	W. end. ....	43 57 0	60 8 0	One .....	Rev	White	Revolves in 3 minutes, showing 3 flashes at intervals of ½ a minute, then a cessation of light during 1½ minute in each revolution.
307	CANSO CAPE .....	N. part of Cranberry Island.	45 19 50	60 55 30	Two, in one tower, vertically, 12 y'ds apart	F	White	.....
308	WHITEHEAD LAND.	S. W. extremity of Island, Guysboro' County.	45 12 0	61 8 15	One .....	Rev	White	Every 20 sec.
309	TORBAY .....	On eastern point of Berry Head, W. side of entrance to bay, Guysboro' County.	45 11 37	61 18 35	One .....	F	Red to seaward, white to northward.	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
8	White, with a black diamond, square, wood.	25 each	.....	1851	C .....	Lights in windows at each end of building.	302
8	White, square, wood.	30	20	1864	C .....	.....	303
12	White, square, wood.	42	28	1872	C .....	.....	304
18	White and brown alternately, octagonal.	128	86	1873	D Second order.	.....	305
18	White, octagonal, wood.	123	98	1873	C .....	In thick and foggy weather and snowstorms, a steam fog-whistle is sounded eight seconds in each minute, leaving an interval of 52 seconds between each blast. The whistle will probably be heard in calm weather or with the wind from 10 to 15 miles, and in stormy weather or against the wind from 3 to 6 miles.	306
Upper 15, Lower 9.	Horizontally striped red and white, octagonal, wood.	75	} 60	1815	C .....	A steam fog-whistle, about 100 yards S. of the lighthouse, in thick weather sounds eight seconds in each minute.	307
		40					
11	Pyramidal, wood, octagonal lantern.	55	35	1854	C .....	Light not totally obscured during the eclipses; 10 seconds duration of flash, and 10 seconds eclipse.	308
10	White, with vertical red stripes, square, wood.	51	36	1876	C .....	Shows white to northward into bay and towards Molasses Harbour. Top of lantern painted black.	309

## List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
310	COUNTRY HARBOUR.	On Green Island, Guysboro' County.	45 6 15	61 32 30	One .....	F	White	.....
311	ISAAC HARBOUR.....	On Holly Point, W. side of entrance to harbour.	45 10 15	61 39 0	One .....	F	Red	.....
312	LISCOMB .....	On Island.....	44 59 20	61 57 50	One .....	Alt	Red and white.	Every 2 min ...
313	BEAVER ISLAND...	S.E. part of East Beaver or William Island.	44 48 10	62 20 30	One .....	Rev	White	Every 2 min ...
314	EGG ISLAND .....	Centre of Island .....	44 39 50	62 51 32	One .....	Rev	Alt red and white.	Every minute..
315	DEVIL ISLAND.....	On S.W. part, E. entrance to Halifax Harbour.	44 34 50	63 27 15	One .....	F	Red to seaward.	.....
316	MEAGHER BEACH..	Sherbrook Tower, E. side of entrance to Halifax Harbour.	44 36 0	63 31 50	One .....	F	White	.....
317	GEORGE'S ISLAND	On W. side of Island, in Halifax Harbour.	44 38 30	63 33 20	Two, 20 feet apart, vertically.	F	White	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
14 to 16	White, square, wood.	51	28	1873	C .....	Coast light, and to guide vessels frequenting Country and Fisherman's Harbours.	310
9	White, square, wood.	80	20	1874	C .....		311
15	White, square, wood.	64	28	1872	C .....		312
12	White, with two black balls to seaward, S.S.W.	70	35	1846	C .....	On dwelling .....	313
15	Black and white vertical stripes on seaward side, octagonal, wood.	80	45	1865	C .....	Visible round horizon .....	314
8	Dull red, with white belt, octagonal, wood.	45		1852	C .....	Pilots are stationed here .....	315
12	White, circular, red roof, granite.	58	48	1815	C .....	When Sambro Light bears W.S. W., this light should not be brought to the westward of north, which clears the Thrum Cap Shoal. A fog bell here.	316
	Drab square, wood...	One 50 feet and the other 30 feet above high w'tr	21	1876	C .....	Lights show seaward on the south, and into the harbour on the north side. On the W. side only the upper light can be seen. Vessels going into Halifax Harbour, passing Meagher's Beach, keep the light on the starboard bow; the light is for the purpose of guiding vessels in and out of the harbour through the channel W. of the island.	317



List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
318	CHEBUCTO HEAD..	W. side of entrance to Halifax Harbour.	44 30 20	63 30 50	One .....	Rev	White	Every minute..
319	SAMBRO.....	Middle of Island.....	44 26 10	63 33 30	One .....	F	White	.....
320	BETTY ISLAND ....	On Brig Point, near Prospect.	44 26 22	63 45 54	One .....	Rev	Red	Greatest brilliancy every two minutes
321	PEGGY POINT ....	E. side of entrance to St. Margaret's Bay.	44 29 30	63 55 0	One .....	F	Red	.....
322	MARGARET'S BAY.	On Green Island, Lunenburg County.	44 23 0	64 2 45	One .....	Rev	Red and white. alt.	Every min..
323	CHESTER.....	E. Ironbound Island, a little to eastward of centre of Island, in Mahone Bay.	44 26 10	64 4 50	One .....	F	White.....	.....
324	HOBSON'S NOSE...	Mahone Bay.....	44 25 0	64 13 46	One .....	F	Red	.....
325	CROSS ISLAND.....	E. point, Lunenburg Bay.	44 18 45	64 10 0	Two, vertical, 15 yards apart.	Upper Int. lower F.	White	Every min... }
326	BATTERY POINT...	Lunenburg .....	44 21 45	64 17 30	One .....	F	White	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
18	White, square, wood.	132	22	1872	.....	.....	318
20 or 21	White, octagonal.....	115	60	1758	C .....	A steam fog-whistle, erected on S. side of island, and elevated 90 feet above high water in thick weather, fogs and snow storms, sounds each minute a blast of 10 seconds duration. Guns formerly in use, discontinued.	319
14	White, with two horizontal red bands, square, wood, dwelling attached.	75	.....	1875	C .....	Coast light.....	320
.....	White, square .....	65	26	1868	C .....	Lantern on dwelling.....	321
.....	White, square, wood, with dwelling attached.	.....	28	.....	C .....	Coast light.....	322
16	White, oblong tower on dwelling, wood lantern.	150	46	1871	D .....	Seen from all points of approach; the lantern alone is visible, building hidden by trees.	323
11	White, square, wood.	68	29	1872	C .....	.....	324
Upper 14, lower 6.	Red, octagonal base.	{ 100 65 }	53	1832	C .....	Pilots resort here; and vessels may take refuge in case of necessity. Upper-bright, 45 seconds; dark, 15 seconds.	325
11	White, square tower on dwelling.	50	24	1864	C .....	.....	326

## List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
327	WEST IRONROUND ISLAND.	Near Cape Lahave, mouth of Lahave River.	44 13 45	64 16 20	One .....	Rev	White	Every 30 secs..
328	LAHAVE .....	On Fort Point.....						
329	MOSER'S ISLAND ..	On Island, W. side of entrance to Lahave River.	44 14 15	64 18 50	One .....	F	Red	
330	MEDWAY HEAD ...	Port Medway, W. side entrance.	44 6 10	64 32 15	One .....	F	White	
331	COFFIN ISLAND ...	S. Point, Liverpool Bay.	44 2 0	64 37 30	One .....	Rev	White	Every 2 mins. ; light 30 secs., dark 90 secs.
332	FORT POINT.....	Liverpool Bay, S. entrance.	44 2 30	64 42 20	One .....	F	Red	
333	PORT MOUTON.....	N.E. Point, Spectacle Island, Queen's County.	43 55 0	64 48 0	One .....	F	Red	
334	LITTLE HOPE.....	Nearly on centre of Island.	43 48 30	64 47 15	One .....	Rev	Red	Every minute..
335	PORT HERBERT.....	On Shingle Point, E. side of harbour.	43 48 40	64 55 30	One .....	F	Red	
336	CARTER'S ISLAND	Rugged Island Harbour.	43 42 15	65 5 30	One .....	F	Red	

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
13	White, square .....	72	29	1855	C .....	Near edge of a cliff, 40 feet high...	327
						In course of construction.....	328
8	White, square .....	55	26	1868	C .....	.....	329
10	White, square, with black square seaward.	44	23	1851	C .....	Like a dwelling-house.....	330
16	Horizontal stripes, red and white, eight in number, octagonal.	65	50	1812	C .....	.....	331
7	White, square .....	30	17	1855	C .....	Left on port side when entering the harbour.	332
11	Square, wood. ....	47	20	1873	C .....	For guiding vessels into harbour.	333
12	White, square .....	40	26	1865	C .....	Centre of keeper's dwelling ; visible round horizon.	334
10	White, square, wood.	33	29	1872	C .....	.....	335
11	White, square, wood.	66	29	1872	.....	.....	336

## List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
337	RUGGED ISLAND...	Gull Rock.....	43 39 15	65 5 50	One.....	F	White	.....
338	SAND POINT.....	At E. side of entrance to Shelburne Harbour.	43 41 15	65 19 0	One .....	F	Red	.....
339	CAPE ROSEWAY...	Near S.E. point of Macnutt Island, Shelburne Harbour.	43 37 15	65 15 45	Two, vertical, 21 y'ds apart	.....	White	.....
340	NEGRO ISLAND.....	On N. side.....	43 30 54	65 20 58	One .....	Rev	White	Red and white every minute
341	BACCARO .....	On W. side of entrance to Barrington Harbour.	43 26 54	65 28 12	One .....	F	Red	.....
342	BARRINGTON E. BAY LIGHTSHIP	.....	43 31 5	65 34 25	One .....	F	White	.....
343	CAPE SABLE.....	On Cape .....	43 23 19	65 37 11	One .....	Rev	White	Bright 15 secs., dark 25 secs.
344	BON PORTAGE ISLAND.	On S. Point.....	43 27 16	65 44 39	One .....	Rev	Red	Every minute..

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White, square.....	56	31	1853	C.....		337
11	White, square, wood.	67	20	.....	C.....	For guiding vessels into harbour, and to mark the dangers of Sand Point.	338
Upper 18, lower 10.	Vertical stripes, black and white, octagonal.	120	77	1788 rep'd 1858	C.....		339
		65					
12	White, square, wood.	48	29	1872	C.....		340
10	White, square, with black ball seaward	49	35	1850	C.....		341
.....	Hull and spars painted red, with word "Barrington" in white letters on both sides.	.....	30 above deck.	.....	.....	Moored in six fathoms at low water; Wesses' Ledge, bearing S.W. by W. $\frac{1}{2}$ W., distance $\frac{3}{4}$ mile; Baccaro Light, bearing S.S.E. $\frac{3}{4}$ E., distant $6\frac{3}{4}$ miles; and Bantam Rocks, bearing S. by E. $\frac{1}{4}$ E., distance $6\frac{1}{2}$ miles. To guide vessels into Barrington East Bay, and through Barrington Passage.	342
12	White, octagonal.....	53	50	1861	C.....	A steam fog-whistle on southern point of Cape, elevated about 40 feet above high water sounds in thick weather, fogs and snow storms a blast of ten seconds duration each minute, with an interval of fifty seconds between each blast.	343
12	White, square, wood.	46	28	1874	C.....	For guiding vessels into Barrington West Bay and Shag Harbour.	344

## List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
345	PUBNICO HARBOR	Beach Point, E. side of entrance, sixty fathoms from low water mark.	43 35 45	65 46 51	One .....	F	White	.....
346	ARGYLE .....	On S. point of Whitehead Island, Yarmouth County.	43 39 40	65 52 4	One .....	F	Red	.....
347	TUSKET RIVER ....	Big Fish Island, S. W. point.	43 42 10	65 57 15	Two, horizontal, 8 y'ds apart	F	White	.....
348	SEAL ISLAND .....	S. point, $\frac{1}{2}$ mile inland	43 23 34	66 0 52	One .....	F	White	.....
349	YARMOUTH or CAPE FORCHU.	E. Cape, S. point.....	43 47 28	66 9 21	One .....	F	White	Every minute and 45 secs.; light $1\frac{1}{2}$ min.; dark $\frac{1}{2}$ min.

BAY OF

350	BUNKER S ISLAND.	On end of reef off S. W. point of Island, E. side of entrance to Yarmouth Harbour.	43 48 30	66 8 45	One .....	F	Red	.....
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## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
8	White, square.....	28	20	1854	C .....	Open westward of St. John's Island, bearing N.E. by N. clears the ledge; in making harbour from any other direction, the light must be brought to the northward of E.N.E. before it can be steered for to avoid shoal spot off St. Ann's Point.	345
12	White, square, wood, with dwelling attached.	115	28	1874	C .....	For guiding vessels into Argyle Harbour.	346
12	White, square, wood.	50	23	1864	C .....	Visible seaward; in windows each end of a dwelling house.	347
18	White, octagonal.....	98	60	1830	D, Second order.	The Blond Rock lies S. by W., 3½ miles from lighthouse. A fog-whistle near lighthouse, during fogs and snow storms sounds in each minute a blast of 5 seconds duration, and after an interval of five seconds gives another blast of five seconds, with an interval of 45 seconds.	348
18	Vertical stripes, red and white, octagonal tower.	117	59	1839	C .....	Fog-whistle on W. side, sounds in fogs and snow storms 10 seconds in every minute.	349

FUNDY.

10	The lantern on a dwelling - house, built on a wooden pier.	27	.....	1874	C .....	A red beacon light, for the purpose of guiding vessels into the harbour. Visible from the southward between the bearings of N.E. by N. and N. ¼ E. It can also be seen over Stanwood's Beach when bearing from S. ½ E. to S.E. ¼ E., but cannot be run for on these bearings, the only entrance to the harbour being through Yarmouth Sound and round Cape East.	350
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## List of Lights on the Coasts, Rivers and

NOVA

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
351	CAPE ST. MARY...	E. side of bay .....	44 5 20	66 12 40	One .....	Alt	Red and white.	Every 30 sec...
352	METEGHAN RIVER.	At extreme end of breakwater.	44 13 43	66 8 12	One .....	F	Green .....	
353	CHURCH POINT ...	E. side of St. Mary's Bay, Digby County.	44 19 55	66 7 35	One .....	F	Red .....	
354	SISSIBOO .....	S. side of entrance to river.	44 26 30	66 1 15	One .....	F	White .....	
355	WESTPORT .....	Peter's Island, entrance to Grand Passage.	44 15 30	66 20 20	Two, horizontal, 24 feet apart	F	White .....	
356	BRIER ISLAND .....	N.W. Point.....	44 14 57	66 23 30	One .....	F	White .....	
357	BOAR'S HEAD .....	50 feet from edge of cliff.	44 24 16	66 13 0	One .....	Rev	Red and white alt.	Every minute.

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
17	White, octagonal.....	103	43	1868	C .....		351
6	Vertical red stripes on seaward side, lantern painted black.	21	.....	1875	C .....	Beacon for guiding vessels into river. Must be left on starboard hand and passed close aboard. Tide leaves breakwater one hour before low water.	352
10	White, square, wood.	36	20	1874	C .....	For guiding against dangers in vicinity of Church Point.	353
8	White, pyramidal, wood.	36	33	1870	C .....		354
10	White, square .....	40 each.	15 each.	1850	C .....	Visible from the northward between the bearings of S. by W. and S.S.W., and from the southward between the bearings of N.E. by E, and N.N.W. $\frac{1}{4}$ W.	355
13	White, octagonal .....	92	55	1809	C .....	A steam fog-whistle on N.W. of Brier Island, south side of lighthouse, sounds during thick and foggy weather and snow storms, as follows :— Blast of 4 seconds Interval do Blast do Interval do Blast do Interval of 40 secs } 60 secs.	356
14	White, square .....	70	.....	1864	C .....	On S. entrance to Petit Passage..	357

## List of Lights on the Coasts, Rivers and

NOVA  
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
358	POINT PRIM .....	S. point of entrance to Annapolis Basin.	44 41 34	65 47 20	One .....	F	White	.....
359	PORT WILLIAMS OR MARSHALL COVE.	S. Shore.....	44 56 52	65 16 0	Two, vertical, 20 feet apart.		White	.....
360	MARGARETVILLE...	On extremity of point, S. Shore.	45 2 57	65 4 0	Two.....	F	Red	.....
361	BLACKROCK.....	S. Shore.....	45 10 10	64 46 0	One .....	F	White	.....
362	HORTON.....	On bluff, W. side of Avon River.	45 6 15	64 13 30	One .....	F	White	.....
363	WALTON HARBOR	Basin of Minas, Hants County.	45 14 0	64 0 45	One .....	F	Red	.....
364	BURNCOAT.....	Basin of Minas, N.W. extremity of head, S. Shore.	45 18 40	63 48 30	One .....	F	White	.....

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
13	Vertical red and white stripes, square tower.	76	22	1817	C .....	Fog-whistle on Prim Point sounds in snow storms and in thick or foggy weather 8 seconds in each minute, making an interval of 52 seconds between each blast.	358
10	White, square .....	{ 60 57 }	22	1859	C .....	Lantern on top of dwelling; lower light in bow window, visible from W.S.W. round N. to E.N.E.	359
8	Horizontal white and black stripes, square.	{ 30 27 }	22	1859	C .....	Visible from W.S.W. round N. to E.N.E.	360
12	White, square.....	45	35	1848	C .....	Light on top of dwelling, visible from all points of approach. A fog-whistle on the extreme point of Cape d'Or, on the opposite side of the channel from Blackrock, sounds during thick weather, fogs and snow storms, twice in each minute, each blast being of six seconds duration, with intervals of twenty-four seconds between. The whistle will probably be heard in calm weather, or with the wind, at a distance of 20 miles, and in stormy weather, or against the wind, from 5 to 8 miles, according to the state of the atmosphere.	361
20	White, square.....	92	20	1851	C .....	Light in window .....	362
10	White, square, wood.	60	20	.....	C .....	For guiding vessels into Walton Harbour.	363
13	White, square.....	75	35	1859	C .....	On dwelling; visible from all points of approach.	364

## List of Lights on the Coasts, Rivers and

N O V A

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
365	PARRSBORO' or PARTRIDGE IS- LAND.	W. side of river.....	45 23	0 64 19 0	One .....	F	White	.....
366	SPENCER POINT ...	On N. Shore, Cobequid Bay.	45 23 30	63 37 0	One .....	F	White	.....
367	APPLE RIVER.....	On Cape Capston or Hetty Point, N. en- trance.	45 28 20	64 51 30	One .....	F	White	.....

NEW BRUNS

BAY OF FUNDY.—

368	HILLSBORO' WHARF.	Petitcodiac River.....	45 55 15	64 37 45	One .....	F	White	.....
369	GRINDSTONE.....	W. part of Island.....	45 43 13	64 37 25	One .....	F	White	.....
370	CAPE ENRAGE .....	Pitch of cape.....	45 35 34	64 46 55	One .....	F	White	.....
371	QUACO.....	Small rock off head...	45 19 20	65 31 55	One .....	Rev	White	Every 20 secs..

## Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
9	White, square .....	37	32	1852	C .....	Lantern on dwelling .....	365
6	Window in a building	35	20	1863	C .....	.....	366
12	White, oblong, with tower.	64	45	1870	C .....	Re-built about 100 feet S.S.E. from old one.	367

W I O K.

Continued.

5	.....	14	22	1875	C .....	To guide vessels going up the river and to the coal and plaster wharves.	368
12	White, octagonal, wood.	60	.....	1854	C .....	Visible from N.E. by E. round by N. to E. by S., or 315° Cape Enrage Lighthouse, S.W. by W. $\frac{1}{2}$ W., about ten miles.	369
15	White, square.....	120	23	1840	D, Fourth order.	Visible between the bearings of N. W. round by S. to N.E. A steam fog-whistle, 150 feet N.E. from the lighthouse, sounds during thick weather four seconds in each minute. Will probably be heard in calm weather ten miles, and in stormy weather from three to five miles.	370
15	Horizontally striped red and white, octagonal.	58	46	1835	C .....	A fog-bell tower in course of erection here.	371

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
372	CAPE SPENCER ...	Pitch of cape ...	45 12 30	65 54 0	One	Rev	Red and white alt.	Every 45 secs..
373	PARTRIDGE ISLAND.	St. John Harbour	45 14 20	66 3 20	One	F	White	.....
374	ST. JOHN HARBOUR.	.....	45 15 10	66 3 40	One	F	White	.....
375	LEPREAU ..	On point ..	45 3 40	66 27 39	Two, vertical, 9 y'ds apart.	F	White	.....
376	SPRUCE POINT.....	St. Croix River, Charlotte County.	45 10 0	67 11 0	One	F	White	.....
7	MARK POINT .....	St. Croix River, Charlotte County.	45 10 10	67 12 30	One	F	White	.....

Lakes of the Dominion of Canada.

WICK. — *Continued.*

FUNDY. — *Continued.*

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
20	White, square building, with tower.	207	35	1873	C .....	Visible between the bearings from E.S.E. round by S. to W.N.W., Partridge Island Light bearing by compass N.W. by W. $\frac{1}{2}$ W. northerly, distance being $6\frac{1}{2}$ miles from light to light.	372
20	Vertical red and white stripes.	119	40	1791	C .....	In foggy weather a steam whistle sounds every minute for ten seconds. A bell buoy near E. side of Partridge Island Reef.	373
10	Vertical red and white stripes.	35	15	1828	D, Fourth order.		374
15	Striped horizontally red and white, octagonal.	81 53	31	1831	C .....	Visible between the bearings of W.N.W. and E. by N. from the S. Fog-whistle during fogs and snow storms sounds twice each minute, first giving a blast of 5 seconds duration, with an interval of 5 seconds, then a blast of 5 seconds duration, with an interval of 45 seconds to complete the minute.	375
.....	White, square.....	32	28	1876	C .....	The course from Spruce Point to ballast ground is E. by S. $\frac{1}{2}$ S., distance 2 miles. From Spruce Point to Mark Point W.N.W., distance 2 miles. A vessel after leaving Doucet Island, to clear the reef, should steer N. until the Spruce Point light bears N.W. by W., and thence take a W.N.W. course.	376
.....	White, square.....	32	28	1876	C .....		377



List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
378	MIDJIC BLUFF .....	Passamaquoddy Bay, Charlotte County.	45 6 53	66 54 30	One .....	F	White	.....
379	DREW'S HEAD .....	On W. side of Beaver Harbour, Charlotte County.	45 3 45	66 44 0	On .....	F	White	.....
380	BLISS ISLAND.....	West end of Island, S. side of western entrance to Bliss Harbour.	45 1 15	66 51 0	One .....	F	Red	.....
381	CAMPOBELLO ISLAND.	N. point of Head Harbour.	44 57 40	66 54 10	One .....	F	White	.....
382	PORT ST. ANDREWS.	N. point of entrance.	45 4 10	67 2 50	One .....	F	White	.....
383	PORT ST. ANDREWS.	On sand reef at E. entrance.	45 3 45	67 0 50	One .....	F	White	.....
384	SOUTH-WEST WOLF ISLAND.	On S.E. point of the island.	44 56 30	66 44 10	One .....	Rev	White	Every 1½ min..

Lakes of the Dominion of Canada.

W I C K.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
15	White, square, wood, lantern brown.	130	29	1876	C .....	A bar extends off E.N.E. from lighthouse, and bears at low water a distance of 100 fathoms from high water mark. A vessel keeping off 130 fathoms will carry her clear at low water.	378
10	White, square, wood.	45	36	1875	C .....	Seen at all points between eastern and western heads harbour.	379
12	White, square, wood.	45	30	1871	C .....		380
15	White, with red cross, octagonal tower.	64	34	1829	C .....		381
10	White, octagonal.....	42	22	1833	C .....	Visible between the bearings of N.W. by N. and S.E. by S.	382
10	White, square, wood, on a framed pier.	40	10	1855	C .....	To guide to all ports in inner bay, and to vessels going up the river St. Croix from Little Passage or West Quoddy. There is only 4 feet of water on the N.W. extension of the reef towards mainland.	383
17 to 20	White, square, wood.	111	36	1871	C .....	Lantern on dwelling; visible from all points of approach.	384

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK  
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
385	SWALLOW TAIL...	N.E. part of Grand Manan.	44 45 52	66 44 0	One .....	F	White .....	
386	OLD PROPRIETOR LEDGE.	A spindle beacon, on S.E. of Grand Manan Island.	44 33 10	66 40 0	One .....			
387	MACHIAS ISLAND...	On Island .....	44 30 7	67 6 13	Two, W. by N. $\frac{1}{2}$ N. and E. by S. $\frac{1}{2}$ S., and 56 $\frac{1}{2}$ yds. apart.	F	White .....	
388	GANNET ROCK....	On rock.....	44 0 38	66 47 0	One .....	F. & Fl.	White	A flash every 4 $\frac{1}{2}$ seconds.

RIVER

389	GREEN HEAD.....		45 18 0	66 7 20	One .....	F	White .....	
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Lakes of the Dominion of Canada.

WICK. — *Continued.*

FUNDY. — *Continued.*

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
17	White, octagonal, wood.	148	50	1860	C .....	Visible between the bearings of S.W. round S. to N.W. A steam fog-whistle on extreme N.W. head of Grand Manan, 80 feet above high water, sounds in thick weather, fogs and snow storms three blasts of four seconds duration in each minute, with an interval of sixteen seconds between each blast.	385
8 or 10	Spindle painted red..	31	.....	1876	.....	.....	386
15	White .....	58 East, 54 West.	36 each.	1832	One light catoptric, the other dioptric of second order.	A fog-whistle sounds in thick weather, fogs and snow storms, five seconds in each $\frac{1}{2}$ minute.	387
12	Striped vertically, black and white alternately, octagonal tower.	66	41	1831	D, Fourth order.	A gun is fired to answer signals during fogs and snow storms. Dangerous rocks extend 4 miles eastward of the lighthouse. Fixed light..... 45 seconds. Eclipse..... $5\frac{1}{4}$ do Flash..... $4\frac{3}{8}$ do Eclipse..... $5\frac{1}{4}$ do Making..... 60	388

St. JOHN.

10	White.....	105	.....	1869	C .....	.....	389
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List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
390	SAND POINT.....		45 22	0 66 11 0	One .....	F	White .....	
391	OAK POINT.....		45 32	0 66 6 0	One .....	F	White .....	
392	NO MAN'S FRIEND .....		45 47	0 66 7 30	One .....	F	White .....	
393	MUSQUASH ISLAND.	Washadamoak Lake, Queen's County.	45 42	0 66 7 0	One .....	F	White .....	
394	HENDRY FARM.....	Washadamoak Lake, Queen's County.	45 42	0 66 7 0	One .....	F	White .....	
395	OROMOCTO SHOAL .....		45 53	0 68 27 0	One .....	F	White .....	
396	WILMOT BLUFF .....		45 56	0 66 30 0	One .....	F	White .....	
397	COX POINT .....	Grand Lake .....	46 2	0 66 1 0	One .....	F	White .....	
398	McMANUS POINT.	Newcastle, Grand Lake.	46 4	0 66 2 0	One .....	F	White .....	

## Lakes of the Dominion of Canada.

WICK.—Continued.

JOHN.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White.....	50	.....	1869	C.....		390
10	White.....	50	.....	1869	C.....		391
10	White.....	55	.....	1869	C.....		392
.....	Brown, open framework, lantern white	26	.....	1875	C.....	Range lights to show course of channel from Musquash Island, past Hog Island Shoal. In coming down the lake, the two lights are to be kept in range until opposite the N.W. end of Hog Island, whence a southerly course is kept to the foot of Musquash Island. In going up the lake, the two lights are to be brought in range opposite the N.W. end of Hog Island, and kept in range until within half a mile of the light on Hendry Farm.	393
.....	Brown, open framework lantern white	30	.....	1875	C.....		394
10	White.....	54	.....	1869	C.....		395
10	White.....	104	.....	1869	C.....		396
10	White.....	20	.....	1869	C.....		397
10	White, square, wood.	28	26	1876	C.....		398

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
399	ROBERTSON POINT.	Grand Lake .....	45 53	0 60 13	0 One .....	F	White	.....
400	FANJOY POINT.....	Grand Lake .....	45 55 10	60 4 0	One .....	F	White	.....

BRITISH

401	BEREN'S ISLAND...	W. entrance to Victoria Harbour.	48 25 24	125 24 0	One.....	F	Blue	.....
402	ENTRANCE ISLAND.	Nanaimo Harbour, Straits of Georgia.	49 12 50	123 48 45	One .....	F	White	.....
403	RACE ROCKS.....	In Straits of De Fuca.	48 17 45	123 32 0	One .....	Fl	White	Every 10 secs..
404	FISGARD.....	On a rock at entrance to Esquimalt Harbour.	48 26 0	123 27 15	One.....	F	Red	.....
405	FRASER RIVER LIGHTSHIP.	On S. Sand Head, at entrance to river.	49 3 50	123 16 40	One.....	F	White	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

SR. JOHN.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White, square, wood.	16	16	1873	C .....		399
10	White, square, wood.	16	16	1873	C .....		400

COLUMBIA.

7	White, square, wood.	44	30	1876	C .....	Light bears from Brotchie Ledge bell buoy N.N.W. $\frac{1}{2}$ W.	401
14	White, square, wood, with dwelling attached.	65	50	1876	C .....	To indicate entrance to Departure Bay and Nanaimo Harbour.	402
18	Alternate black and white horizontal bands, circular, stone.	118	105	1861	D, Second order.	A fog-bell rings in thick or foggy weather.	403
12	White brick, and red brick dwelling.			1861	D, Fourth order.	Shows red in the harbour ..	404
9	Red hull, with ball at the light mast head.	70		1866	C .....		405



## List of Lights on the Coasts, Rivers and

BRITISH

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
406	POINT ATKINSON.	N.W. entrance to English Bay and Burrard Inlet.	49 19 42	123 15 54	One.....	Rev	White	Every minute..
407	CAPE BEALE .....	S.E. point of entrance to Barclay Sound, on W. coast of Vancouver Island.	48 47 48	125 12 52	One.....	Rev	White	Every 30 secs..

## Lakes of the Dominion of Canada.

COLUMBIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
15	White, square, wood.	119	49	1875	C .....	Visible round an arc of the horizon from the entrance to Burrard Inlet to an E. by N. $\frac{1}{4}$ N. bearing. Should not be brought to bear to the eastward of N. by vessels in the Straits, as this bearing will only lead clear of Sturgeon Bank, off Fraser River. A coast light, and to indicate entrance to Burrard Inlet.	406
19	Light stone colour, square, with detached oblong dwelling.	164	35	1874	C .....	A coast light to indicate entrance to Barclay Sound. Visible from an easterly bearing parallel with the coast round to W. by N. $\frac{1}{2}$ N. The light should not be brought to bear to the eastward of E. $\frac{1}{2}$ N., as foul ground extends off the entrances to Barclay Sound. Mariners should not attempt to enter the Sound without local knowledge or a pilot.	407



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N.B.—The names by which the Lights are most generally known are printed in SMALL CAPITAL LETTERS. When the names consist of two or more words, such as "ST. FRANCIS," "ISLE À LA PIERRE," etc., it is also found convenient to index them "*Francis, St.*" "*Pierre, Isle à la,*" etc., in *italic letters*. The names of the places near which the Lights are situated, are printed in common or lower case letters.

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## SUPPLEMENT No. 2

TO THE NINTH ANNUAL REPORT OF THE DEPARTMENT OF  
MARINE AND FISHERIES,

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

## REPORTS

OF

THE CHAIRMEN OF THE BOARDS OF STEAMBOAT INSPECTION AND EXAMINERS  
OF MASTERS AND MATES,

THE

TORONTO, MONTREAL, QUEBEC AND PICTOU  
HARBOUR COMMISSIONERS,

THE PILOTAGE AUTHORITIES, THE HARBOUR AND SHIPPING MASTERS,  
THE PORT WARDENS,

AND ON

THE HARBOUR POLICE OF MONTREAL AND QUEBEC,

TOGETHER WITH

STATEMENT OF WRECKS AND CASUALTIES AND LIST OF REWARDS FOR SAVING LIFE,

CHIEFLY UP TO THE

31st day of December, 1876<sup>1</sup>



OTTAWA:

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

1877.





**DEPARTMENT OF MARINE AND FISHERIES.**

OTTAWA, 1st January, 1877.

SIR,—I have the honour to submit herewith Supplement No. 2 to the Ninth Annual Report of the Department of Marine and Fisheries, being for the Fiscal Year ended 30th June, 1876; containing the Reports of the Chairmen of the Boards of Steamboat Inspection and Examiners of Masters and Mates, the Toronto, Montreal Quebec and Pictou Harbour Commissioners, the Pilotage Authorities, the Harbour and Shipping Masters, the Port Wardens, and on the Harbour Police of Montreal and Quebec, together with Statement of Wrecks and Casualties and List of Rewards for Saving Life.

I have the honour to be, Sir,

Your most obedient servant,

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

The Hon. ALBERT J. SMITH, M.P.,

*Minister of Marine, etc.*



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## APPENDIX No. 1.

## REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

BOARD OF STEAMBOAT INSPECTION,  
CHAIRMAN'S OFFICE,  
TORONTO, 1st January, 1877.

Honourable A. J. SMITH,  
*Minister of Marine and Fisheries,*  
Ottawa.

SIR,—I beg leave to submit herewith my annual report for the year ended 31st December, 1876.

The usual annual meeting of the Board of Steamboat Inspection was convened by me at Montreal, in November last. There were present Mr. Wm. M. Smith, Inspector for the Maritime Provinces, Mr. Joseph Samson, Inspector for the District of Quebec, Mr. Xavier Befort, Inspector for the Three Rivers District, Mr. John Burgess, Inspector for the Montreal District, and the Chairman. Messrs. Mencilley and Taylor, of the Western districts, were not called upon to be present, as they were required to attend a subsequent meeting called at Toronto on the 4th December. The expense of the journey from British Columbia prevented me from asking the attendance of Mr. Thomas Westgarth, the Inspector for that District. He was, however, instructed to forward to the Board at Montreal any suggestions or enquiries he might desire to submit to it.

The proceedings of the Board at Montreal were chiefly confined to the classification of examination papers made by the Local Inspectors, of engineers in their several districts, and the renewal of certificates to qualified engineers for the year 1877. A rule requiring engineers holding limited certificates to renew them annually was passed by the Board; also, a resolution restraining Inspectors from taking any official action conflicting with any previous decision of the Board, without the consent of the Chairman.

The Chairman was also requested to thank, on behalf of the Board, Mr. David Khanweiler, of New York, for his offer to present to each of the Inspectors, free of charge, one of his patent life-preserver jackets.

At the subsequent meeting of the Board at Toronto, at which were present Messrs. Taylor and Mencilley, the business was confined entirely to the business of engineers' examinations and renewals of certificates to qualified engineers.

On the 18th November last a quorum of the Board was called together, namely, Messrs. Taylor, Mencilley, and the Chairman, to examine Mr. Edmund Richard Abelle, in compliance with instructions from the Department, as to his qualifications and fitness for the office of Inspector of Steamboats for the District of Manitoba. Mr. Abelle passed a satisfactory examination for the position, and the Department was at once informed of the fact.

Engineers have been examined and certificates to qualified engineers been renewed at the following places in the Dominion :

Ontario.	Province of Quebec.	Maritime Provinces.	British Columbia.
Windsor,	Montreal,	Halifax, N. S.,	Victoria.
Sarnia,	Sorel,	Pictou,	
Chatham,	Quebec,	LaHave, N.S.,	
Hamilton,	Levis.	N. Sidney, C.B.,	
St. Catharines,		Glace Bay, C.B.,	
Toronto,		St. John, N.B.,	
Collingwood,		Fredericton, N.B.,	
Lindsay,		Richibucto, N.B.,	
Kingston,		Charlottetown, P.E.I.,	
Ottawa.		Summerside, P.E.I.	

During the year there were issued 1,145 certificates, against 929 last year, showing an increase of 216 for the year just closed. A part of this increase is due to British Columbia, not included in last year's returns, and the certificates are classed thus :—

#### CLASSIFICATION OF ENGINEERS.

First Class Chief Engineers.....	62
Second Class Engineers .....	163
Third Class Engineers.....	202
First Class Assistant Engineers.....	301
Second Class Assistant Engineers.....	166
Third Class Assistant Engineers.....	148
Limited Engineers' Certificates to a special steamer for which they are considered qualified.....	103=1,145.

The sum of \$3,038 has been received by me for fees on this account, and paid over to the credit of the Steamboat Inspection Fund, being \$535 in excess of the amount paid on this account during the year 1875.

A statement, under form 10, showing the grade, employment and fees paid by each Engineer, is appended. By it may be traced the account of money paid by each Engineer from the time of his first appearance before the Board to the present, going back to the year 1860.

The following table exhibits the gross and registered tonnage of Steam Vessels in the Dominion during the the years named :—

#### GROSS AND REGISTERED TONNAGE IN THE DOMINION.

Year.	Gross Tons.	Registered Tons.	Gross Tons.	Registered Tons.	Gross Tons.	Registered Tons.
1873	92,298	56,457	.....	.....	Decrease.....	Decrease.....
1874	102,138	62,518	9,840	6,061	do .....	do .....
1875	117,251	72,851	15,113	10,333	do .....	do .....
1876	111,953.49	67,996.40	.....	.....	5,297.51	4,854.60

The above return includes British Columbia for the years 1875 and 1876, viz:—

GROSS AND REGISTERED TONNAGE, BRITISH COLUMBIA.

	Gross Tons.	Registered Tons.
1875.....	4,136	3,080
1876.....	4,458	3,242

It will be seen that there is a falling off for the year 1876 of 5,297<sup>51</sup>/<sub>100</sub> gross tons, and 4,854<sup>60</sup>/<sub>100</sub> registered tons.

Statement of gross and registered tonnage of Steam Vessels in the Dominion, and amount of dues and fees collected on account of their inspection; also amount of fees collected from Engineers for certificates during the year ended 31st December, 1876:—

Division.	Gross Tons.	Registered Tons.	Dues and Fees.
			\$ cts.
West Ontario, Huron and Superior .....	35,653.57	24,884.02	3,487 04
East Ontario.....	11,054	6,459	1,102 48
Montreal.....	17,128	8,010	1,809 27
Three Rivers.....	9,663	5,040	986 41
Quebec.....	16,715	9,418	1,646 14
Maritime Provinces .....	17,281	10,943	1,751 96
British Columbia.....	4,458.92	3,242.38	428 18
Engineers.....			3,038 00
Totals.....	111,953.49	67,996.40	14,249 48

Total revenue, \$14,249.48, being an increase for the year of \$281.10.

Number and classification of steamers in the Dominion:—

DIVISION.	Number.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior ..	202	43	159	68	42	92
East Ontario .....	91	27	64	41	25	25
Montreal.....	124	64	59	37	21	66
Three Rivers .....	53	45	8	23	.....	3*
Quebec .....	88	50	38	21	3	64
Maritime Provinces .....	108	46	62	57	5	46
British Columbia .....	23	16	7	15	.....	8
Totals.....	689	291	397	262	96	331

NOTE.—Two of the 124 steamers in the Montreal Division, one of them a chain tug, are not included among the paddle or screw class.

Statement of the number of steamers in the Dominion for the years named, with the increase for each year, including British Columbia, for 1875 and 1876:—

Year.	Number.	Increase.
1869.....	401	.....
1870.....	404	3
1871.....	438	34
1872.....	473	35
1873.....	554	81
1874.....	595	41
1875.....	684	89
1876.....	689	5

Steamers added to the Dominion during the year 1876, their register and class:—

DIVISION.	Number.	Gross Tons.	Register Tons.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior.....	16	1,156·90	872·84	2	14	4	1	11
East Ontario .....	10	494	254	2	8	8	.....	2
Montreal .....	10	471	187	2	8	4	.....	6
Three Rivers .....	1	139	83	.....	1	.....	.....	1
Quebec .....	4	232	75	.....	4	.....	.....	4
Maritime Provinces.....	8	898	634	3	5	6	.....	2
British Columbia.....	2	252·31	139·06	1	1	2	.....	.....
Totals.....	51	3,643·21	2,244·90	10	41	34	1	26

Statement of steamers lost, broken up, or put out of service during the year 1876:—

DIVISION.	Number.	Gross Tons.	Register Tons.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior.....	9	1,812·33	1,417·41	1	8	3	2	4
East Ontario .....	3	550	262	3	.....	.....	1	2
Montreal .....	3	146	99	2	1	.....	.....	3
Three Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec .....	6	1,211	628	4	2	2	.....	4
Maritime Provinces.....	4	575	532	3	1	4	.....	.....
British Columbia.....	2	298·23	231·36	1	1	1	.....	1
Totals.....	27	4,592·56	3,169·77	14	13	10	3	14

## CASUALTY RETURNS FROM THE SEVERAL DISTRICTS.

## WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

Passenger steamer "J. W. Steinhoff" while on her way between Chatham and Detroit, by the breaking of one of the boiler feed pump valves, the water in the boiler got low and started some of the tubes, the fires were at once put out without other damage.

Steamer "Champion," burnt on Belle River, Lake Saint Clair, July 12th, about 6 miles from land, total loss. The crew, six in number, provided themselves with life-preservers and by the aid of the gang plank, after being four hours in the water, saved themselves.

Steamer "Southern Belle," eight miles off Niagara, on the 27th August, broke the eccentric of one of her feathering paddles, she made her way to Toronto with one wheel.

On the 20th September, the steamer "City of Toronto," on her way to Niagara, and while the engineer was fitting new glasses in the water gauges on the boilers, the water in one of the boilers suddenly fell below the top tubes, and they started leaking. The engineer could not account for the water falling except it be attributed to something causing its foaming in an unusual degree. No other injury was sustained to the boilers. The accident shows the necessity of keeping the glass on the boiler clean and closely watching its indications.

Propeller "Prussia," about 25 miles off Port Colborne, broke the piston rod of the engine, letting loose the piston which, striking the cylinder cover, broke it in pieces. No other injury was sustained.

Tug "George Watson," purchased by gentlemen of Toronto, for towing vessels at their mine in Cape Breton, when on her way from Toronto to that place, having reached Chats River in safety, was stranded on a reef of rocks, about two-thirds of a mile from shore; vessel total loss; the machinery it is thought may be saved; the accident occurred on the 28th November, in the evening, during day light while in charge of a licensed Pilot; no lives lost.

## KINGSTON DISTRICT.

Steamer "Queen," while lying at the wharf at Kingston, broke her steam pipe, by the accumulation of condensed water in the pipe, the recoil of which on starting the engine occasioned the accident, the introduction of a vent cock in the pipe will prevent its recurrence.

Steamer "Norseman," between Port Hope and Rochester, broke the main cross-head of her engine; she got back to Port Hope for repairs.

Steamer "Clyde" burnt at the wharf at Harwood Rice Lake, August 18th; total loss.

Steamer "Algerian," of the Royal Mail Line, Toronto and Montreal, when leaving Rockport, her paddle shaft was found broken half way round, the steamer proceeded slowly to Kingston, where a new shaft was put in.

Steamer "Corinthian," of the Royal Mail Line, stranded near Grafton, Lake Ontario, on the 18th September, in heavy weather. Passengers were got off in safety. The vessel was floated off and towed to Montreal for repairs.

## MONTREAL DISTRICT.

No casualties reported in this district.

## THREE RIVERS DISTRICT.

No casualties reported in this district, except a broken paddle shaft of the steamer "Montreal," belonging to the Richelieu Company, which occurred on her way from Quebec to Montreal in August last.

## QUEBEC DISTRICT.

Steamer "Ranger," run into by the Norwegian barque "Rosa," off Saint Lawrence Point, Island of Orleans. The steamer was run ashore and sunk in 13 feet water. The crew got off in the boats. The accident occurred on the 3rd June

Steamer "Voyageur," on the 4th July, when running a raft ashore at Platon, grounded on a rock. She filled. The engine was taken out and hull floated off.

Steam ferry "Worth," burned to the water's edge while lying at Coutures wharf on the 4th September. Some of the crew badly burned. In the same month, Louis Pagina, engineer of the tug steamer "Asilda," when screwing down the check valve cover on the boiler, one of the bolts in the cover broke and the cover forced off by the pressure in the boiler allowed the hot water to escape, which scalded him to death.

## MARITIME PROVINCES.

Steamer "Dominion," of Yarmouth, N. S., broke her screw on a sunken log in the harbour.

Steamer "Neptune," of Sydney, C. B., on the 16th October, on her passage up the Bras d'Or Lake, about five miles inside the entrance to the lake, broke the pin in the forward end of the walking beam, bent the piston rod and links, and burst the cylinder into pieces. It was blowing a gale at the time. The steamer was anchored and the passengers landed in safety. The steamer was taken to Sydney for repairs.

## BRITISH COLUMBIA.

No accidents are reported in this District from defective boilers.

Steamer "Ella White" struck a sunken rock in Howe Sound, knocking one of the three blades off her screw. She reached Victoria where a new screw was got. The accident occurred in February last.

Steamer "Gertrude," on her way down Stickeen River, struck a rock going through the Grand Rapids, making three large holes in her hull. A Russian named Labard, in his attempt to take a line from the steamer to the shore, was carried away by the current and drowned. The steamer succeeded in reaching Fort Wrangle, where she was beached and repaired.

In July, the steamer "Grappler," heavily loaded with freight, ran ashore on Darcy Island and filled. She was floated off, beached, and made all right.

Steamer "Beaver," in July, ran hard on a rock in Howe Sound. She was got off, but leaking so badly that she had to be beached at Deep Cove, Howe Sound. Fore-foot knocked off, and part of bow damaged. She was put on the ways at Victoria and repaired.

In the Montreal district there is a complaint from the owners of the steamer "National," against Pierre Lariviere, second-class chief engineer, of drunkenness and neglect of duty. Also by Captain Glendinning, of the steamer "C. T. Brydges," accusing the engineer, John Gazette, of incompetence, drunkenness and abusive language.

At the complaint of Mr. Inspector Meneilley, Wm. Anderson, engineer, of Port Colborne, Ont., was brought before a Magistrate at Clifton and fined \$200 for acting as engineer of a tug steamer without license to do so. The fine has not, I believe, been paid, and Anderson is at large and applying for a renewal of certificate.

In October Mr. Meneilley also instituted proceedings against Henry Taylor, of Chatham, for a similar offence to Anderson's, namely: running a tug, as engineer, without a license. Owing to "defective information" in the proceedings, this case was not sustained by the Magistrate.

I am, Sir, your obedient servant,

SAMUEL RISLEY,

Chairman of the Board of Steamboat Inspection.

STEAM VESSELS Inspected for the Year ended 31st December, 1876.  
WEST ONTARIO, HURON AND SUPERIOR DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Florence.....	Hamilton.....	Kitson.....	March 9	106	73	7 56	8	May 27	15 26	Screw, ex. boat, Burlington Bay.
A. Jones.....	Sarnia.....	Matheson.....	do 20	22	16	1 54	5	June 7	6 54	do Ferry boat, Point Edward.
Hawatha.....	do .....	do .....	do 22	82	56	5 74	5	March 22	10 74	do Pass. and freight, Sarnia and Wallaceburg.
Ada E. Allen .....	Walkerville.....	Benson.....	do 23	107	68	7 49	5	do 23	12 49	do Freight barge, Windsor and Wallaceburg.
City of Dresden.....	Windsor.....	do .....	do 24	129	69	9 08	8	April 14	17 08	do Freight and pass., Windsor and Wallaceburg.
Lake Breese .....	do .....	do .....	April 27	192	171	13 44	8	Feb. 29	21 44	do Freight and pass., Windsor and Leamington.
Lake Michigan.....	Hamilton .....	Kitson .....	do 17	365	301	25 55	8	June 12	33 55	do Prop., Montreal & Chicago.
Zealand .....	do .....	do .....	do 17	411	284	28 77	5	April 21	33 77	do do do
Nepigon.....	do .....	do .....	do 17	604	384	Nil.	Nil.	Not employed.	do do do	do do do
D. R. Van Allen.....	Chatham.....	Pennefather.....	do 19	260	177	18 20	5	April 21	23 20	do do do
J. W. Steinhof .....	do .....	do .....	do 20	182	124	12 74	8	do 13	20 74	do Pass. and freight, Chatham and Detroit.
River King.....	do .....	do .....	do 20	53	34	3 71	5	May 15	8 71	do Side-wheel, freight, Chatham and Wallaceburg.
Celtic .....	Hamilton.....	Kitson.....	do 22	386	268	27 02	8	April 15	35 02	do Screw prop., Montreal & Chicago.
Metamora.....	Sarnia .....	Matheson.....	do 25	209	162	16 73	5	do 17	21 73	do Lake tug.

STEAM VESSELS inspected for the Year ended 31st December, 1876—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$	\$		\$ cts.	
Manitoba.....		Matheson.....	April 26	338	236	23 66	8	June 3	31 66	Side-wheel, pass, Lake Superior.
Ontario.....	do	do	do 26	1,103	750	77 98	8	do 3	85 98	Screw do do
Quebec.....	do	do	do 26	1,065	799	74 55	8	do 3	82 55	do do do
Enterprise.....	Windsor.....	Benson.....	do 27	206	141	14 42	5	do 13	19 42	do Freight, lake barge.
Argyle.....	do	do	do 27	355	268	24 85	8	April 26	32 85	do Propeller, Lake Superior.
Asia.....	do	do	do 27	347	267	24 29	5	May 5	29 29	do do do
Ontario.....	Chatham.....	Pennefather.....	do 27	35	11	2 45	5	do 29	7 45	do Tug, River Thames.
City of Montreal.....	do	do	do 28	300	220	21 00	8	April 28	29 00	do Prop., Montreal & Chicago.
Lake Ontario.....	Hamilton.....	Kittson.....	April 29	375	306	26 25	8	June 6	34 25	do do do
Lake Erie.....	do	do	do 29	347	267	24 29	8	April 23	32 29	do do do
Golden City.....	Toronto.....	Smith.....	May 3	35	25	2 45	5	May 3	7 45	Screw, river tug.
O. W. Dennis.....	do	do	do 3	17	8	1 19	5	do 3	6 19	do do do
P. E. McKerral.....	Collingwood.....	Watson.....	May 10	116	77	8 12	5	April 29	13 12	Screw, lumber and grain barge, Georgian Bay.
Fred. Hotchkiss.....	do	do	do 10	15	7	1 05	5	May 10	6 05	Screw tug, Georgian Bay.
Lily Kerr.....	do	do	do 11	58	26	4 06	5	do 10	9 06	do do do
Cumberland.....	do	do	do 12	418	229	29 26	8	do 10	37 26	Side-wheel, pass, Lake Superior.
Rescue.....	do	do	do 12	12	12	0 84	5	do 10	5 84	Screw, fishing boat, Georgian Bay.



Wales .....	do .....	do 15	188	86	13 16	5	do 27	18 16	do lake tug.
Dennis Bowen .....	Hamilton .....	do 20	11	11	0 77	5	do 20	5 77	do excursion boat, Burlington Bay.
Collingwood .....	Collingwood .....	do 20.	50	24	3 50	5	do 8	8 50	Screw tug, Georgian Bay.
Minnie Hall .....	do .....	do 26	47	32	3 29	5	do 26	8 29	do do
Georgiana .....	do .....	do 26	88	64	6 16	5	do 11	11 16	Side-wheel, pass, Georgian Bay.
City of London.....	London, Ont .....	June 1	Not registered.						do do River Thames.
Huron.....	Sarnia .....	do 7	1,673	1,137	117 12	8	June 7	125 12	Screw, Grand Trunk Railway Car Ferry, Sarnia.
International .....	do .....	do 8	1,052	742	73 64	8	do 7	81 64	do do do
Saginaw .....	do .....	do 8	227	154	15 89	8	do 7	23 89	Screw, Great Western Railway car ferry, Sarnia.
Sea Gull .....	do .....	do 8	51	43	3 57	5	do 7	8 57	Screw, ferry-boat, Sarnia and Port Huron.
Great Western .....	Windsor .....	do 9	1,252	712	87 64	8	do 12	95 64	Side-wheel, Great Western Rail way car ferry, Windsor.
Michigan .....	do .....	do 10	1,344	908	94 08	8	do 12	102 08	do do do
Hope .....	do .....	do 10	128	110	10 43	8	do 9	18 43	Side-wheel, ferry, Windsor and Detroit.
Essex .....	Windsor.....	June 10	99	51	6 93	5	June	11 93	Side-wheel, ferry, Windsor and Detroit.
Transfer.....	Amherstberg .....	do 22	1222	591	85 54	8	do 19	93 54	Side-wheel, C.S.R., car ferry, Amherstberg.
Minnie Morton.....	do .....	do 22	28	18	1 96	5	do 21	6 96	Screw, tug, Detroit River.
Bob Hackett.....	do .....	do 22	72	52	5 04	5	April 22	10 04	do passenger and freight, Detroit River.
Victoria.....	Lindsay .....	July 5	94	83	6 63	5	June 15	11 63	Side-wheel, freight, Back Lakes.
Maple Leaf.....	do .....	do 5	13	11	0 94	5	do 15	5 94	do do do
Vanderbilt .....	do .....	do 6	109	53	7 63	8	do 15	15 63	passenger, do

STEAM VESSELS Inspected for the Year ended 31st December, 1876—West Ontario, &c., Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Ogemah .....	Lindsay .....	Browne.....	July 6	102	79	7 18	5	June 15	12 18	Side-wheel, freight, Back Lakes.
Excursion .....	do .....	do .....	do 6	93	88	6 55	5	do 15	11 55	do excursion boat, do
Lady Ida.....	do .....	do .....	do 6	18	18	1 26	5	do 15	6 26	do laid up,
Novelty .....	do .....	do .....	do 6	75	65	5 25	5	do 15	10 25	do freight, do
Mary Ellen.....	do .....	do .....	do 6	31	13	2 17	5	do 15	7 17	do tug, do
Anglo Saxon .....	do .....	do .....	do 6	47	39	3 29	5	do 15	8 29	do do do
Samson .....	do .....	do .....	do 6	68	19	4 76	5	do 15	9 76	do do do
Champion .....	do .....	do .....	do 6	82	73	5 74	5	do 15	10 74	do do do
Ontario.....	do .....	do .....	do 7	49	31	3 45	5	do 15	8 45	do do do
Commodore .....	do .....	do .....	do 8	109	95	7 63	8	do 15	15 63	do do do
Coboconk .....	Fenelon Falls.....	do .....	do 8	45	45	3 15	5	July 7	8 15	do passenger and freight, Fenelon Falls.
Susan C. Doty.....	Meaford .....	C. R. Ling .....	do 12	21	17	1 44	5	do 12	6 44	Side-wheel, fishing boat, Georgian Bay.
Kate Pilgrim.....	do .....	do .....	do 12	11	7	0 77	5	do 12	5 77	do do do
Belle.....	do .....	do .....	do 12	15	7	1 05	5	do 12	6 05	do do do
Starling.....	Niagara.....	Paid at Belleville ..	do 19	12	6	0 84	5	May 27	5 84	Screw, excursion boat, Niagara.
Transit .....	Hamilton.....	Kittson .....	July 21	82	53	5 74	5	May 22	10 74	Side-wheel, excursion boat, Burlington Bay.

	19	250	20 79	8 July	28 79	
Albion .....	Clark.....	297	250	20 79	8 July	28 79
Port Dalhousie.....	Clark.....	19	250	20 79	8 July	28 79
Mystic .....	Benson.....	24	37	3 57	5 do	8 57
Windsor.....	Benson.....	do	do	do	do	do
Toronto.....	Smith.....	27	11	0 98	5 do	5 98
Joe Knight.....	Smith.....	do	do	do	do	do
Modock.....	Wilson.....	2	26	Nil.	Nil.	Not employed.
Collins Inlet, Georgian Bay.....	Wilson.....	Aug. 2	26	Nil.	Not employed.	
Bruce Mines.....	do .....	6	54	3 79	5 Aug.	8 79
Sault Ste. Marie.....	do .....	do	7	0 90	5 do	5 90
do .....	do .....	6	9	0 90	5 do	5 90
do .....	do .....	6	Not registered.			
Silver Islet, Lake Superior .....	Nicholson .....	8	55	3 86	5 do	8 86
do .....	do .....	.....	130	Nil.	Nil.	do
P. A. Landing, Lake Superior.....	do .....	9	129	9 03	8 Aug.	17 03
do .....	do .....	9	13	0 91	5 do	5 91
do .....	do .....	9	13	0 91	5 do	5 91
Fort William, Lake Superior .....	do .....	9	24	1 68	5 May	6 68
do .....	do .....	10	15	1 05	5 Aug.	6 05
M. J. Mills.....	do .....	do	do	do	do	do
Windsor .....	Benson .....	6	759	53 13	8 June	61 13
St. Catharines.....	Clark .....	18	378	26 46	8 April	34 46
Toronto.....	Chas. B. Mackay.....	5	428	29 96	8 July	37 96
do .....	do .....	12	33	2 31	5 April	7 31
do .....	do .....	15	188	13 16	5 May	18 16
Port Colborne.....	Wm. A. Routh.....	17	633	44 31	5 do	49 31
do .....	do .....	18	43	3 01	5 do	8 01

Screw, propeller, freight.  
 Tug, Detroit River.  
 do Toronto Harbour.  
 Fishing boat, L. Superior.  
 Ferry at the Sault.  
 Fishing boat, L. Superior.  
 Silver Islet, steam tender.  
 do do  
 Freight, Fort William.  
 Exploring boat, L. Superior  
 Dredge tug, Fort W'lm, L.S.  
 Exploring and pleasure boat, Fort William, L.S.  
 Great Western Ry., car ferry, Windsor.  
 Propeller, freight, Montreal and Chicago.  
 Side-wheel, passenger and freight, Toronto and Niagara.  
 Screw, tug, Toronto Harbour.  
 do Lake Ontario.  
 Freight barge and tug, Port Colborne and Chicago.  
 Tug, Port Colborne Harbor

STEAM VESSELS Inspected for the Year ended 31st December, 1876—West Ontario, &c., Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Salty Jack.....	Port Colborne.....	Wm. A. Routh.....	April 18	45	28	3 15	5	April 6	8 15	Screw Tug, Port Colborne harbor.
Mary A. Loughlin.....	do .....	do .....	do 18	23	12	1 61	5	do 19	6 61	do do Welland Canal.
Kitty Haight.....	do .....	J. S. Scholfield.....	do 18	60	28	4 20	5	April 20	9 20	Screw Tug, Welland Canal.
Mary.....	do .....	W. A. Routh.....	do 18	66	23	4 62	5	May 11	9 62	do do do
Jane Armstrong.....	do .....	J. S. Scholfield.....	do 18	45	24	3 15	5	April 19	8 15	do do Port Colborne Harbor
Maggie.....	do .....	do .....	do 18	31	21	2 17	5	do 19	7 17	do do Welland Canal.
W. A. Routh.....	do .....	W. A. Routh.....	do 18	49	43	3 43	5	May 6	8 43	do do Port Colborne Harbor
Olara M. Carter.....	do .....	do .....	do 18	29	23	3 03	5	April 29	8 03	do do Welland Canal.
Maggie R. Mitchell.....	Port Robinson ...	D. E. McFarland...	do 19	24	19	1 68	5	do 19	6 68	do do do
W. J. Aikins.....	do .....	do .....	do 19	41	16	2 87	5	do 19	7 87	do do do
Maggie R. King.....	do .....	do .....	do 19	25	21	1 75	5	do 19	6 75	do do do
Addie Carter.....	do .....	do .....	do 19	25	15	1 75	5	do 22	6 75	do do do
J. H. Doyle.....	do .....	do .....	do 19	17	11	1 19	5	June 15	6 19	do do do
S. R. Morcross.....	do .....	do .....	do 19	27	19	1 89	5	April 22	6 89	do do Chippewa Creek.
Minerva.....	do .....	do .....	do 19	27	19	1 89	5	do 22	6 89	do do do
Wm. Ross.....	do .....	J. Clark.....	do 19	11	11	0 77	5	do 15	5 77	do do Welland Canal.
California.....	Port Dalhousie.....	A. Hodge.....	do 20	360	244	25 20	8	do 19	33 20	do Freight and pass., Montreal and Chicago.

<i>Catalpa</i> .....	do	J. Clark.....	do	20	391	288	27 37	8	do	10	35 37	do	Freight and pass., Hamilton and Quebec.
Mary R. Robertson.....	Port Robinson.....	D. E. McFarland.....	do	22	347	223	24 29	8	do	22	32 29	do	Freight and pass., Montreal and Chicago.
Canada.....	Hamilton.....	B. M. Sewell.....	do	22	353	267	24 71	8	do	22	32 71	do	do
Columbia.....	do	do	do	22	360	244	25 20	8	do	22	33 20	do	do
Dromedary .....	St. Catharines.....	A. Hodge.....	do	25	219	174	15 33	8	do	22	23 33	do	do
Prussia .....	do	J. Clark.....	do	25	374	304	26 18	8	May	29	34 18	do	do
Persia .....	St. Catharines.....	J. Clark .....	April	25	347	267	24 29	8	April	26	32 29	Screw, passenger and freight, St. Catharines and Montreal.	
Clinton .....	do	do	do	26	361	284	25 27	8	do	26	33 27	Screw, passenger and freight, Montreal and Chicago.	
Scotia .....	do	do	do	26	371	300	25 97	8	do	26	33 97	do	do
Armenia .....	Hamilton .....	Kittson .....	do	26	365	241	25 27	8	do	27	33 27	do	do
Acadia .....	do	do	do	26	339	217	23 73	8	do	27	31 73	do	do
City of Owen Sound.....	Owen Sound .....	W. A. Stephens .....	do	28	898	556	62 86	5	do	28	67 86	Screw, passenger and freight, Sarnia and Chicago.	
Waubuno .....	do	G. Watson .....	do	28	185	146	12 95	8	May	30	20 95	Side-wheel, passenger and freight, Collingwood and Parry Sound.	
William Seymour .....	do	J. C. Stephens.....	do	28	77	46	5 39	5	April	28	10 39	Screw, pass. and frt., Collingwood and Sault St. Marie.	
Francis Smith .....	do	W. A. Stephens .....	do	28	462	109	32 34	8	do	28	40 34	Side-wheel, pass. and frt., Collingwood and Duluth.	
Silver Spray .....	do	do	do	28	173	142	12 11	8	do	29	20 11	Side-wheel, pass. and frt., Collingwood and Sault St. Marie.	
O'Koura.....	do	do	do	29	37	10	2 59	5	do	28	7 59	Screw, pass. and freight, Owen Sound and Colpoys Bay.	
City of Toronto .....	Toronto .....	C. B. Mackay .....	May	1	403	255	28 21	8	May	1	36 21	Side-wheel, pass. and freight, Toronto, Niagara and Lewiston.	
Princess of Wales .....	do	do	do	2	94	58	6 58	5	April	27	11 58	Side-wheel, pass. ferry, Toronto and Island.	

STEAM VESSELS inspected for the Year ended 31st December, 1876—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Watertown .....	Toronto.....	C. B. Mackay .....	May 2	205	154	14 35	8	May 18	22 35	Side-wheel, pass. ferry, Toronto and Humber.
Sovereign .....	St. Catharines .....	J. Clark.....	do 3	374	301	26 18	8	do 3	34 18	Screw, pass. and freight, Windsor and Duluth.
Louise .....	do .....	A. Hodge.....	do 3	6	5	0 40	5	do 27	5 40	Screw, passenger ferry, Welland Canal.
America .....	Toronto .....	C. B. Mackay.....	do 9	331	302	23 17	8	do 9	31 17	Screw, pass. and frt., Montreal and Chicago.
Dominion .....	St. Catharines.....	J. Clark .....	do 10	352	285	24 64	8	do 10	32 64	do do do
Ocean .....	do .....	do .....	do 10	368	287	25 06	8	do 20	33 06	do do do
Europe .....	do .....	do .....	do 10	370	307	25 90	8	do 23	33 90	do do do
City of St. Catherine .....	do .....	do .....	do 10	606	516	42 42	8	June 8	50 42	do do do
Hettie Hoyt .....	Toronto .....	C. B. Mackay .....	do 15	11	8	0 77	5	May 15	5 77	Screw tug, Toronto and Humber.
C. F. Wadsworth .....	Thorold .....	J. Clark.....	do 16	16	11	1 12	5	June 6	6 12	do Welland Canal.
C. J. G. Munro .....	do .....	do .....	do 16	43	31	3 01	5	do 6	8 01	do do
Sam Perry .....	Port Dalhousie .....	do .....	do 17	42	34	2 94	5	May 23	7 94	do Port Dalhousie Harbour.
James Norris .....	do .....	do .....	do 17	47	41	3 29	5	do 23	8 29	do do do
H. Neelon .....	do .....	do .....	do 17	65	47	4 54	5	do 27	9 54	Screw tug, Port Dalhousie and Lake Ontario.

R. B. McPherson	do	A. Hodge	do	17	29	26	2 03	5	do	16	7 03	Screw tug, Port Dalhousie, tending dredge.
Proyett Beyer	do	J. Clark	do	18	10	6	0 70	5	do	27	5 70	Screw pass, Welland Canal.
S. Neelon	Port Colborne	J. S. Schofield	do	18	46	29	3 22	5	do	18	8 22	Screw tug do
Favorite	do	J. Clark	do	19	51	24	3 57	5	April	19	8 57	Screw tug, Port Colborne Harbour.
T. H. Nasmith	do	J. S. Schofield	do	19	49	36	3 43	5	Aug.	14	8 43	do do
Georgian	St. Catharines	J. Clark	do	19	448	345	31 36	8	May	19	39 36	Screw, frt., Montreal and Chicago
Bouquet	Toronto	C B Mackay	do	22	196	162	13 72	8	July	7	21 72	Side-wheel, pass. ferry, Toronto and Island.
L. Shickluna	do	T. McLean	do	23	362	295	25 34	8	June	2	33 34	Screw, frt., Montreal and Chicago.
J. S. Noyes	Chatham	J. G. Pennefather	do	30	34	15	2 38	5	May	30	7 38	Screw tug, Thames River and Lake St. Clair.
W. S. Ireland	do	C. Fraser	do	30	104	62	7 28	5	April	17	12 28	Screw, frt., Detroit, Chatham and Wallaceburg.
Beaver of Amherstburg	Wallaceburg	C. Fraser	May	31	52	39	3 64	5	May	30	8 64	Screw, frt., Sydenham and Detroit Rivers.
E. Windsor	do	do	do	31	68	37	4 76	5	do	31	9 76	do do
Victoria	do	do	do	31	88	70	6 16	5	do	31	11 16	do do
Coral	do	do	do	31	93	58	6 51	5	do	31	11 51	Screw, frt., Dresden and Detroit.
Thames	do	do	do	31	40	30	2 80	5	do	31	7 80	do Sydenham and St. Clair Rivers.
Alexander	do	J. G. Pennefather	do	31	129	77	9 03	5	do	5	14 03	Side-wheel, frt., Sydenham and Detroit Rivers.
Hero	do	C. Fraser	do	31	38	19	2 66	5	June	5	7 66	Screw tug, Sydenham and St. Clair Rivers.
A. N. Pike	Wallaceburg	J. G. Pennefather	May	31	34	22	2 38	5	May	11	7 38	Screw, freight, Sydenham and Detroit River.
Jerome	do	C. Fraser	do	31	43	37	3 01	5	do	31	8 01	do Tug, Sydenham and St. Clair River.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—West Ontario, &c., Divisions *Continued*

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Ponage Dues.	Inspection Fees.	Date of Payment.	\$ cts.	Remarks.
J. B. Newman.....	Wallaceburg.....	C. Fraser.....	May 31	17	12	1 19	5	May 31	6 19	Screw Freight, Sydenham and St. Clair River.
J. Holt.....	do .....	do .....	June 1	70	45	4 90	5	April 25	9 90	do Freight and pass., Dresden and Sarnia.
Maunitoba.....	do .....	do .....	do 1	81	69	5 67	5	June 1	10 67	do Freight and pass., Sydenham and Detroit River.
Beaver of Wallaceburg.....	do .....	do .....	do 2	44	17	3 08	5	do 2	8 08	do Tug, Wallaceburg and Detroit.
Messenger.....	do .....	do .....	do 2	12	12	0 84	5	do 1	5 84	do Tug, Sydenham and St. Clair Rivers.
Comet .....	Chatham.....	J. G. Pennefather..	do 2	14	10	0 98		do 13	5 98	do Passenger and tug, Thames River and Michel's Bay.
Colin Munro.....	Port Stanley.....	J. T. C. Finlay .....	do 3	26	20	1 82	5	do 3	6 82	do Pass. and tug, Port Stanley and shore of Lake Erie.
Argyle .....	Port Ryerse .....	C. Walsh.....	do 5	121	82	8 47	8	July 10	16 47	Side-wheel, passenger and fishing boat, Long Point Bay.
Isaac May .....	Port Stanley.....	W. Morton.....	do 6	592	490	41 44	5	Oct. 19	46 44	Screw, tug and barge, Parry Sound and Port Stanley.
Emily May.....	Barrie .....	C. B. Mackay .....	do 9	181	104	12 67	8	July 13	20 67	Side-wheel, passenger and freight, Lake Simcoe.
Mary Ann.....	Collingwood.....	G. Watson .....	do 9	69	53	4 83	5	June 9	9 83	Screw, tug, Georgian Bay.
Victoria .....	Belle Ewart.....	C. B. Mackay .....	do 10	64	39	4 48	5	May 29	9 48	do do Lake Simcoe.



Isabella .....	do .....	do .....	19	43	14	3 33	5	July	7	8 33	do	do	do
Mittie Grew .....	Waubushene .....	J. Scott .....	20	36	16	2 52	5	June	20	7 52	do	do	Georgian Bay.
Prince Alfred .....	do .....	O. B. Mackay .....	20	19	10	1 33	5	do	19	6 33	do	do	Waubushene & Severn.
Garriella .....	do .....	do .....	20	29	19	2 03	5	May	23	7 03	do	do	Passenger and freight, Lake Couchiching.
Wenonah .....	Gravenhurst .....	do .....	21	102	62	7 14	5	Aug.	21	12 14	do	do	Side-wheel, passenger and freight, Gravenhurst and Bracebridge.
Simcoe .....	do .....	do .....	21	26	26	1 82	5	Sept.	19	6 82	Screw, tug, Lake Muskoka and Rosseau.	do	do
Dean .....	do .....	do .....	21	7	7	0 49	5	Aug.	1	5 49	do	do	do
Nipissing .....	Rosseau .....	do .....	23	148	94	10 36	5	do	1	15 36	do	do	Side-wheel, passenger and freight, Gravenhurst and Rosseau.
Empress of India .....	Toronto .....	do .....	24	462	319	32 34	8	Aug.	5	40 34	do	do	Side-wheel, passenger, Toronto, Humber and Oakville.
George Maytham .....	Goderich .....	D. Doty .....	4	52	42	3 64	5	July	3	8 64	Screw, tug, Goderich Harbour.	do	do
Minnie Walker .....	do .....	do .....	4	21	19	1 47	5	do	4	6 47	do	do	Bayfield Harbour.
Tommy Wright .....	Kincardine .....	R. McIntosh .....	5	12	6	0 84	5	do	5	5 84	do	do	Kincardine Harbour.
Fairy Queen .....	Saugeen .....	J. Flenning .....	6	10	6	0 70	5	do	6	5 70	do	do	Fishing tug, Saugeen and Lake Huron.
D. P. Day .....	Dunnville .....	A. Brownson .....	19	12	6	0 84	5	do	19	5 84	do	do	Tug, Grand River.
Mary Beck .....	Waubushene .....	W. N. Routledge .....	24	22	15	1 54	5	Sept.	1	6 54	do	do	Nottawasaga Bay.
Almeda Covell .....	Toronto .....	C. B. Mackay .....	27	9	6	0 63	5	July	22	5 63	do	do	Toronto Harbour, dredge tender.
Dufferin .....	Welland .....	J. Clark .....	28	20	14	1 40	5	do	22	6 40	do	do	Welland Canal, dredge tender.
Five Brothers .....	do .....	D. E. McFarland .....	28	10 51	7 02	0 70	5	Aug.	17	5 70	do	do	do
Flora L. Baines .....	Couchiching .....	C. B. Mackay .....	2	9	6	0 62	5	do	9	5 63	do	do	Passenger, L. Couchiching.
Niagara .....	Whitby .....	G. A. Carson .....	17	15	11	3 00	10	do	15	13 00	do	do	Whitby Harbor.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cis.	\$		\$ cis.	
D. E. McFarland.....	Port Robinson.....	D. E. McFarland.....	Aug. 25	22	16	1 54	5	Aug. 22	6 54	Screw Passenger, Welland Canal, dredge tender.
Jessie L. McEdward.....	St. Catharines.....	J. Clark.....	Sept. 2	22	19	1 55	5	Sept. 4	6 55	do do
Olevia Gordon.....	Port Colborne.....	do.....	do 15	36	18	2 52	5	do 7	7 52	do Tug, Welland Canal.
T. R. Seacord.....	Port Robinson.....	D. E. McFarland.....	do 15	18	14	0 98	5	April 26	5 98	do do
Emma Munson.....	Frenchman's Bay.....	G. Perry.....	do 22	32	13	2 24	5	Sept. 2	7 24	do do Frenchman's Bay.
George Watson.....	Toronto.....	C. B. Mackay.....	Nov. 1	28	13	1 96	5	Nov. 1	6 96	do do Toronto to Quebec.
Wm. Hall.....	Port Robinson.....	Laid up, not run.....	.....	56	31	.....	.....	.....	.....	do
Little Eva.....	Toronto.....	do.....	.....	12	12	.....	.....	.....	.....	do
Jacques Cartier.....	Wallaceburg.....	do.....	.....	74	66	.....	.....	.....	.....	do
Enterprise.....	Port Dalhousie.....	do.....	.....	564	491	.....	.....	.....	.....	Lake propeller.
Chicora.....	Collingwood.....	do.....	.....	415	372	.....	.....	.....	.....	Side-wheel.
Bella Taylor.....	Victoria Harbour.....	do.....	.....	38	17	.....	.....	.....	.....	Screw, tug.
Albert Dymont.....	Collingwood.....	do.....	.....	28	26	.....	.....	.....	.....	do
Jamie G. Harper.....	Saugeen.....	do.....	.....	20	18	.....	.....	.....	.....	do

STEAM\_VESSELS inspected for the Year ended the 31st December, 1876.

EAST ONTARIO DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Pierpont .....	Kingston ..	W. R. Mingaye .....	April 5	149	82	10 43	8	April 4	18 43	Paddle, pass. steamer, Kingston and Cape Vincent.
Norseman .....	Port Hope .....	E. J. W. Burton ..	do	295	74	20 65	8	do	28 65	Paddle, pass. steamer, Port Hope and Rochester.
Albert Wright .....	do .....	do ..	do	29	29	2 03	5	do	7 03	Screw tug, Port Hope Harbour.
Oswego Belle .....	Napanee .....	J. Benson .....	do	463	379	32 41	8	do	40 41	Screw, pass., Bay of Quinté and Lake Ontario.
Norfolk .....	do .....	do .....	do	70	42	4 90	5	do	9 90	Screw, pass., Bay of Quinté.
Maud .....	Kingston .....	W. R. Mingaye .....	do	121	46	8 47	8	do	16 47	Paddle, pass., Kingston and Cape Vincent.
Hiram A. Galvin .....	Garden Island .....	do .....	do	309	163	21 63	5	do	26 63	Paddle tug, Lake Ontario and River St. Lawrence.
Rochester .....	Kingston .....	do .....	do	211	77	14 77	8	do	22 77	Paddle, pass., Bay of Quinté.
Frank Perew .....	do .....	do .....	do	43	24	3 01	5	do	8 01	Screw tug, River St. Lawrence.
H. T. Bronson .....	do .....	do .....	do	101	28	7 07	5	do	12 07	Screw tug, Lake Ontario and River St. Lawrence.
Norman .....	do .....	do .....	do	151	112	10 57	5	do	15 57	Screw frt., Bay of Quinté, River and Lake.
Bay of Quinté .....	Garden Island .....	do .....	do	250	150	17 50	5	do	22 50	Paddle, pass. and tug, River St. Lawrence.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Chieftain .....	Garden Island .....	W. R. Mingaye .....	April 26	230	101	16 10	5	April 15	21 10	Paddle tug, Lake Ontario and River St. Lawrence.
John A. Macdonald .....	do .....	do .....	do 26	268	119	18 76	5	do 15	23 76	Paddle tug, River St. Lawrence.
Algerian .....	Kingston .....	do .....	do 27	428	232	29 96	8	do 27	37 96	Paddle, pass, Hamilton and Montreal.
Corsican .....	do .....	do .....	do 27	435	244	30 45	8	do 27	38 45	do do
Glide .....	do .....	do .....	do 27	61	20	4 27	5	do 25	9 27	Screw tug, River St. Lawrence and Lake.
Nile .....	do .....	do .....	do 29	89	59	6 23	5	do 28	11 23	Screw, frt., River St. Lawrence and Rideau Canal.
Wren .....	do .....	do .....	do 29	51	15	3 99	5	do 29	8 99	Screw tug, River St. Lawrence.
Africa .....	Portsmouth .....	do .....	May 2	352	265	24 64	8	May 1	32 64	Screw, frt. and pass, Montreal and Chicago.
East .....	Kingston .....	do .....	do 2	348	219	24 36	5	do 2	29 36	Screw, frt., Montreal and Chicago.
C. W. Jones .....	do .....	J. Clark .....	do 3	34	25	2 38	5	April 27	7 38	Screw tug, Quebec Harbour.
Cuba .....	Portsmouth .....	W. R. Mingaye .....	do 4	647	434	45 29	5	May 1	50 29	Screw, frt., Montreal and Chicago.
Queen .....	Kingston .....	do .....	do 5	87	55	6 09	2	April 24	8 09	Paddle, pass, Kingston and Gananoque.
Welshman .....	do .....	do .....	do 5	130	90	9 10	5	May 5	14 10	Screw, frt., Montreal and Ottawa.
Alexandra .....	Pictou .....	J. S. Clune .....	do 5	265	94	19 95	8	do 5	27 95	Paddle, pass, Montreal and Trenton.

Picton .....	do .....	do .....	do .....	5	248	76	17 36	8	do	5	25 36	Paddle, pass, Toronto and Port Dalhousie.
Shannon .....	do .....	do .....	do .....	5	39	25	2 73	5	April	21	7 73	Paddle, pass, Bay of Quinté.
Adventure .....	Kingston .....	W. R. Mingaye .....	do .....	6	156	108	10 92	5	May	6	15 92	Screw, frt., Rideau Canal, Bay and River.
Jessie Hall .....	do .....	do .....	do .....	8	57	30	3 99	5	do	16	8 99	Screw tug, River St. Lawrence.
Geneva .....	do .....	do .....	do .....	10	97	39	6 79	5	April	6	11 79	Screw, pass, St. Lawrence and Cape Vincent.
Magnet .....	do .....	do .....	do .....	11	427	279	29 89	8	do	28	37 89	Paddle, pass, Montreal and Hamilton.
Ivanhoe .....	do .....	do .....	do .....	15	62	33	4 34	5	May	15	9 34	Screw, frt., Bay of Quinté and River St. Lawrence.
Lothair .....	Port Hope .....	E. J. W. Burton .....	do .....	17	351	248	24 57	5	do	17	29 57	Screw, frt., Montreal and Chicago.
Whistle Wing .....	Peterborough .....	Charles Perry .....	do .....	17	31	17	2 17	5	do	17	7 17	Paddle, pass, Peterborough and Rice Lake.
Aln .....	do .....	do .....	do .....	17	85	35	2 45	5	do	26	7 45	Paddle, frt., Peterborough and Rice Lake.
Traveller .....	Garden Island .....	W. R. Mingaye .....	do .....	20	208	58	14 56	5	do	20	19 56	Paddle, frt. and tug, L St. Louis.
Lily .....	Kingston .....	do .....	do .....	22	14	8	0 98	5	do	9	5 98	Screw tug, Rideau Canal.
Marquis of Lorne .....	Portsmouth .....	do .....	do .....	22	20	11	1 40	5	do	20	6 40	Screw, pass, Harbour, Bay and River.
Water Lily .....	Kingston .....	do .....	do .....	23	97	74	6 79	5	do	23	11 79	Screw, frt., Rideau Canal and River.
S. S. Edsall .....	do .....	do .....	do .....	25	150	94	10 50	5	do	25	15 50	Screw tug, Lake Ontario and River St. Lawrence.
Prince Edward .....	Belleville .....	Anthony Dixon .....	do .....	27	72	26	5 04	5	April	24	10 04	Paddle, ferry, Belleville and Prince Edward Island.
Eliza Bonar .....	do .....	do .....	do .....	27	26	12	1 82	5	May	4	6 82	Screw tug, Bay of Quinté.
Starbag .....	do .....	do .....	do .....	27	6	2	0 84	5	do	27	5 84	Screw pleasure yacht, Bay of Quinté.

STEAM VESSELS inspected for the Year ended 31st of December, 1876—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	\$ cts.	Remarks.
Kincardine .....	Prince Edward .....	J. Benson .....	May 27	176	132	\$ 12 32	8	May 12	20 32	Screw, freight str., Bay of Quinté and Lake.
Utica .....	Trenton .....	J. S. Clute .....	do 27	49	36	3 43	5	do 27	8 43	Screw, pass, Trenton and Picton.
Colonel Strickland .....	Lakefield .....	Charles Perry .....	do 18	57	44	4 03	5	June 1	9 03	Screw pass, Clear and Stony Lakes.
Peterson's Ferry .....	Mill Point .....	John S. Clute .....	June 9	9	9	0 63	5	April 17	5 63	Stern-wheel, ferry, Bay of Quinté.
H. B. Sherwood .....	do .....	J. Benson .....	do 9	36	21	2 45	5	do 18	7 45	Screw, tug, Bay of Quinté.
Isaac Butts .....	Harwood .....	George Perry .....	do 14	132	67	9 24	8	June 5	17 24	Paddle, tug and frt., Rice Lake.
Maggie Sommerville .....	do .....	do .....	do 14	13	9	0 91	5	do 5	5 91	Screw, pass., Rice Lake.
Olyde .....	do .....	do .....	do 14	62	44	4 34	5	do 13	9 34	Paddle, tug and frt., Rice Lake.
Elawood .....	Kingston .....	W. R. Mingaye .....	June 16	25	7	1 75	5	May 19	6 75	Screw, tug, Rideau Canal and River St. Lawrence.
Jennie .....	Cornwall .....	R. K. Bullock .....	do 20	10	10	0 70	5	June 15	5 70	Screw, pas., Cornwall & Dundee.
R. Kendrick .....	Morrisburg .....	Hiram Carman .....	do 21	15	12	1 05	5	May 1	6 05	Screw pass, Morrisburg & Wad-dington.
St. Jean Baptiste .....	Prescott .....	B. D. Jessup .....	do 21	116	74	8 12	8	June 21	16 12	Paddle, pass., Prescott and Og-densburg.
Arctic .....	do .....	Hiram Carman .....	do 21	35	29	2 45	5	May 1	7 45	Screw, tug, River St. Lawrence.
Florence .....	do .....	George Easton .....	do 21	4	4	0 28	5	do 25	5 28	do pass., do
Chafey .....	Brockville .....	do .....	do 22	43	29	2 97	5	do 18	7 97	do do do

Toford .....	do .....	do	22	3	3	0 21	5	June	22	5 21	do	do	do
Peerless .....	do .....	do	22	26	15	1 82	5	May	15	6 82	do	do	do
Eleanor .....	W. R. Mingaye.....	do	26	23	11	1 61	5	do	12	6 61	Screw, tug,	Rideau Canal and River.	do
Golden Eye .....	Peterborough.....	Charles Perry .....	do	29	25	4 34	5	June	29	9 34	Paddle, pass,	Rice Lake and Otonabee River.	do
Clara Louise .....	Kingston .....	W. R. Mingaye.....	July	3	20	1 40	5	July	3	6 40	Screw, pass,	River St. Lawrence.	do
Flight.....	Portsmouth .....	do .....	do	3	37	2 59	5	do	4	7 59	do	do	Burlington Bay.
Simon Davis .....	Kingston.....	do .....	do	10	31	2 17	5	do	10	7 17	do	do	frt., Ottawa River.
H. M. Mixer .....	do .....	do .....	do	17	21	1 47	5	do	17	6 47	do	tug, str.,	Ottawa River.
Armenia .....	do .....	John S. Clute .....	do	18	110	7 63	8	do	11	15 63	do	pass,	Bay of Quinté.
Lady Franklin.....	do .....	W. R. Mingaye.....	do	20	33	2 31	5	April	21	7 31	do	tug,	Kingston Harbour, Bay and River.
Mary Ann.....	do .....	do .....	do	21	42	2 94	5	June	5	7 94	do	tug,	Rideau Canal.
Enterprise .....	Carlton Place .....	Z. Wilson .....	do	27	41	2 80	5	Jul	24	7 80	Paddle, tug,	Mississippi Lake.	do
Witch of the Wave.....	do .....	do .....	do	27	8	0 56	5	do	34	5 56	Screw, pass,	do	do
Falcon .....	Portsmouth .....	W. R. Mingaye.....	Aug.	7	13	0 91	5	Aug.	5	5 91	Screw, pass,	Bay of Quinté and River.	do
Olive .....	Smith's Falls .....	George Easton.....	do	16	89	6 23	5	May	2	11 23	Screw, pass,	Rideau Canal and River.	do
Eureka.....	Morrisburg .....	Hiram Carman.....	do	17	58	4 06	5	Aug.	16	9 06	Screw, tug,	River St. Lawrence.	do
Tiger .....	Lakefield.....	James Stratton .....	do	18	3	0 20	5	do	do	5 20	Screw pass,	Clear and Stony Lakes.	do
Saxon .....	Kingston.....	W. R. Mingaye.....	Sept.	2	172	12 04	5	June	19	17 04	Screw, frt.,	Bay of Quinté and River St. Lawrence.	do
D. C. West.....	do .....	do .....	do	5	38	2 66	5	Sept.	13	7 66	Screw, pass,	Rideau Canal and River.	do
Portsmouth .....	Portsmouth .....	do .....	Oct.	18	153	10 71	5	Oct.	12	15 71	Screw, frt.,	Ottawa and Cape Vincent.	do

STEAM VESSELS inspected for the Year ended 31st December, 1876—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Total.	Remarks.
						\$ cts.	\$		\$ cts.	
City of Hamilton .....	Garden Island .....	Dues not paid .....	Not insp'd .....	224	120					Paddle, tug, str., not employed.
City of Kingston .....	Kingston .....	do .....	do .....	253	176					do pass, str., do
Carlyle .....	Portsmouth .....	do .....	do .....	114	75					Screw, frt., not employed.
Eva .....	Trenton .....	do .....	do .....	17	7					do pass, Bay of Quinté.
Grenville .....	Kingston .....	do .....	do .....	21	11					do tug, unemployed.
Indian .....	do .....	do .....	do .....	308	163					do frt., do
Kitty Friel .....	do .....	do .....	do .....	91	62					do do do do
Rose .....	Portsmouth .....	do .....	do .....	121	92					do do do do
R. Anglin .....	do .....	do .....	do .....	105	68					do do do do
Vanderbilt .....	Kingston .....	do .....	do .....	169	90					do frt., str., do
John Bright .....	Belleville .....	do .....	do .....	30	14					do tug, str., do
Forest City .....	Harwood .....	do .....	do .....	104	46					Paddle do do
No. of Steamers, 91				11064	6459	685 48	437		1102 48	



STEAM VESSELS inspected for the Year ended 31st December, 1876.  
MONTREAL DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Active .....	Montreal .....	W. Bleakley .....	April 14	281	111	19 67	5	May 9	24 87	Screw tug, Montreal and Quebec.
St. Peter .....	do .....	do .....	do 15	43	29	3 01	5	June 20	8 01	do In Harbour Commission- [ers' service.]
St. Paul .....	do .....	do .....	do 15	45	27	3 15	5	do 20	8 15	do do
Grain Elevator No. 2 .....	do .....	do .....	do 19	95	.....	6 65	5	May	11 65	Grain Elevator, Montreal Harbour.
do 1 .....	do .....	do .....	do 19	95	.....	6 65	5	do 25	11 05	do do
do 10 .....	do .....	do .....	do 19	100	.....	7 00	5	do 25	12 00	do do
do 7 .....	do .....	do .....	do 19	98	.....	6 86	5	do 25	11 86	do do
do 4 .....	do .....	do .....	do 19	95	.....	6 65	5	do 25	11 65	do do
do 3 .....	do .....	do .....	do 19	95	.....	6 65	5	do 25	11 65	do do
do 6 .....	do .....	do .....	do 19	100	.....	7 00	5	do 25	12 00	do do
do 5 .....	do .....	do .....	do 19	95	.....	6 65	5	do 25	11 65	do do
do 9 .....	do .....	do .....	do 19	100	.....	7 00	5	do 25	12 00	do do
do 11 .....	do .....	do .....	do 19	100	.....	7 00	5	do 25	12 00	do do
Bohemian .....	Le line .....	do .....	do 29	377	174	26 39	8	do 1	34 39	Side-wheel, passengers, Montreal [and Hamilton.]
Passport .....	do .....	do .....	do 29	346	184	24 22	8	do 1	32 22	do do
Spartan .....	do .....	do .....	do 29	422	262	29 54	8	do 1	37 54	do do

## STEAM VESSELS inspected for the Year ended 31st December, 1876—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Corinthian .....	Lachine .....	W. Bleakley .....	April 29	374	220	26 18	8	May 1	34 18	Side-wheel, passenger, Montreal and Hamilton.
Princess .....	do .....	do .....	do 29	180	40	12 60	8	Ap 28	20 60	do do Montreal and [Carillon.
Prince of Wales .....	do .....	do .....	do 29	214	68	14 98	8	do 28	22 98	do do Lachine and [Carillon.
Star .....	do .....	do .....	do 29	205	41	14 35	5	June 15	19 35	do tug, Montreal and do
Oka .....	do .....	do .....	do 29	117	47	8 19	5	do 15	13 19	do do do do
John Brown .....	Montreal .....	do .....	May 2	87	28	6 09	5	do 20	11 09	Screw tug, in Harbour Commissioners' service.
W. C. Francis .....	do .....	do .....	do 2	37	13	2 59	5	do 22	7 59	do Montreal and Sorel.
Agnes McMahon .....	do .....	do .....	do 3	82	47	5 74	5	July 25	10 74	do Ottawa and Whitehall.
Grain Elevator No. 1 .....	do .....	do .....	do 3	75	.....	5 25	5	do 8	10 25	Grain Elevator, Montreal Harbour.
City of Ottawa .....	do .....	do .....	do 4	133	65	8 61	5	do 3	13 61	Side-wheel, tug and freight, Montreal and Ottawa.
National .....	do .....	do .....	do 4	121	76	8 47	8	May 22	16 47	do Ferry, Montreal and St. [Lambert's.
Caroline .....	do .....	do .....	do 4	101	46	7 07	5	June 8	12 07	Screw tug and freight, Montreal [and Ottawa.
J. B. A. .....	do .....	do .....	do 5	124	23	8 68	5	July 15	13 68	Side-wheel tug, Ottawa and [Whitehall.

Ship Name	Owner	Class	Days	Month	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost	Days	Cost
Polino.....	do	do	do	do	807	6	524	56 49	8	May	11	64 49	Screw, freight, Montreal and [Picton.														
O. J. Brydges.....	do	do	do	do	39	6	21	2 73	5	do	12	7 73	do tug, Montreal and Bout de [Lisle.														
Champion.....	do	do	do	do	124	6	36	8 68	5	June	29	13 68	do tug, Montreal and Whitehall														
New York.....	do	do	do	do	176	6	53	12 32	5	do	29	17 32	Side-wheel tug, Carillon and [Quebec.														
Longueuil.....	do	do	do	do	308	8	189	21 56	8	do	6	29 56	do Ferry, Montreal and [Longueuil.														
Como.....	Lachine	do	do	do	75	8	47	5 25	5	do	15	10 25	do Tug, Lachine and [Carillon.														
British America.....	do	do	do	do	84	8	52	5 88	5	do	17	10 88	do do do do														
Beauharnois.....	Montreal	do	do	do	165	10	44	11 55	8	do	6	19 55	do Passengers, Montreal [and Beauharnois.														
Calumet.....	do	do	do	do	40	10	27	2 80	5	do	22	7 80	Screw tug, Montreal and Sorel.														
St. Francis.....	do	do	do	do	803	12	471	56 21	8	do	16	64 21	Side-wheel, [passengers, Montreal [and Cornwall.														
Dagmar.....	do	do	do	do	141	12	55	9 87	8	April	28	17 87	do Passengers, Montreal [and Carillon.														
Louise.....	do	Z. Wilson	do	do	157	13	62	10 99	5	June	8	15 99	do Freight, Montreal and [Ottawa.														
Manitoba.....	do	W. Bleakley	do	do	135	16	66	9 45	8	do	23	17 45	do Passengers, Montreal [and Carillon.														
Charlotte.....	do	do	do	do	41	16	10	2 87	5	do	15	7 87	Screw tug, Montreal and Kingston.														
Elfin.....	do	do	do	do	74	16	10	5 18	5	do	16	10 18	do do do do														
Mark Twain.....	do	do	do	do	95	16	64	6 65	5	May	17	11 65	Screw, frt., Montreal and Ottawa.														
Canadian.....	do	do	do	do	314	17	225	21 98	8	do	1	29 98	Side-wheel, passenger, Montreal and Cornwall.														
St. Anne.....	do	do	do	do	17	19	12	1 19	5	July	15	6 19	Screw tug, Lachine Canal.														
Zebra.....	do	do	do	do	30	19	14	2 10	5	May	15	7 10	do Montreal and Ottawa.														

STEAM VESSELS inspected for the Year ended 31st December, 1876—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Grain Elevator, No. 8 ...	Montreal	W. Bleakley	May 20	132	.....	9 24	5	May 25	14 24	Elevating grain, Montreal Harbour.
Beaver .....	do	do	do 20	220	104	15 40	5	do 20	20 40	Side-wheel tug, Quebec.
Caribou .....	do	do	do 23	86	4	6 02	5	July 15	11 02	Screw tug, Ottawa and Chambly.
Raudolph .....	do	do	do 25	16	11	1 12	5	May 12	6 12	do Montreal and Bout de Lisie.
Shickluna .....	do	do	do 27	54	22	3 78	5	July 8	8 78	Screw tug, Montreal and Ottawa.
Dandy .....	do	J. Bartram	do 30	46	15	3 22	5	June 17	8 22	do Whitehall and Ottawa.
Alma Munro .....	do	J. T. C. Finlay	do 30	364	289	25 48	8	April 28	33 48	Screw frt. and pass., Montreal and Chicago.
Laprairie .....	do	W. Bleakley	June 1	342	168	23 94	8	June 2	31 94	Side-wheel ferry, Montreal and Laprairie.
Montavoille .....	Longueuil	do	do 5	253	114	17 71	8	do 6	25 71	Side-wheel ferry, Montreal and Longueuil.
St. Helena .....	do	do	do 5	176	80	12 32	8	do 6	20 32	Side-wheel ferry, Montreal and St. Helen's Island.
Beta .....	Montreal	do	do 5	92	63	6 44	5	do 7	11 44	Screw, frt., Montreal and Ottawa.
Georgiana .....	do	do	do 6	53	28	3 71	5	do 22	8 71	Screw tug, Montreal and Sorel.
Messenger .....	do	do	do 7	28	18	1 96	5	do 22	6 96	do do
Carillon .....	do	Z. Wilson	do 7	39	9	2 73	5	July 13	7 73	Side-wheel tug, Ottawa and Whitehall.

Gatineau .....	do	W. Bleakley .....	do	8	121	85	8 47	5	June	8	13 47	Screw, frt., Montreal and Ottawa.
Arctic .....	do	Z. Wilson .....	do	9	104	61	7 28	5	do	8	12 28	do do
Matilda .....	do	W. Bleakley .....	do	9	86	22	6 02	5	do	12	11 02	Side-wheel tug, Montreal and Ottawa.
Canada .....	do	Z. Wilson .....	do	10	81	11	5 67	5	do	6	10 67	Side-wheel tug, Ottawa and Whitehall.
Rimouski .....	do	.....	do	13	Not measured.	.....	Tonnage dues not paid.	.....	.....	.....	.....	Screw, pass. and mails, Rimouski to S. S. (Ships in stream).
Victory .....	do	W. Bleakley .....	do	14	42	15	2 94	5	do	22	7 94	Screw tug, Montreal and Sorel.
C. Anderson .....	do	do	do	14	84	.....	5 88	5	do	14	10 88	do frt., Montreal and Cornwall.
Chain Tug .....	do	do	do	14	136	76	9 52	5	do	20	14 52	Chain tug, Current St. Mary, Montreal.
St. James .....	do	do	do	22	91	54	6 37	5	July	11	11 37	Screw tug, Montreal and Ottawa.
Fawn .....	do	do	do	28	83	30	5 81	5	June	28	10 81	Side-wheel tug, Ottawa and Whitehall.
Plover .....	do	do	do	12	45	16	3 15	5	July	11	8 15	Screw tug, Montreal and Sorel.
Philip Becker .....	do	do	do	13	28	19	1 96	5	Sept.	1	6 96	do Montreal and Caught-nawaga.
Ivy .....	do	do	do	29	76	34	5 32	5	June	24	10 32	Side-wheel tug, Montreal and Ottawa.
Queen Victoria .....	Ottawa	Z. Wilson .....	Aug.	10	217	61	15 19	8	July	28	23 19	Side-wheel, pass., Ottawa and Grenville.
Royal, of Boston .....	do	.....	do	10	150	72	Tonnage dues not paid.	.....	.....	.....	.....	Side-wheel, tug, Ottawa and Grenville.
Peerless .....	do	Z. Wilson .....	do	10	1,039	570	72 73	8	July	28	80 73	Side-wheel, pass., Ottawa and Grenville.
Swan .....	do	J. T. Bartram .....	do	10	39	9	2 73	5	Aug.	10	7 73	Screw tug, Ottawa and Grenville.
Pembroke .....	Pembroke	Z. Wilson .....	do	12	62	57	4 34	5	May	26	9 34	Side-wheel tug, Joachim and Pembroke.
John Egan .....	do	do	do	12	238	98	16 66	8	do	26	24 66	Side-wheel, pass., Joachim and Pembroke.

STEAM VESSELS Inspected for the Year ended 31st December, 1876.—Montreal Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
C. O. Kelly .....	Pembroke.....	Z. Wilson .....	May 14	308	153	21 56	5	May 26	26 56	Side-wheel tug, Joachim and Pembroke.
Ripple .....	do .....	Joseph Warner .....	do 14	14	.....	0 98	5	Aug. 14	5 98	Screw, pass, Pembroke and Island.
Kippewa .....	Joachim .....	Z. Wilson .....	do 15	43	7	3 01	5	May 26	8 01	Side-wheel, pass., Joachim, Roche Capitaine.
Mattawa .....	Deux Rivières .....	do .....	do 15	22	15	1 54	5	July 5	6 54	Screw, pass., Deux Rivières and Mattawa.
Deux Rivières .....	do .....	do .....	do 16	84	34	5 88	5	May 26	10 88	Side-wheel, pass., Deux Rivières and Roche Capitaine.
Allumette .....	Allumette Lake .....	do .....	do 16	22	16	1 54	5	Aug. 22	6 54	Side-wheel tug, Alumette Lake.
Empress .....	Chapeau .....	do .....	do 17	188	.....	13 16	8	do 8	21 16	Side-wheel, pass., Bryson and Chapeau.
Sir John Young .....	Bryson.....	do .....	Aug. 17	158	56	11 06	8	May 26	19 06	Side-wheel,tug,Bryson & Chapeau.
Prince Arthur .....	Portage du Fort .....	do .....	do 17	239	169	16 73	8	do 26	24 73	do pass., Chat's Lake.
A. H. Baldwin .....	do .....	do .....	do 18	177	98	12 39	5	do 26	17 39	Screw, tug, do
Alliance .....	do .....	do .....	do 18	191	167	13 37	5	do 26	18 37	Side-wheel, tug do
Emerald .....	Pontiac.....	do .....	do 18	90	56	6 30	5	do 26	11 30	do De Chene Lake.
Chaudiere .....	Quio .....	do .....	do 18	234	68	16 38	5	do 26	21 38	do do
Monitor .....	Aylmer .....	do .....	do 18	144	58	10 08	5	Aug. ...	15 08	do do
Jessie Cassels.....	do .....	do .....	do 18	265	181	18 55	8	May 26	26 55	Side-wheel, pass. do

Resolution	do	36	23	2 52	5	Aug. 21	7 52	Screw, tug	do
Mac	Ottawa	86	21	5 02	5	June 24	11 02	Side-wheel, tug, Ottawa & Grenville	do
Spray	do	11	.....	0 77	5	Aug. 7	5 77	Screw, pass., Ottawa and Hull.	
Gatineau	do	94	52	6 58	5	June 24	11 58	Side-wheel, pass., do	Gatineau
Maude	do	133	43	9 31	5	July 28	14 31	do	tug, Ottawa and Grenville,
Maggie Bell	do	146	82	10 22	5	Aug. 7	15 22	do	do
Rover	do	114	25	7 98	5	June 15	12 98	do	do
Lincoln	do	82	43	5 74	5	do 15	10 74	do	do
Eddie May	Buckingham	22	9	0 63	5	Aug. ...	5 63	Screw, passenger, Livres River.	
Eclair	Hawkesbury	23	7	0 49	5	do ...	5 49	Side-wheel, ferry, Hawkesbury and Grenville.	
Manxman	do	43	22	3 01	5	Sept. 14	8 01	Centre-wheel, tug, Hawkesbury and neighbourhood.	
Hawkesbury	do	31	7	2 17	5	do 14	7 17	Side-wheel, tug and ferry, Hawkesbury and neighbourhood.	
Nil Desperandum	Carillon	40	.....	2 80	5	do 19	7 80	Centre-wheel, ferry, Carillon to Point Fortune.	
Aurora	do	125	78	8 75	5	Aug. 30	13 75	Side-wheel, tug, Carillon and Lachine.	
Charles M. Ritter	Montreal	35	24	2 45	5	Sept. 25	7 45	Screw, tug, Lachine Canal improvements.	
Port Neuf	Lachine	218	137	15 26	8	Aug. 30	23 26	Side-wheel, ferry, Lachine and Caughnawaga.	
John Heney	Montreal	19	13	1 33	5	do 10	6 33	Screw, tug, Montreal and Ottawa.	
John Hickler	do	38	25	2 66	5	Sept. 25	7 66	do	Lachine Canal improvements.
A. O. Thayer	do	19	12	1 33	5	Nov. 20	6 33	do	do

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$	\$		\$ cts.	
Canada.....	Bont de L'Isle.....	W. Bleakley.....	Sept. 20	38	25	2 66	5	Nov. 28	7 66	Centre-wheel, ferry, Bont de L'Isle.
Mouch à Feu.....	do .....	do .....	do 20	15	.....	1 05	5	do 20	6 05	do do
Wild Goose.....	do .....	do .....	do 20	30	.....	2 10	5	May 12	7 10	do tug do
Engineer.....	Montreal .....	do .....	do 25	37	8	2 59	5	..... ..	7 59	Screw, tug, Ottawa and Whitehall
White Bird.....	do .....	do .....	do 26	18	9	1 26	5	Oct. 10	6 26	do Lachine and Carillon.
H. H. Whitney.....	Lachine.....	do .....	Oct. 11	Not measured	Not measured	tonnage dues not paid.				do Inland Cut.
Wood .....	Montreal .....	do .....	do 16	97	23	6 79	5	Sept. 7	11 79	Side-wheel, tug, Montreal and Ottawa.
City of St. Johns.....	do .....	do .....	do 20	709	518	Tonnage dues not paid.				Side-wheel, pass, Montreal and Three Rivers.
Frances .....	do .....	do .....	do 27	36	5	2 52	5	Oct. ...	7 52	Screw, tug, Montreal and Ottawa.
D. W. Robinson.....	Not inspected, Co. became bankrupt	do .....	.....	108	37	.....	.....	.....	.....	Side-wheel, tug.
124 steamers.....		Totals .....	.....	17020	7973	1131 27	678	.....	1809 27	



STEAM VESSELS Inspected for the Year ended 31st December, 1876—Continued.

THREE RIVERS DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Fire Fly .....	Sorel .....	G. Peltier .....	April 13	92	46	6 44	5	5 May	11 44	Side-wheel, pass., St. Francis and Sorel.
Minnie F. Parsons .....	do .....	do .....	do	45	23	3 15	5	do 22	8 15	Screw tug, dredge tender.
St. Francis .....	do .....	do .....	do	55	37	3 85	5	do 22	8 85	do
St. Charlemagne .....	do .....	do .....	do 19	15	11	1 05	5	June 3	6 05	Centre-wheel tug, Charlemagne and Montreal.
Sorel .....	do .....	do .....	do 20	86	43	6 02	5	May 5	11 02	Side-wheel, pass., Berthier and Sorel.
Mattawan .....	do .....	Wm. Bleakley .....	do 20	612	389	42 84	8	April 6	50 84	Screw, pass. and frt., Montreal and Chicago.
Terrebonne .....	do .....	G. Peltier .....	do 20	193	55	13 51	8	May 5	21 51	Side-wheel, pass., Montreal and l'Assomption.
Chambly .....	do .....	do .....	do 24	238	76	16 66	8	do 5	24 66	Side-wheel, pass., Montreal and Chambly.
St. Louis .....	do .....	do .....	do 24	34	23	2 38	5	do 22	7 38	Screw-tug, dredge tender.
St. John .....	do .....	do .....	do 25	55	37	3 85	5	do 22	8 85	do
Delisle .....	do .....	do .....	do 25	45	17	3 15	5	do 22	8 15	do
John Pratt .....	do .....	do .....	do 25	70	21	4 90	5	do 22	9 90	do
Montreal .....	do .....	do .....	do 25	570	284	39 90	8	do 5	47 90	Side-wheel, pass., Montreal and Quebec.

STEAM VESSELS Inspected for the Year ended 31st December, 1876.—Three Rivers Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$	\$		\$ cts.	
John Young .....	Sorel.....	G. Peltier .....	April 25	163	103	11 41	5	May 22	16 41	Side-wheel, tug, River St. Lawrence Buoys and Lights.
Berthier .....	do .....	do .....	do 26	350	153	24 50	8	do 5	32 50	Side-wheel, pass., Montreal and Berthier.
Cultivateur .....	do .....	do .....	do 26	694	437	48 58	8	do 3	56 68	Side-wheel, pass., Montreal and Chambly.
Millford .....	do .....	Wm. Bleakley .....	do 26	95	46	6 65	5	do 27	11 65	Centre-wheel, pass., Montreal and Rivière du Loup.
William .....	do .....	G. Peltier .....	do 27	207	130	14 49	8	July 13	22 49	Side-wheel, tug, Montreal and Quebec.
Trois Rivières .....	do .....	do .....	do 27	503	225	35 21	8	May 5	43 21	Side-wheel, pass., Montreal and Three Rivers.
Quebec .....	do .....	do .....	do 28	838	527	58 66	8	do 5	66 66	Side-wheel, pass., Montreal and Quebec.
Victoria .....	do .....	Wm. Bleakley .....	do 28	274	114	19 18	5	June 15	24 18	Side-wheel, tug, Montreal and Sorel.
John .....	do .....	do .....	do 29	203	99	14 21	5	do 15	19 21	Side-wheel, tug, Montreal and Whitehall.
Albert.....	do .....	Wm. Bleakley.....	do 29	104	30	7 28	5	June 15	12 28	Side-wheel, tug, Carillon and Montreal.
Canada. ....	do .....	G. Peltier .....	May 1	644	503	45 08	8	May 5	53 08	Side-wheel, passenger, Montreal and Quebec.
Bismarck .....	do .....	do .....	do 2	18	10	1 26	5	July 18	6 26	Centre-wheel, tug, Montreal and Rivière-du-Loup.

L'Étoile .....	do .....	J. W. Dunscomb...	do	2	153	96	10 71	8	June 13	18 71	Side-wheel, passenger, Quebec and Grondines.
Focket. ....	do .....	Wm. Bleakley .....	do	2	387	172	27 09	8	April 6	35 09	Side-wheel, tug and passenger, Montreal and Father Point.
Conqueror No. 2 .....	do .....	J. W. Dunscomb...	do	2	233	25	16 31	5	June 14	21 31	Side-wheel, tug, Montreal and Father Point.
Berthier .....	do .....	Wm. Bleakley.....	do	3	76	29	5 32	5	do 15	10 32	Side-wheel, passenger and ferry, Three Rivers and St. Geneviève.
King Bird .....	do .....	G. Peltier.....	do	3	7	3	0 49	5	do 1	5 49	Centre-wheel, tug, Nicolet River.
Hope.....	do .....	Wm. Bleakley ....	do	4	126	40	8 82	5	do 15	13 82	Side-wheel, tug, Montreal and Chambly.
Champlain .....	do .....	do .....	do	6	117	47	8 19	5	do 15	13 19	Side-wheel, tug, Grenville & Ottawa.
Royal.....	do .....	G. Peltier .....	do	6	260	164	18 20	5	July 13	23 20	do do Montreal & Quebec.
Ignatius Tyler.....	do .....	do .....	do	10	105	21	7 35	5	May 12	12 35	do do Quebec and Burlington.
Champion.....	do .....	do .....	do	10	373	127	26 11	8	July 13	34 11	Side-wheel, tug and passenger, Montreal and Quebec.
Abanekés .....	do .....	do .....	June 7	83	26	5 81	5	do 3	do 3	10 81	Centre-wheel, tug, St. Francis and Sorel.
Maskenonge.....	do .....	do .....	do	8	33	22	2 31	5	June 6	7 31	Side-wheel, passenger, Maskenonge River.
Lucinda .....	do .....	do .....	do	8	42	21	2 94	5	July 6	7 94	Centre-wheel, tug, Carillon and Lachine.
Rivière du Loup.....	do .....	do .....	do	14	89	52	6 23	5	June 24	11 23	Side-wheel, passenger, Sorel and Rivière-du-Loup.
Richelieu.....	do .....	do .....	do	15	126	68	8 82	5	do 20	13 82	Side-wheel, tug, Dredge Tender.
L'Assomption. ....	do .....	do .....	do	16	39	28	2 73	5	do 6	7 73	Centre-wheel, passenger, Sorel and Berthier.
Cyree.....	do .....	do .....	do	17	30	19	2 10	5	July 18	7 10	Centre-wheel, tug, Three Rivers and Chambly.
Boston .....	do .....	do .....	July 1	177	33	12 39	5	do 4	do 4	17 39	Side-wheel, tug, Montreal & Quebec

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Three Rivers Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.			\$ cts.	
Lady of the Lake.....	Magog.....	C. T. Channel.....	July 3	278	175	16 46	8	June 27	27 46	Side-wheel pass., Lake Magog.
Nora.....	do .....	do .....	do 4	60	19	4 20	5	do 27	9 20	do tug, do
St. Nicolas .....	Three Rivers.....	G. Peltier .....	do 11	82	52	5 74	5	July 16	10 74	do pass., Three Rivers and St. Angel.
Laval.....	do .....	do .....	do 11	90	66	6 30	5	do 16	11 30	Side-wheel pass., Three Rivers and St. Angel.
St. Marie.....	Sorel.....	do .....	do 13	23	15	1 61	5	do 18	6 61	Centre-wheel, tug, Three Rivers Sorel.
Arthur.....	Three Rivers.....	C. Godby.....	do 14	15	7	1 05	5	Sept. 25	6 05	Side-wheel, tug, St. Maurice River.
St. Maurice.....	do .....	do .....	do 14	40	.....	2 80	5	do 25	7 80	do do do
Castor.....	St. Geneviève .....	G. Peltier .....	Aug. 10	92	58	6 44	5	do 25	11 44	do do St. Geneviève and Quebec.
Dixie .....	do .....	do .....	do 10	185	134	12 95	8	do 25	20 95	Side-wheel, passenger, St. John and Quebec.
Quaker City.....	Sorel.....	do .....	do 18	139	83	9 73	5	Aug. 18	14 73	Screw, tug, Montreal and Chambly.
		Total.....	.....	9663	6040	676 41	310		986 41	

X. BEFORT,  
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Continued.

QUEBEC DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Prince Edouard.....	Levis .....	J. W. Dunscomb, Quebec.	Mar. 4	162	112	11 34	\$ 8	Mar. 24	19 34	Screw propeller, winter ferry, Levis and Quebec.
Arctic .....	do .....	do	do	153	104	10 71	8	do 24	18 71	do do
Meteor .....	Hall's Boom, Quebec.	William Bleakley, Montreal.	April 15	252	109	17 64	8	April 6	25 64	Side-wheel, towing, Montreal and Gulf.
Hadji .....	do	J. W. Dunscomb, Quebec.	do 19	1032	715	72 24	8	do 27	80 24	Screw propeller, freight, Montreal and Halifax, N.S.
North .....	do	do	do 18	258	163	18 06	8	do 20	26 06	Side-wheel, ferry between Levis and Quebec.
South.....	do	do	do 18	255	161	17 85	8	do 26	25 85	do do
St. George .....	Blais Boom, Quebec.	do	do 20	203	128	14 21	8	do 26	22 21	do do
Lake.....	Indian Cove, Levis	do	do 19	145	89	10 15	5	do 20	15 15	Screw propeller, towing, Montreal and Gulf.
Mersey .....	Blais Boom, Quebec	do	do 20	60	34	4 20	5	do 26	9 20	Screw propeller, tug, Quebec Harbour.
Beaver .....	Quebec.	do	do 27	146	100	10 22	8	do 28	18 22	Screw propeller, pass. and freight, Quebec & Campbelltown, N.B.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Quebec Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Secret.....	Quebec.....	J. W. Dunscomb, Quebec.	May 2	466	293	32 62	8	May	40 62	Side-wheel, pass, Montreal and Picton, N.S.
Miramichi .....	Palais Quebec .....	do	April 26	722	491	50 54	8	do	58 54	do do
Stampson .....	Quebec.....	do	May 16	168	106	11 76	5	do	16 76	Side-wheel, towing, River Saguenay.
St. Antoine .....	do .....	do	do 27	158	100	11 06	8	do 23	19 06	Side-wheel, pass, St. Antoine & Quebec.
James .....	do .....	do	do 1	127	31	8 89	8	do 23	16 89	Side-wheel, ferry, Quebec and St. Romuald.
Maid of Orleans.....	do .....	do	do 17	120	76	8 40	8	do 27	16 40	Side-wheel, ferry, Quebec and Island of Orleans.
Express .....	do .....	do	April 18	100	62	7 00	8	June 7	15 00	Side-wheel, pass, Quebec and St. John, Island of Orleans.
Montmagny .....	do .....	do	do 21	200	112	14 00	8	do 9	22 00	Side-wheel, pass., Quebec and St. Thomas.
Champion.....	Lewis .....	do	do 20	185	80	12 95	5	do 20	17 95	Screw propeller, towing, Montreal and Gulf.
Tiger .....	Lampson's Boom, Quebec.	do	do 29	141	89	9 87	8	do 10	17 87	Side-wheel, pass., Quebec and St. Ann.
Resolute .....	Dinning's Boom, Q	do	May 1	139	40	9 73	5	do 20	14 73	Screw propeller, towing, Montreal and Gulf.

Conqueror, No. 2	Dinning's Boom, Quebec.	do	1	199	15	13 93	5	June	20	18 93	Side-wheel, towing, Montreal and Gulf.
Rein Deer	Quebec	do	9	127	64	8 89	5	do	20	13 89	Screw propeller, towing, Montreal and Bic.
Challenger	do	do	5	67	31	4 69	5	do	27	9 69	Screw propeller, tug, Quebec Harbour.
Flora	do	do	5	50	25	3 50	5	do	27	8 50	do do
Kate	do	do	5	24	16	1 68	5	do	27	6 68	do do
L. A. Senacal	Indian Cove, Lévis	do	5	69	32	4 83	5	do	17	9 83	do do
Margaret	Quebec	do	10	67	36	4 69	5	do	14	9 69	do do
Dauntless	do	do	10	81	55	5 67	5	do	14	10 67	do do
Angleses	Indian Cove, Lévis	do	12	153	97	10 71	5	do	14	15 71	Side-wheel, towing, Montreal and Brandy Pots.
Hercules	Lévis	do	12	200	125	14 00	5	do	14	19 00	do do
Hector	do	do	16	80	50	5 60	5	do	26	10 60	Side-wheel, towing, Montreal and Quebec.
Eugenie	Wolf Cove, Quebec	do	April 21	139	87	9 73	8	do	19	17 73	Side-wheel, pass., Quebec and St. Nicholas.
City	Quebec	do	June 9	52	33	3 64	5	do	14	8 64	Side-wheel, tug, Quebec Harbour
St. Croix	do	do	do 10	226	126	15 82	8	do	20	23 82	Side-wheel, pass., Quebec and t. Croix.
St. Joseph	Indian Cove, Lévis	do	do 28	22	6	1 54	5	do	28	6 54	Side-wheel, tug, Quebec Harbour.
Venezia	do	William Bleakley, Montreal.	April 11	655	508	45 85	6	May	15	53 85	Screw propeller, freight, Montreal and Pictou, N.S.
Albion	Quebec	J. W. Dunstomb, Quebec.	July 26	171	105	11 97	5	July	5	16 97	Side-wheel, towing, Montreal and Quebec.
Powerful	Lampson's Boom, Quebec.	do	May 1	199	126	13 93	5	do	5	18 93	do do
Gatineau	Blais' Boom, Que...	do	do 1	175	79	12 25	5	do	5	17 25	do do

STEAM VESSELS Inspected for the Year ended 31st December, 1876.—Quebec Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cis.	\$		\$ cts.	
Ranger.....	Lampson's Boom, Quebec.	J. W. Dunscomb, Quebec.	May 8	241	152	16 87	5	July 5	21 87	Side-wheel, towing, Montreal and Brandy Pots.
Shannon.....	do	do	do 1	64	29	4 48	5	do 5	9 48	Screw propeller, Quebec Harbour Tug.
Bienvenu.....	do	do	do 1	648	373	45 36	8	do 5	53 36	Side-wheel passenger, Quebec and St. Jean Deschallott.
Canada.....	do	do	do 24	144	19	10 08	5	do 5	15 08	Side-wheel, towing, Montreal and Quebec.
Banshes.....	Quebec	do	July 27	294	168	20 58	5	do 5	25 58	do do do
Olyde.....	do	do	May 16	237	149	16 59	8	do 5	24 59	Side-wheel passenger, Quebec and Kamouraska.
Eclipses.....	Lampson's Boom, Quebec.	do	do 24	216	33	15 12	5	do 5	20 12	Side-wheel, towing, Quebec and Montreal.
Latrequ.....	Levis	do	do 11	49	31	3 43	5	do 25	8 43	do do do
Helen.....	Lampson's Boom, Quebec.	do	June 24	135	85	9 45	5	do 5	14 45	do do do
St. Charles.....	do	do	do 21	117	76	8 19	5	do 5	13 19	do do do
Union.....	do	do	do 24	687	432	48 09	8	do 5	56 09	Side-wheel passenger, Quebec and Saguenay.
Progress.....	Quebec	do	April 28	690	267	48 30	8	do 5	56 30	Screw propeller, towing, Quebec and Gulf.



St. Lawrence .....	Connelly's Boom, Quebec.	do	...	May	4	869	469	60 83	8	do	5	68 83	Side-wheel passenger, Quebec and Chicoutimi.
Saguenay .....	Lampson's Boom, Quebec.	do	...	June	13	1077	654	75 39	8	do	5	83 39	do do do
St. Andrew .....	do	do	...	May	12	218	137	15 26	5	do	5	20 26	Side-wheel, towing, Montreal and Bic.
Voyageur .....	do	do	...	June	20	137	17	9 50	5	do	5	14 59	Side-wheel, towing, Montreal and Quebec.
Rival .....	Connelly's Boom, Quebec.	do	...	May	8	125	36	8 75	5	do	24	13 75	do do do
Contest .....	Lampson's Boom, Quebec.	do	...	April	20	231	90	16 17	5	do	5	21 17	Side-wheel, towing, Montreal and Bic.
Gertie .....	do	do	...	May	5	17	7	1 19	5	do	5	6 19	Screw propeller, Quebec Harbour Tug.
Sensation .....	do	do	...	do	5	15	4	1 05	5	do	24	6 05	do do do
Alhambra .....	Quebec	do	...	Aug.	22	1063	722	74 41	8	Aug.	22	82 41	Screw propeller, freight, Montreal and Halifax, N.S.
L. N. G. ....	Dinning's Boom, Quebec.	do	...	May	8	11	7	0 77	5	Sept.	20	5 77	Screw propeller, Quebec Harbour tug.
Asilda .....	Quebec	do	...	July	26	24	14	1 68	5	Oct.	4	6 68	do do do
Aurelia .....	do	do	...	do	17	32	19	2 24	5	do	4	7 24	do do do
Humber .....	do	do	...	May	10	13	3	0 91	5	do	9	5 91	do do do
G. R. Souter .....	Lampson's Boom, Quebec.	do	...	Aug.	17	11	5	0 77	5	Sept.	20	5 77	do do do
Patrick Murphy .....	do	do	...	May	28	10	4	0 70	5	Oct.	9	5 70	do do do
Activity .....	Indian Cove, Lévis	do	...	do	5	15	6	1 05	5	do	11	6 05	do do do
Batsiamist .....	Batsiamist	do	...	Aug.	20	50	25	3 50	5	do	11	8 50	Side-wheel, towing in Batsiamist River.
Rhoda .....	Lévis	do	...	April	25	182	59	12 74	5	do	15	17 74	do do and Bic.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Quebec Division.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Fairy ..	Lampson's Boom, Quebec.	J. W. Dunscomb, Quebec.	May 5	13	6	0 91	5	Nov. 17	5 91	Screw propeller, Quebec Harbour tug.
Hope ..	do	do	do	15	6	1 05	5	do 18	6 05	do do
Amanda.....	Lévis .....	do	Sept. 25	11	5	0 77	5	do 22	5 77	do do
Ruby.....	do .....	do	do 25	5	4	0 35	5	do 22	5 35	do do
Norwegian .....	Dinning's Boom, Quebec.	do	Aug. 8	131	41	9 17	5	do 22	14 17	Screw propeller, towing, Montreal and Gulf.
Rover .....	Quebec .....	do	May 16	42	26	2 94	5	do 23	7 94	Screw propeller, Quebec Harbour tug.
Providence .....	do .....	do	June 12	133	26	9 31	5	do 23	14 31	Side-wheel, towing, Quebec and Montreal.
Hero .....	Lampson's Boom, Quebec.	do	May 22	209	131	14 63	5	do 25	19 63	do do
Maud .....	Lévis .....	do	do 15	54	34	3 78	5	do 25	8 78	do do
Merrimac .....	Quebec .....	do	June 20	86	26	6 02	5	do 27	11 02	Screw propeller, Quebec Harbour tug.
Victor .....	do .....	do	May 5	35	18	2 45	5	do 27	7 45	do do
Fire Fly .....	do .....	do	May 5	28	18	1 96	5	do 27	6 96	Side-wheel, towing, Three Rivers and Quebec.
Lady Dufferin .....	Blais Boom, Quebec.	do	do 17	5	3	0 35	5	July 12	5 35	Screw, Quebec Harbour tug.

	Quebec .....	de .....	July 11 .....	65	65	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
Assamataquagon .....	Quebec .....	de .....	July 11 .....	65	65	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
Mary .....	Not running, not inspected.....	de .....	July 11 .....	60	22	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
Quebec .....	.....	de .....	July 11 .....	92	56	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
L. Tourville .....	.....	de .....	July 11 .....	72	33	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
Scotchman .....	.....	de .....	July 11 .....	89	56	4 55 .....	5 Nov. 25 .....	9 55 .....	Side-wheel, towing, Quebec and Batiscan.
Total, 88 .....	.....	de .....	July 11 .....	16715	9418	11148 14	498 .....	1646 14	Side-wheel, towing, Quebec and Batiscan.

JOS. SAMSON,  
*Steamboat Inspector.*

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Continued.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspec- tion.	Gross Tonnage.	Registered Ton- nage.	Tonnage Dues. \$ cts.	Inspection Fees.	Date of Pay- ment.	Totals. \$ cts.	Remarks.
Mayflower.....	Pictou, N.S.....	D. McDonald.....	March 17	377	169	26 39	8	March 17	34 39	Screw ferry boat, Pictou, N.S.
Norman.....	St. John, N.B.....	J. R. Ruel.....	do 20	46	12	3 22	5	do 28	8 22	do tug boat, St. John, N.B.
Victor.....	do.....	do.....	do 21	29	9	2 03	5	do 15	7 03	do do
Dominion.....	do.....	H. A. Hood.....	do 28	574	390	40 16	8	do 27	48 18	Screw pass, St. John, N.B., Yar- mouth, N.S., and Boston, U.S.
Henry Hoover.....	Halifax, N.S.....	Wm. Ross.....	do 30	34	32	2 38	5	do 31	7 38	Screw tug, Halifax, N.S.
Goliath.....	do.....	do.....	do 30	114	40	7 98	8	do 31	15 98	do do
St. John.....	St. John, N.B.....	J. R. Ruel.....	April 4	47	32	3 29	5	do 31	8 29	do St. John, N.B.
Ada G.....	do.....	do.....	do 6	103	29	7 14	8	April 27	15 14	Paddle tug do
Lincoln.....	do.....	do.....	do 7	89	32	6 08	5	do 27	11 09	do do
Sunbury.....	do.....	do.....	do 7	184	108	12 88	8	do 27	20 88	do do
Empress.....	do.....	do.....	do 11	929	660	65 03	8	do 11	73 03	Paddle pass, Bay of Fundy, N.B.
Lady Head.....	do.....	do.....	do 12	.....	.....	.....	.....	.....	.....	Dominion steamer, screw, light- house service.
Geo. W. Johnson.....	Yarmouth, N.S.....	H. A. Hood.....	do 17	72	35	5 04	5	April 17	10 04	Screw tug, Yarmouth, N.S.
Alida.....	do.....	do.....	do 18	64	22	4 48	5	do 18	9 48	do do
General.....	St. John, N.B.....	J. R. Ruel.....	do 20	159	23	11 13	8	do 12	19 13	Paddle tug, St. John River, N.B.
David Weston.....	do.....	do.....	do 20	768	552	53 55	8	do 20	61 55	Paddle pass, do

Valetia	Pictou, N.S.	D. McDonald	do	21	655	not p'd.	507	8	April 28	Screw freight steamer, Montreal.
Alpha	Halifax, N.S.	Wm. Ross	do	28	222	73	15 54	8	do	do P. E. Island.
Annie Stuart	do	do	do	29	35	21	2 45	5	do	do St. John, N.S.
St. George	St. John, N.B.	J. R. Ruel	May	3	37	18	2 59	5	May	do St. John, N.B.
May Queen	do	do	do	5	502	141	35 14	8	do	Paddle pass, St. John River, N.B.
Dot	St. John, N.B.	J. R. Ruel	May	6	37	9	2 59	5	May	Screw Tug, St. John River.
Star	do	do	do	8	461	128	32 27	8	do	Paddle, Passengers, do
Admiral	do	do	do	10	158	99	11 06	8	April	Paddle Tug, do
Tiger	do	do	do	16	105	19	7 35	8	do	do do
Rothsay	do	do	do	18	839	627	58 73	8	June	Paddle, Passengers, do
M. A. Starr	Halifax, N.S.	Wm. Ross	do	22	244	166	17 08	8	May	Screw Passenger, Coastwise, N.S.
Carrie	do	do	do	23	6	2	0 42	5	do	Screw Yacht, Halifax, N.S.
Sienna	do	do	do	26	3	1	0 30	5	do	do do
Utopia	St. George, N.B.	J. A. Moran	June	2	17	17	1 19	5	June	Screw Ferry Boat, St. George, N.B.
Fred. Clinch	Musquash, N.B.	J. R. Ruel	do	3	13	5	0 91	5	do	Screw Tug, Musquash River, N.B.
City of Fredericton	Fredericton, N.B.	A. F. Street	do	8	252	196	17 64	8	do	Paddle, Passengers, Upper River St. John.
Steam Scow	Halifax, N.S.	Wm. Ross	do	14	21	16	1 47	5	do	Screw Freight, steam scow, Halifax, N.S.
Water Boat	do	do	do	14	6	6	0 42	5	do	Screw Water Boat, do
Earl Dufferin	St. John, N.B.	J. R. Ruel	do	17	170	77	11 90	8	do	Screw, Passengers, Bay of Fundy, N.B.
St. Patrick	Chatham, N.B.	D. Ferguson	do	20	52	13	3 64	5	do	Screw Tug, Chatham, N.B.
Laddie	do	do	do	20	42	42	2 94	5	do	do do
Teaser	do	do	do	21	42	24	2 94	5	do	Paddle Ferry Boat, do
Relief	do	do	do	21	76	59	5 32	5	do	Screw Tug, do

## STEAM VESSELS Inspected for the Year ended 31st December, 1876—Maritime Provinces.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Sultan .....	Newcastle, N.B. ....	R. B. Haddow .....	June 22	50	15	3 50	5	June 22	8 50	Screw Tug, Newcastle, N.B.
Lady Dufferin .....	do .....	do .....	do 22	47	28	3 29	5	do 21	8 29	Paddle Ferry Boat, do
Andover .....	do .....	do .....	do 23	185	139	12 95	8	do 22	20 95	Paddle, Passengers, Miramichi Riv.
East Riding .....	Dalhousie, N.B. ....	Wm. Montgomery ..	do 24	85	45	5 95	5	do 23	10 95	Paddle tug, Dalhousie, N.B.
Gipsy .....	Bathurst, N.B. ....	F. Gallaher .....	do 24	53	22	3 71	5	do 24	8 71	do Bathurst, N.B.
Derby .....	Newcastle, N.B. ....	R. B. Haddow .....	do 26	7	5	0 49	5	do 26	5 49	Screw yacht, Newcastle, N.B.
Perit .....	Halifax, N.S. ....	Wm. Ross .....	do 28	638	471	44 66	8	do 28	52 66	do freight and passenger, N.S.
Whisper .....	do .....	do .....	do 29	10	8	0 77	5	do 29	5 77	do yacht, Halifax, N.S.
Svea .....	do .....	do .....	do 29	8	2	0 63	5	do 29	5 63	do do do
Fawn .....	St. John, N.B. ....	J. R. Ruel .....	July 3	621	426	43 47	8	July 3	51 47	Paddle passenger, St. John River, N.B.
Derigo .....	do .....	do .....	do 6	57	21	3 99	5	June 30	8 99	Screw tug, do
Enterprise .....	do .....	do .....	do 10	72	72	5 04	5	July 19	10 04	Paddle ferry boat, Millidgeville, N.B.
Neptune .....	do .....	do .....	do 11	52	19	3 64	5	do 11	8 64	Screw tug, St. John, N.B.
Glendon .....	Halifax, N.B. ....	Wm. Ross .....	do 18	.....	.....	.....	.....	.....	.....	Dominion steamer, screw buoy boat, Halifax, N.S.
Winnie .....	do .....	do .....	do 18	2	1	0 21	5	July 25	5 21	Screw yacht, Halifax, N.S.
Lion .....	Pictou, N.S. ....	D. McDonald .....	do 19	20	20	1 40	5	do 15	6 40	do ferry boat, Prince Edward Island.

Princess of Wales.....	Charlottetown, P.E.I. E.I.	do	do	29	935	630	65 45	8	do	31	73 45	Paddle passenger, P.E.I., N.S. and N.B.		
Hy. Atkins.....	do	do	do	29	38	26	2 66	5	do	31	7 66	Screw tug, Charlottetown, P.E.I.		
Heather Belle.....	do	do	do	31	184	95	12 95	8	do	31	20 95	Paddle pass., Coastwise, P.E.I.		
Winnie.....	do	do	do	31	12	9	0 84	5	do	31	5 84	Screw tug, Charlottetown, P.E.I.		
Southport.....	do	do	do	Aug. 1	239	186	16 73	8	do	31	24 73	Paddle ferry boat, P.E.I.		
Elfin.....	do	do	do	do	2	34	8 54	8	do	31	16 54	do		
Frank.....	Summerside, P.E.I.	C. W. Strong.....	do	do	3	96	6 72	5	Aug. 1	11 72	do	do	Summerside, P.E. Island.	
J. C. Vail.....	St. John, N.B.	J. R. Ruel.....	do	do	7	28	1 96	5	do	25	6 96	do	do	Gondola Point, P. E. Island.
New Era.....	Newcastle.....	R. B. Haddow.....	do	do	9	54	3 78	5	June 21	8 78	do	do	do	Newcastle, N.B.
St. Lawrence.....	Shediac, N.B.	D. Currie.....	Aug. 10	845	675	59 15	8	July 31	67 15	do	do	Paddle, pass., P.E.I., N.S. and N.B.		
Gladiator.....	Richibucto, N.B.	H. Livingston.....	do	do	12	70	4 90	5	Aug. 14	9 90	do	do	Screw tug, Richibucto, N.B.	
Speck.....	St. John, N.B.	J. R. Ruel.....	do	do	15	36	2 52	5	do	14	7 52	do	do	St. John, N.B.
Robert Burns.....	Halifax, N.S.	Wm. Ross.....	do	do	18	89	6 23	5	do	12	11 23	do	do	Screw steam scow, Halifax, N.S.
Lizzie.....	do	do	do	do	19	10	0 70	5	July 20	5 70	do	do	do	yacht
Delta.....	do	do	do	do	19	643	45 01	8	Aug. 19	53 01	do	do	do	Screw pass., Halifax to West Indies.
Edgar Stuart.....	do	do	do	do	22	246	17 22	8	do	22	25 22	do	do	Coastwise, N.S.
Captain.....	St. John, N.B.	J. R. Ruel.....	do	do	25	68	4 76	5	April 12	9 76	do	do	do	Screw tug, St. John, N.B.
Hercules.....	do	do	do	do	30	87	6 69	5	do	12	11 09	do	do	do
Effort.....	do	do	do	do	Sept. 2	23	1 61	5	Sept. 30	6 61	do	do	do	Screw steam yacht, St. John, N.B.
Gipsy.....	Pictou, N.S.	D. McDonald.....	do	do	5	16	1 12	5	Aug. 7	6 12	do	do	do	Pictou, N.S.
Alpha.....	do	do	do	do	5	36	2 59	5	July 10	7 59	do	do	do	Screw tug, Pictou, N.S.
Dragon.....	do	do	do	do	6	136	9 52	8	Aug. 7	17 52	do	do	do	Paddle tug

## STEAM VESSELS Inspected for the Year ended 31st December, 1876—Maritime Provinces.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Western Extension .....	St. John, N.B.....	J. R. Ruel .....	Sept. 16	424	424	29 68	8	Sept. 29	37 68	Screw ferry boat, St. John, N.B.
Albert .....	Pictou, N.S.....	D. McDonald .....	do 20	174	87	12 18	8	do 7	20 18	Screw pass., Pictou to Magdalen Islands.
Lady of the Lake .....	Sydney, C.B. ....	C. E. Leonard .....	do 22	61	32	4 27	5	Sept. 22	9 27	Paddle ferry boat, Sydney, C.B.
Unicorn .....	do .....	do .....	do 22	46	20	3 22	5	do 22	8 22	Screw tug, Sydney, C.B.
Annie .....	do .....	do .....	do 23	13	8	0 91	5	do 23	5 91	Steam yacht do
D. P. Ingraham.....	Cow Bay, C.B.....	Wm. Bowen .....	do 25	140	84	9 80	8	do 25	17 80	Screw tug, Cow Bay, C.B.
L. Boyer .....	New Caledonia, C.B.	do .....	do 26	56	56	3 92	5	do 26	8 92	do New Caledonia, C.B.
C. M. Cates .....	Little Glace Bay, C.B. ....	C. H. Rigby .....	do 26	46	42	3 22	5	do 25	8 22	do Little Glace Bay, C.B.
Dolphin .....	Lingan, C.B.....	R. Laffin.....	do 26	72	45	5 04	5	do 25	10 04	Paddle tug, Lingan, C.B.
Richmond.....	Grandique, C.B. ....	J. Flynn .....	do 27	44	44	3 08	5	do 28	8 08	Paddle ferry boat, Lennox Passage, C.B.
Neptune.....	Sydney, C.B. ....	C. E. Leonard.....	do 28	138	72	9 66	8	do 27	17 66	Paddle pass., Bras d'Or Lake, C.B.
Mic Mac.....	Halifax, N.S.....	Wm. Ross.....	Oct. 5	150	150	10 50	8	do 30	18 50	Ferry boat, Halifax, N.S.
Sir C. Ogle .....	do .....	do .....	do 5	126	126	8 82	8	do 30	16 82	do do
Oheucto .....	do .....	do .....	do 6	108	108	7 56	8	Oct. 6	15 56	do do
A. O. Whitney .....	do .....	do .....	do 6	60	60	4 20	5	do 3	9 20	Screw tug do



Maryville.....	Fredericton, N.B.....	A. F. Street.....	do	11	26	25	1 75	5 Sept.	20	6 75	Paddle ferry boat, Fredericton, N.B.
Forty Second.....	do	do	do	11	49	49	3 43	5 Oct.	5	8 43	do
New Dominion.....	do	do	do	12	18	18	1 26	5 Sept.	26	6 26	do
Xyphias.....	do	do	do	12	46	46	3 22	5 Oct.	13	8 22	Paddle tug
Bismarck.....	do	do	do	13	49	10	3 43	5 do	13	8 43	do
Onangondy.....	St. John, N.B.....	J. R. Ruel.....	Nov.	4	294	98	20 58	8 Nov.	22	28 58	Paddle ferry boat, St. John, N.B.
Scud.....	do	do	do	7	491	285	33 67	8 do	3	41 67	Screw pass, Bay of Fundy, N.B.
Geo. Shattuck.....	Halifax, N.S.....	Wm. Ross.....	do	10	361	130	25 27	8 do	10	33 27	do Halifax to St. Pierre.
La Have.....	Bridgewater, N.S.....	H. A. Harley.....	do	16	42	42	2 94	5 do	16	7 94	Screw tug, La Have River, N.S.
Daisy.....	Liverpool, N.S.....	J. Freeman.....	do	17	47	8	3 29	5 do	17	8 29	do Liverpool, N.S.
Wm. Shroud.....	St. Stephen, N.B.....	H. Webber.....	do	28	156	82	10 92	8 Aug.	31	18 92	Screw pass, St. Stephen to Grand Manan Island, N.B.
Geo. D. Hunter.....	St. John, N.B.....	J. R. Ruel.....	do	30	67	54	4 69	5 Sept.	21	9 69	Screw tug, St. John, N.B.
Olive.....	do	do	not insp'd.	366	257	not p'd.					Paddle pass, not employed.
Tiger.....	Pictou, N.S.....	D. McDonald.....	do	60	28	28	do				Screw tug, Pictou do
Xanthus.....	St. John, N.B.....	J. R. Ruel.....	do	64	23	23	do				do St. John do
108 steamers.		Total.....		17281	10943	1189 96	622			1751 96	

WM. M. SMITH,  
Steamboat Inspector, Maritime Provinces Division.

STEAM VESSELS Inspected for the Year ended 31st December, 1876—Continued.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.			\$ cts.	
Etta White .....	Victoria, B.C.....	Wymond Hamley..	Feb. 12	97	82	6 86	5	Feb. 17	11 86	Screw tug boat on Burrard Inlet.
Emma.....	do .....	do .....	March 3	35	25	2 45	5	March 6	7 45	Screw freight and tug.
Grappler .....	do .....	do .....	do 16	185	128	13 02	8	do 18	21 02	do do
Reliance .....	do .....	do .....	do 31	219	121	15 35	8	April 6	23 35	Stern-wheel, passengers and freight, on Fraser River.
Cariboo Fly.....	do .....	do .....	April 21	301	231	21 14	8	do 29	29 14	Side-wheel, passengers and freight.
Royal City .....	New Westminster..	Wm. Henry Lowe..	do 26	438	322	31 73	8	do 29	39 73	Stern-wheel, passengers and freight, on Fraser River.
Gertrude.....	Victoria, B.C.....	Wymond Hamley..	do 26	301	178	21 14	8	do 29	29 14	Stern-wheel, passengers and freight, on Stickeen River.
Isabel .....	do .....	do .....	May 16	407	300	28 52	8	May 17	36 52	Side-wheel, passengers and freight.
Leonora.....	Burrard Inlet.....	George Clarkson...	do 20	33	18	2 31	5	do 25	7 31	Screw ferry boat on Burrard Inlet.
Glenora .....	Stickeen River.....	Alex. Hunter .....	June 5	193	149	13 58	8	June 27	21 58	Stern-wheel, passengers and freight, on Stickeen River.
Otter.....	Victoria, B.C.....	Wymond Hamley..	July 13	289	219	20 23	8	July 19	28 23	Screw, passengers and freight.
Victoria.....	Quesnelle .....	do .....	Aug. 11	364	282	25 55	8	Aug. 20	33 55	Stern-wheel, passengers and freight, on Fraser River.
Lily .....	Burrard Inlet.....	George Clarkson...	Sept. 14	9	4	0 63	5	Sept. 18	5 63	Screw ferry boat, Burrard Inlet.
Union .....	do .....	do .....	do 14	39	25	2 73	5	do 18	7 73	Side-wheel tug, do



STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

WEST ONTARIO, HURON AND SUPERIOR DISTRICTS.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
C. J. G. Munro .....	17-97	Screw .....	Wood ...	43	31	Thorold, 1876 .....	Tug, Welland Canal.
H. Neelon .....	31-02	do .....	do ...	64-82	47-14	Port Dalhousie, 1876 .....	Tug, Port Dalhousie Harbour, and Lake Ontario.
Comet .....	3-54	do .....	do ...	14	10	Chatham, 1876 .....	Passengers and tug, Thames River and Mitchell's Bay.
Empress of India .....	47-27	Side-wheel .....	do ...	462-11	319-18	Mill Point, 1876 .....	Passengers, Toronto, Humber and Oakville.
Albion .....	64-08	Screw .....	do ...	297	250	Port Dalhousie, 1876 .....	Freight, Port Dalhousie and Quebec, timber.
Mary Beck .....	6	do .....	do ...	22	15	Penetanguishene, 1876 .....	Tug, Natasawaga Bay, logs.
Dufferin .....	8-07	do .....	do ...	20-27	14-63	Buffalo, 1876 .....	Tug, Welland Canal, dredging.
Five Brothers .....	4-86	do .....	do ...	10-57	7-02	Port Robinson, 1876 .....	do do
Mystio .....	22-16	do .....	do ...	51	37	Buffalo, 1857 .....	Tug, between Lakes Erie and Huron.
D. E. McFarland .....	11-35	do .....	do ...	22	16	do 1875 .....	Tug, Welland Canal, dredging.
Jessie L. McEdward .....	4-68	do .....	do ...	22-13	19-87	St. Catharines, 1876 .....	Passengers, Welland Canal.
Bobocock .....	19	Paddle .....	do ...	45	45	Fenelon Falls .....	Passengers and freight, Cameron and Balsam Lakes.

Belle.....	2	Screw .....	do ...	15	7	Collingwood ..	Fishing boat, Meaford, Georgian Bay.
Joe Knight.....	6	do .....	do ...	14	11	Buffalo, 1867.....	Tug, Toronto Harbour, dredging.
Kate Marks.....	9-18	do ..	do ...	54	43	Bruce Mines .....	Fishing boat, Bruce Mines.
Blanch Shelly .....	4	do .....	do ...	Not registered.		Buffalo, 1874.....	Fishing-boat, Sault St. Marie.
<b>Totals.....</b>	<b>271-18</b>			<b>1156-00</b>	<b>872-84</b>		

W. J. MENEILLEY,  
*Steamboat Inspector for West Ontario.*

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1876; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EAST ONTARIO DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Armenia.....	20	Screw .....	Wood...	110	84	Pictou .....	Screw, passenger steamer, Bay of Quinté.
Eureka.....	9	do .....	do ..	58	44	Buffalo, N.Y.....	do Tug do River St. Lawrence
Golden Eye.....	22	Paddle .....	do ..	62	25	Peterborough.....	do Passenger do Otonabee River and Rice Lake.
Clara Louise.....	9	Screw .....	do ..	20	13	Ganaquo.....	do do River St. Lawrence.
Maggie Sommerville.....	2	do .....	do ..	13	9	Cobourg .....	do do Rice Lake.
Peterson's Ferry.....	4	Stern wheel .....	do ..	9	9	Napanee.....	Stern-wheel ferry, across Bay of Quinté.
Traveller .....	50	Paddle .....	do ..	208	58	Garden Island.....	Paddle-wheel tug, Lake Ontario and River.
Tolford.....	1	Screw .....	do ..	3	3	Brookville.....	Screw passenger, River St. Lawrence.
Tiger .....	1	do .....	do ..	8	3	Toronto.....	do do Clear and Stony Lakes.
Witch of the Wave.....	3	do .....	do ..	8	6	Carleton Place.....	do do Mississippi Lake.
	121			494	254		

JOSEPH TAYLOR,  
Steamboat Inspector, East Ontario Division.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Rimouski .....	40	Screw .....	Wood ...	Not measured.	Montreal .....	Screw, carrying mails and pass. to and from Rimouski wharf to mail steamers in stream.	
St. James .....	30	do .....	do ...	91	do .....	Screw, Montreal Harbour Comrs. service.	
Philip Becker .....	25	do .....	do ...	28	Buffalo .....	do Lachine Canal improvements.	
Mattawa .....	15	do .....	do ...	22	Portsmouth .....	do Deux Rivières and Mattawa, pass.	
Empress .....	40	Paddle .....	do ...	188	Pembroke .....	Paddle, Bryson and Chapeau.	
Charles M. Riter .....	25	Screw .....	do ...	35	Buffalo .....	Screw, Lachine Canal improvements.	
John Hensy .....	10	do .....	do ...	19	Ottawa .....	do Montreal and Ottawa, towing.	
John Hickler .....	20	do .....	do ...	31	Buffalo .....	do Lachine Canal improvements.	
A. O. Thayer .....	15	do .....	do ...	19	do .....	do do do	
Canada .....	10	Centre-wheel .....	do ...	38	Charlemange .....	Centre-wheel, Bout de Lisie, ferry.	
	230			471	187		

JOHN BURGESS,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how employed.

THREE RIVERS DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Quaker City.....	58.56	Tug .....	Wood...	139	83	Philadelphia .....	Screw tug, Montreal and Chambly.

XAVIER BEFORT,  
Steamboat Inspector.



STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Merrimac .....	37	Screw .....	Wood ...	86	26	Quebec, 1876 .....	Quebec Harbour tug.
Norwegian .....	26	do .....	do ...	131	41	do .....	Towing between Montreal and Gulf.
St Patrick Murphy .....	4	do .....	do ...	10	4	do .....	Quebec Harbour tug.
Ruby .....	Not reported.	do .....	.....	5	4	do .....	Quebec Harbour.
				232	75		

JOS. SAMSON,  
*Steamboat Inspector.*

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Admiral.....	.....	Tug .....	Wood ...	168	99	St. John, N.B.....	Paddle tug boat, St. John River, N.B.
Gipsy .....	.....	do .....	do ...	53	22	Bathurst, N.B.....	do do Bathurst, N.B.
Perit .....	.....	Passenger .....	do ...	638	471	Norwich, U.S.....	Screw freight and pass, Halifax, N.S.
Whisper .....	.....	do .....	do ...	10	8	Halifax, N.S.....	do steam yacht, Halifax, N.S.
Lion .....	.....	do .....	do ...	20	20	Pictou, N.S.....	do ferry boat, Prince Edward Island.
Winnie .....	.....	do .....	do ...	2	1	Halifax, N.S.....	do steam yacht, Halifax, N.S.
Lizzie .....	.....	do .....	do ...	10	8	do .....	do do do
Derby .....	.....	do .....	do ...	7	5	Chatham, N.B.....	Paddle do Newcastle, N.B.
8 steamers.				898	634		

WM. M. SMITH,  
Steamboat Inspector, Maritime Provinces Division.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse Power.	Paddle or Screw.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Reliance .....	55.2	Stern-wheel .....	Wood ...	219.31	121.06	Victoria, B.C. ....	Passengers and freight, between New Westminster and Yale.
Leonora .....	7.0	Screw .....	do ...	33.00	18.00	Burrard Inlet .....	Ferry boat at Burrard Inlet.
	62.2			252.31	139.06		

THOS. WESTGARTH,  
Steamboat Inspector, British Columbia.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

WEST ONTARIO, HURON AND SUPERIOR DISTRICTS.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Union .....	136-16	Paddle .....	Wood ...	1190-00	999-00	Windsor, Ont., 1856.....	Passenger ferry for G. W. Railway, at Sarnia
St. Clair .....	6-36	Screw .....	do ...	36-43	15-91	Algonac, U.S., 1868. ....	Tug, Welland Canal, dredging.
Maid of Midland.....	1-06	do .....	do ...	11-00	11-00	Oakville, 1867 .....	Passengers, Coldwater and Penetanguishene.
Herald .....	10-00	do .....	do ...	102-61	84-28	Detroit, U.S., 1870 .....	Freight, coal to Port Stanley.
Fanny Fern .....	6-30	do .....	do ...	7-00	7-00	Port Robinson, 1865.....	Tug, Penetanguishene Bay.
Champion.....	10-02	do .....	do ...	51-00	34-00	Seneca Lake, 1867.....	Passengers and freight, Detroit River.
Jennie Griffen.....	17-97	do .....	do ...	27-00	17-00	Buffalo, 1865.....	Tug, Welland Canal.
George Watson.....	19-08	do .....	do ...	28-29	13-22	do 1868.....	do Toronto to Sydney, C.B.
Bruno .....	58-66	do .....	do ...	369-00	236-00	Montreal, 1863.....	Freight, Montreal and Chicago.
	265-80			1812-33	1417-41		

W. J. MENEILLEY,  
Steamboat Inspector for West Ontario.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1876; their Class and Horse Power, whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EAST ONTARIO DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Americas .....	70	Paddle.....	Wood ...	221	109	Niagara .....	Paddle tug steamer, Lachine Lake.
Clyde .....	21	do .....	do ...	62	44	Bewdley.....	do Freight steamer, Rice Lake.
William .....	128	do .....	do ...	267	109	Garden Island .....	do Tug do Lachine Lake.

JOSEPH TAYLOR,  
Steamboat Inspector, East Ontario Division.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Oregon.....	40	Paddle .....	Iron.....	75	50	Sand Point.....	Paddle, Chats Lake, towing.
Snow Bird.....	40	do .....	Wood .....	62	45	do .....	do do
Dell.....	10	Screw.. .....	do .....	9	4	Waddington .....	Screw, Rideau Canal do
	90			146	99		

JOHN BURGESS,  
Steamboat Inspector.

THREE RIVERS DISTRICT.  
Nil.

XAVIER BEFORT,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DISTRICT.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Banshee .....	90	Side-wheel .....	Wood ...	294	108	Portsmouth, 1855 .....	Towing between Montreal and Quebec.
North .....	30	do .....	do ...	258	163	Lévis, 1874 .....	Ferry-boat between Lévis and Quebec.
St. Notre Dame de la Victoire..	20	do .....	do ...	135	66	do 1862 .....	do do do
New Dominion .....	37	Screw propeller.....	do ...	37	26	Cleveland, U.S., 1862 .....	Tug, Quebec Harbour.
Rescue .....	66	do .....	do ...	350	248	Buffalo, U.S., 1855 .....	Towing between Montreal and Quebec.
Voyageur .....	48	Side-wheel .....	do ...	137	17	Montreal, 1854 .....	do do do
	291			1211	628		

JOS. SAMSON,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Mayflower.....	60.0	Paddle passenger ....	Iron .....	136	136	England, G.B. ....	Laid up at Halifax, N.S., unfit for service.
Ida Whitier.....	80.0	Stern-wheel pass'ger	Wood ...	250	207	St. John, N.B.....	do Fredericton, N.B. do
Highlander.....	50.0	do .....	do ...	180	184	do .....	do do do
H. J. Plummer.....	1.0	Screw passenger.....	do ...	5	5	Portland, U.S.....	do Halifax, N.S. do
4 steamers. ....	191.0			575	532		

WM. M. SMITH,  
Steamboat Inspector, Maritime Provinces Division.



STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1876; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse Power.	Paddle or Screw.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Onward .....	55.2	Stern-wheel .....	Wood ..	283.23	220.11	Victoria, B.C. ....	Laid up at New Westminster and the machinery taken out.
Chinaman .....	4.0	Screw .....	do ..	15.00	11.25	China .....	Laid up at Burrard Inlet and the machinery taken out.
	59.2			298.23	231.36		

THOS. WESTGARTH,  
Steamboat Inspector, British Columbia.

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876, their Class and Place of Residence, the Year of their First Examination and Number of Renewals, the Name of the Steamer last employ, the Date of the Certificate and the Amount of the Fee.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Alice, George.....	L .....	.....	.....	.....	.....	1876	1	1876.	Newbery .....	Joe Knight .....	Risley .....	1876.	\$ cta. 5 00
Avis, Joseph.....	.....	3 .....	1877	1	.....	.....	.....	Nov. ....	Sarnia .....	Manitoba .....	Board .....	1877.	5 00
Alexander, James .....	2 .....	.....	1865	1	11	.....	.....	Dec. ....	St. Louis .....	Picton .....	do .....	do	1 00
Allen, James .....	.....	2 .....	1870	1	7	.....	.....	do .....	Garden Island.....	Bay of Quinte .....	do .....	do	1 00
Annet, John .....	.....	1 .....	1875	2	1	1874	1	do .....	Gananoque .....	Norman .....	do .....	do	1 00
Armstrong, John .....	.....	2 .....	1876	2	.....	.....	.....	do .....	Morrisburg .....	Eureka .....	do .....	do	5 00
Arnold, John .....	.....	1 .....	1870	2	6	.....	.....	do .....	Kingston .....	Rochester .....	do .....	do	1 00
Arpin, Louis, senl.....	2 .....	.....	1860	1	17	.....	.....	Oct. ....	Montreal .....	Ste. Helen .....	do .....	do	1 00
Arpin, Louis, jun.....	2 .....	.....	1868	3	7	.....	.....	do .....	do .....	Carillon .....	do .....	do	1 00
Anderson, Henry .....	.....	1 .....	1876	1	1	1875	1	do .....	do .....	Elfin .....	do .....	do	1 00
Arcand, John .....	3 .....	.....	1869	3	6	.....	.....	do .....	Sorel .....	Rivière du Loup... ..	do .....	do	1 00
Allard, François .....	3 .....	.....	1870	4	3	.....	.....	do .....	do .....	Champion .....	do .....	do	1 00
Auger, Nemisé .....	.....	2 .....	1873	2	3	.....	.....	do .....	do .....	Nil .....	do .....	do	1 00
Armstrong, John .....	L .....	.....	1876	1	.....	1876	1	August.	Morrisburg .....	Eureka .....	Taylor .....	1876.	5 00

Ar. in, Louis, son.....	2	1860	1	16	Jan.	Montreal	St. Helen	Board	January	1	1 00
Andrew, James.....	L	1876	1	1876	June	Bathurst, N.B.	Gipsy	Smith	July	1	5 00
Allen, Harris P.....	L	1871	1	1876	May	St. John, N.B.	General	do	April	25	5 00
Atkins, William.....		1872	1	1871	July	Annapolis, N.S.	T. Leavitt	Board	January	1	1 00
Alexander, N.S.....	3	1876	1		Oct.	Halifax, N.S.	Beta	do	1877. January	1	1 00
Allan, Bradford.....		1873	1	3	do	St. John, N.B.	Nil	do	do	1	1 00
Allan, Geo. W.....		1871	1	6	do	Yarmouth	Wren	do	do	1	1 00
Allan, A. B.....		1869	1	7	do	Chatham	Relief	do	do	1	1 00
Allan, Harman.....		1870	2	5	do	St. John, N.B.	Nil	do	do	1	5 00
Andrews, James.....		1877	1		do	Bathurst, N.B.	Gipsy	do	do	1	5 00
Andrews, Alexander.....		1875	3		do	St. John, N.B.	Dominion	do	do	1	5 00
Anderson, John.....	3	1869	2	7	do	Pictou, N.S.	Gipsy	do	do	1	1 00
Atherton, S. C.....		1872	2	3	do	Fredericton	Nil	do	do	1	1 00
Atkinson, William.....		1869	1	8	do	do	Forty Second	do	do	1	1 00
Auger, Ed.....		1868	1	7	October	Lévis	Activity	do	do	1	1 00
Audette, Pierre.....	3	1870	1	17	do	Quebec	St. Joseph	do	do	1	1 00
Aubin, Michel.....	2	1860	1	17	do	St. Nicholas	Humber	do	do	1	1 00
Abbs, George.....	3	1877	1		do	Nottawa	Fanny Fern	do	do	1	5 00
Adams, C. S.....	3	1877	1		do	Dunville	City of Duluth	do	do	1	5 00
Aston, J. Wittimore.....		1877	1		do	Allandale	Emily May	do	do	1	5 00
Anderson, Dugald.....		1874	3	1	do	Waubanshene	Nil	do	do	1	1 00
Bartliff, Henry.....	3	1867	1	9	April	Chatham	do	do	1876. January	1	1 00
Batchelor, William.....	L	1866	2	9	June	do	Alexander	Risley	June	16	5 00
Bassett, Frank.....		1875	1	1	Feb.	Wallaceburg	Nil	Board	January	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Beane, George .....	2 .....	.....	1867 .....	1 .....	9 .....	.....	.....	.....	1876.	Windsor .....	Nil .....	Board .....	January 1 .....	1 00
Black, David A. ....	.....	2 .....	1874 .....	2 .....	1 .....	.....	.....	.....	.....	Goderich .....	Tecumseh .....	do .....	do 1 .....	1 00
Bassett, Frank .....	L .....	.....	1875 .....	1 .....	1 .....	1874 .....	.....	.....	.....	Chatham .....	Manitoba ..	Risley .....	June 16 .....	5 00
Boswell, Henry T. ....	L .....	.....	1865 .....	1 .....	.....	1876 .....	.....	.....	.....	Lakefield .....	Golden Eye .....	Taylor .....	August 1 .....	5 00
Boswell, Walter F. ....	L .....	.....	.....	.....	.....	1876 .....	.....	.....	.....	do .....	do .....	do .....	do 1 .....	5 00
Birch, Thomas .....	.....	3 .....	1875 .....	1 .....	1 .....	.....	.....	.....	.....	Delta .....	Prussia .....	Board .....	January 1 .....	1 00
Brackenbury, T. C. ....	L .....	.....	1875 .....	1 .....	1 .....	1874 .....	.....	.....	.....	Prescott.....	J. T. McEdward ..	Risley .....	August 15 .....	5 00
Bramed, Henry .....	3 .....	.....	1861 .....	1 .....	15 .....	.....	.....	.....	.....	St. Catharines.....	A. Munro .....	Board .....	January 1 .....	1 00
Batchelor, William ..	.....	1 .....	1866 .....	3 .....	9 .....	1876 .....	.....	.....	.....	Chatham .....	Alexander.....	do .....	January 1 .....	5 00
Banning, S. A. ....	.....	3 .....	1875 .....	1 .....	2 .....	.....	.....	.....	.....	do .....	Nil .....	do .....	do 1 .....	1 00
Barthif, Henry .....	3 .....	.....	1867 .....	1 .....	10 .....	.....	.....	.....	.....	do .....	J. W. Steinhoff....	do .....	do 1 .....	1 00
Bice, James .....	2 .....	.....	1869 .....	2 .....	7 .....	.....	.....	.....	.....	Windsor .....	Michigan .....	do .....	do 1 .....	1 00
Bilson, Wm. ....	3 .....	.....	1872 .....	4 .....	2 .....	1871 .....	.....	.....	.....	do .....	G. Western .....	do .....	do 1 .....	5 00
Brown, Richard .....	.....	2 .....	1877 .....	1 .....	.....	1876 .....	.....	.....	.....	Komoko .....	Wales .....	do .....	do 1 .....	5 00
Burrows, Charles .....	.....	1 .....	1873 .....	2 .....	3 .....	1872 .....	.....	.....	.....	Wallaceburg .....	J. Hook .....	do .....	do 1 .....	1 00
Blondin, Moses .....	2 .....	.....	1867 .....	2 .....	9 .....	.....	.....	.....	.....	Hamilton .....	Lake Erie .....	do .....	do 1 .....	1 00

Brown, James.....	2	1876	2	1	1	1	do	do	Canada.....	do	do	do	1	5 00
Battelle, Fred.....	3	1876	1	1	1	do	Kingston.....	do	Elevator.....	do	do	do	1	1 00
Birch, Thomas.....	2	1875	2	1	1	do	Delta.....	do	Africa.....	do	do	do	1	5 00
Bonar, John.....	1	1864	1	13	1	Dec	Belleville.....	do	Ellen Bonar.....	do	do	do	1	1 00
Boswell, H. G.....	2	1876	2	.....	1876	1	Peterboro'.....	do	Tiger.....	do	do	do	1	5 00
Boswell, W. F.....	2	1877	1	.....	1876	1	do	do	Whistle Wing.....	do	do	do	1	5 00
Bourke, Michel.....	3	1865	1	12	1	do	Lindsay.....	do	Anglo Saxon.....	do	do	do	1	1 00
Boyd, George.....	3	1876	1	1	1	do	Garden Island.....	do	Chieftain.....	do	do	do	1	1 00
Boyd, Isaac.....	2	1878	2	.....	.....	do	do	do	A. H. Baldwin.....	do	do	do	1	5 00
Buchanan, J. B.....	3	1874	2	2	2	do	Keene.....	do	J. Butts.....	do	do	do	1	5 00
Burk, Francis.....	1	1875	2	1	1	1874	Lindsay.....	do	Nil.....	do	do	do	1	1 00
Beaudreau, Gilbert.....	2	1877	1	.....	.....	Oct.	Carillon.....	do	France.....	do	do	do	1	5 00
Bellefeuille, Léon.....	3	1875	1	2	1	1874	Point Claire.....	do	Elevator.....	do	do	do	1	1 00
Bothwell, Wm.....	2	1875	2	1	1	.....	Valleyfield.....	do	Wood.....	do	do	do	1	5 00
Bothwell, George.....	3	1871	4	3	1	1870	Ormstown.....	do	do	do	do	do	1	5 00
Black, Wm. A.....	2	1869	3	6	1	1869	Montreal.....	do	Passport.....	do	do	do	1	1 00
Baron, Xavier.....	2	1875	2	1	1	.....	St. Antoine.....	do	Gatineau.....	do	do	do	1	5 00
Bergeron, Honore.....	1	1873	2	3	1	1872	Appolinaire.....	do	Hope.....	do	do	do	1	5 00
Belanger, Joseph.....	2	1877	1	.....	1874	2	Levis.....	do	Lake.....	do	do	do	1	5 00
Belanger, Eugene.....	2	1876	2	.....	.....	.....	St. Rochs.....	do	Napoleon III.....	do	do	do	1	5 00
Bolduc, Jean Baptiste.....	3	1875	1	2	1	.....	St. Raphael.....	do	Nil.....	do	do	do	1	1 00
Beaudoin, Luc.....	3	1875	1	2	1	.....	Levis.....	do	Hector.....	do	do	do	1	1 00
Bouchard, Pierre.....	2	1876	2	.....	.....	do	do	do	Resolute.....	do	do	do	1	5 00
Beaulieu, Xavier.....	3	1875	1	2	1	.....	Black River.....	do	Nil.....	do	do	do	1	2 00
Buras, Walter.....	3	1877	1	.....	1876	1	Quebec.....	do	Hadjii.....	do	do	do	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Baron, Odilon.....	.....	3	1877	1	.....	.....	.....	1876. Oct	St. Antoine.....	Progress.....	Board.....	1877. January 1	\$ cis. 5 00
Bolduc, Jean Baptiste.	3	.....	1869	3	6	.....	.....	do	Levis.....	Powerful.....	do	do	1 00
Blais, Joseph.....	.....	1	1874	3	1	1875	1	do	do	Asilda.....	do	do	5 00
Barr, Walter.....	.....	2	1877	1	.....	.....	.....	do	Quebec.....	Miramichi.....	do	do	5 00
Blanchette, D. ....	.....	1	1874	3	1	.....	.....	do	Quebec.....	Sensation.....	do	do	1 00
Belanger, Germain.....	.....	1	1874	3	1	.....	.....	do	do	Dolphin.....	do	do	5 00
Bellevive, Laurent.....	3	.....	1860	1	17	.....	.....	do	do	Providence.....	do	do	2 00
Boucher, George.....	.....	3	1877	1	.....	.....	.....	do	St. Romuald.....	Ranger.....	do	do	5 00
Blette, Pierre.....	3	.....	1865	1	12	.....	.....	do	Sorel.....	Oygne.....	do	do	1 00
Belaire, François.....	.....	1	1869	1	8	.....	.....	do	do	do	do	do	1 00
Begaonette, Chas.....	.....	3	1876	1	1	.....	.....	do	do	Hope.....	do	do	1 00
Boucher, Alex.....	.....	3	1876	1	1	.....	.....	do	do	Victoria.....	do	do	1 00
Boudoin, Napoleon.....	.....	2	1876	2	.....	.....	.....	do	Montreal.....	John Young.....	do	do	5 00
Boucher, Paul.....	.....	3	1877	1	.....	.....	.....	do	Sorel.....	Chamberlain.....	do	do	5 00
Beauceage, Eli.....	.....	1	1873	2	3	.....	.....	do	do	Quebec.....	do	do	1 00
Brisbois, M. G.....	.....	2	1875	2	1	.....	.....	do	Yamaska.....	Nil.....	do	do	5 00
Barbet, Narcisse.....	.....	1	1869	3	7	.....	.....	do	Sorel.....	Nil.....	do	do	1 00

Brouillard, M.....	3	1876	1	1	1876	1	John.....	do	1	1 00	
Barril, Leude .....	3	1866	1	11	.....	.....	Nonport.....	do	1	1 00	
Barton, Wm. J .....	3	1876	1	1	.....	.....	Sorel.....	do	1	1 00	
Batt, Geo. E.....	1	1874	3	1	.....	o	St. John, N.B.....	do	1	5 00	
Bell, John .....	2	1876	2	.....	.....	do	Pr. Edward Isl'nd.....	do	1	5 00	
Bell, David .....	3	1869	1	7	.....	do	Newcastle.....	do	1	1 00	
Blundell, Wm. R.....	1	1876	2	1	1874	1	do	do	1	1 00	
Boutiller, Thos.....	2	1877	1	.....	.....	do	Halifax, N.S.....	do	1	5 00	
Boutiller, Fred.....	1	1875	1	2	.....	do	idney, C.B.....	do	1	1 00	
Burrows, George.....	1	1876	1	1	.....	do	Halifax.....	do	1	1 00	
Butler, George.....	1	1873	1	4	.....	do	do	do	1	1 00	
Baker, Geo. D .....	2	1876	2	.....	.....	do	St John.....	do	1	5 00	
Blight, Richard.....	2	1875	2	1	.....	Dec	D. Landing.....	do	1	5 00	
Burr, Hans H.....	3	1877	1	.....	.....	1876	Victoria, B.C.....	Westgarth.....	1876.	4	5 00
Blec, Wm.....	3	.....	.....	.....	.....	1	New Westminster.....	By the Board.....	1877.	1	5 00
Brown, Richard.....	3	.....	.....	.....	.....	1876	Victoria, B.C.....	Westgarth.....	1876.	1	5 00
Brown, James.....	3	.....	.....	.....	.....	1876	Komaka .....	Menilley.....	1876.	28	5 00
Bank, Erasmus .....	3	1872	1	4	.....	.....	Niagara .....	City of Toronto.....	1877.	1	3 00
Baker, Geo. D .....	3	1872	1	4	.....	.....	Toronto.....	do	1	1 00	
Banks, James D.....	3	1875	1	1	.....	.....	Dickinson's Land'g.....	do	1	1 00	
Bailey, Thos.....	2	1869	1	7	.....	.....	Toronto .....	do	1	1 00	
Burns, Henry.....	3	1865	2	10	.....	.....	do	do	1	1 00	
	3	1868	1	8	.....	Jan	Kingston.....	City of Kingston.....	1	1 00	

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant-Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Bellefeuille, J.....	.....	2	1871	2	4	.....	.....	1876.	Beauharnois.....	C. Anderson.....	By the Board.....	1876.	1 00
Bellefeuille, J.....	.....	1	1871	3	4	.....	.....	Nov.....	do.....	do.....	do.....	1877.	5 00
Bellefeuille, Eli.....	L.....	.....	1863	2	11	1876	1	April.....	Montreal.....	Calabria.....	Burgess.....	1876.	5 00
Bellefeuille, François.....	.....	1	1870	1	6	1869	1	do.....	do.....	St. Catharines.....	By the Board.....	1876.	1 00
Bellefeuille, Eli.....	3.....	.....	1863	2	12	1876	1	Jan.....	do.....	Calabria.....	do.....	do.....	1 00
Burton, John.....	1.....	.....	1861	1	15	.....	.....	do.....	do.....	Peerless.....	do.....	do.....	1 00
Brouillard, M.....	3.....	.....	1868	1	10	.....	.....	July.....	Newport.....	Lady of the Lake..	do.....	do.....	10 00
Brisbois, M. G.....	.....	3	1875	1	1	.....	.....	Feb.....	Pierre Ville.....	Nil.....	do.....	do.....	1 00
Beaudette, Navère.....	.....	2	1874	1	3	.....	.....	Dec.....	Quebec.....	Nil.....	do.....	1877.	2 00
Bolduc, Honore.....	3.....	.....	1860	1	17	.....	.....	do.....	Levis.....	Samson.....	do.....	do.....	1 00
Belanger, Joseph.....	L.....	.....	.....	.....	.....	1874	2	July.....	do.....	Lake.....	Samson.....	1876.	6 00
Brownrigg, John.....	.....	2	1874	2	1	.....	.....	Mar.....	Quebec.....	Secret.....	By the Board.....	1876.	1 00
Bolduc, Honore.....	3.....	.....	1860	1	16	.....	.....	do.....	Levis.....	Samson.....	do.....	do.....	1 00
Burns, Walter.....	.....	1	.....	.....	.....	1876	1	do.....	Quebec.....	Hadji.....	Samson.....	March 31	5 00
Barron, Xavier.....	.....	3	1875	1	1	.....	.....	Feb.....	St. Antoine.....	Heov.....	Board.....	1876.	1 00



		1877.				1876.						
Bampton, Wm.....	1	1865	3	10	Dec	Chippawa.....	do	Minerva.....	do	January	1	1 00
Bell, James.....	3	1876	1	1	do	St. Catharines.....	do	Prussia.....	do	do	1	1 00
Bell, William.....	2	1867	2	9	do	Collingwood.....	do	Cumberland.....	do	do	1	1 00
Bennett, Alfred.....	3	1874	1	3	do	St. Catharines.....	do	Clinton.....	do	do	1	1 00
Black, David A.....	1	1873	3	2	do	Goderich.....	do	Tecumseh.....	do	do	1	5 00
Black, Robert John.....	1	1873	2	3	2	St. Catharines.....	do	Clinton.....	do	do	1	1 00
Bogardus, J. O.....	1	1874	2	2	1	Chippawa.....	do	Norcross.....	do	do	1	1 00
Breckenridge, John.....	1	1875	2	1	do	Collingwood.....	do	Waubuno.....	do	do	1	1 00
Bute, George.....	2	1874	3	3	1	do	do	Cumberland.....	do	do	1	1 00
Cameron, Robert.....	3	1864	1	13	do	Dunville.....	do	Wenonah.....	do	do	1	1 00
Camp, Robert.....	1	1876	2	.....	do	Port Robinson.....	do	Alma Munro.....	do	do	1	5 00
Chapman, Angus.....	2	1877	1	.....	do	Sidney, C.B.....	do	Lady of the Lake.....	do	do	1	5 00
Chambers, Alfred.....	1	1873	2	3	1	Goderich.....	do	J. H. Doyle.....	do	do	1	5 00
Cherry, Elbert.....	3	1865	1	12	1	Dunville.....	do	R. B. Macpherson.....	do	do	1	1 00
Chestnut, James.....	3	1872	4	2	1	St. Catharines.....	do	M. R. Robertson.....	do	do	1	1 00
Cook, William.....	1	1875	3	.....	1	Port Colborne.....	do	Salty Jack.....	do	do	1	5 00
Coons, Alfred.....	1	1872	2	4	1	do	do	Neelan.....	do	do	1	8 00
Crossland, James.....	3	1873	3	2	1	Collingwood.....	do	Metamora.....	do	do	1	1 00
Crossley, Levi N.....	1	1874	2	2	1	do	do	F. Hotchkiss.....	do	do	1	5 00
Chapman, John.....	1	1871	3	3	do	Dunville.....	do	W. J. Aikins.....	do	do	1	1 00
Cameron, Allan.....	2	1866	2	9	Feb	Midland.....	do	Nil.....	do	January	1	1 00
Cockburn, John.....	3	1875	1	1	March	Amherstburg.....	do	Transfer.....	do	do	1	1 00
Cook, William.....	1	1875	2	.....	2	Port Colborne.....	do	Sally Jack.....	do	May	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876, &c.---Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Cosford, J. C.....	.....	1	1872	3	2	1871	1	1876.	Chatham.....	Enterprise.....	Board.....	1876.	1 00
Cosford, J. C.....	L.....	.....	1872	3	2	1871	2	do ..	do .....	do .....	Risley.....	August 1	5 00
Crosbie, Philip.....	.....	2	1873	3	1	.....	.....	May .....	Port Lambton.....	Windsor.....	Board.....	January 1	1 00
Cunningham, Wm.....	L.....	.....	1869	3	5	1876	1	May.....	Hamilton.....	Armenia.....	Risley.....	May 3	5 00
Crossley, Levi N. ....	L.....	.....	1874	1	1	1876	1	April ..	Collingwood.....	F. Hotchkiss .....	do .....	April 1	5 00
Coubrough, James.....	.....	1	1867	2	9	.....	.....	Nov.....	Rutherford .....	Coral .....	Board.....	1877.	5 00
do .....	.....	2	1867	1	10	.....	.....	do .....	do .....	do .....	do .....	1876.	1 00
Cockburn, John.....	3	.....	1875	1	2	1871	1	do .....	Amherstburg.....	Transfer.....	do .....	January 1	1 00
Cosford, J. C.....	3	.....	1872	4	2	1871	2	do .....	Dresden .....	Enterprise.....	do .....	do 1	5 00
Chater, Thos.....	.....	1	1875	2	1	1874	1	do .....	Walkerville.....	J. F. Noyes.....	do .....	do 1	1 00
Carrol, Alexander.....	.....	1	1875	2	1	.....	.....	Dec.....	Hamilton.....	Celtic.....	do .....	do 1	1 00
Cunningham, Wm.....	3	.....	1869	4	5	1876	1	do .....	do .....	Armenia.....	do .....	do 1	5 00
Chaffey, George.....	3	.....	1874	3	1	.....	.....	do .....	Portsmouth.....	Falcon.....	do .....	do 1	5 00
Cowley, Peter.....	.....	2	1874	2	2	.....	.....	do .....	Montreal.....	Jessie Hall.....	do .....	do 1	6 00

Corrin, Chas.....	1	1875	2	1	do	Port Perry.....	Anglo Saxon .....	do	do	1	1 00
Corrin, John F.....	1	1872	3	3	do	Lindsay .....	Vanderbilt.....	do	do	1	1 00
Crandell, Franklin.....	3	1875	3	.....	do	do	Commodore .....	do	do	1	5 00
Crandell, George.....	3	1860	1	17	do	do	Nil .....	do	do	1	1 00
Cochran, George.....	3	1868	1	9	Oct.....	Montreal.....	Arcic.....	do	do	1	1 00
Champagne, Eugene.....	8	1876	2	.....	do	do	Derrick .....	do	do	1	5 00
Uastognay, Ernest.....	2	1870	2	6	do	do	Elevator.....	do	do	1	1 00
Charland, Pierre.....	1	1872	3	3	do	do	Mink .....	do	do	1	1 00
Champagne, Ed., jr... 2	.....	1869	2	7	do	do	St. Peter.....	do	do	1	1 00
Coutu, J. B.....	3	1860	1	17	do	Sorel.....	Nil .....	do	do	1	1 00
Chapelaine, F. . . . . 3	.....	1871	4	3	do	do	Quebec.....	do	do	1	1 00
Charbonneau, A.....	1	1872	2	4	1871	do	Beaver .....	do	do	1	1 00
Casey, Charles.....	1	1876	2	.....	do	do	Dredge .....	do	do	1	5 00
Charland, Herman .....	2	1875	2	1	do	St. John, C.R.....	Manitoba.....	do	do	1	1 00
Coutois, John .....	1	1872	2	4	1871	do	Boston.....	do	do	1	5 00
Champagne, Joseph.....	3	1877	1	.....	do	Sorel.....	Nil.....	do	do	1	5 00
Chevrier, Raphael .....	2	1861	1	16	do	do	Messenger .....	do	do	1	2 00
Chapelaine, F. ....	1	1860	1	17	do	do	Quebec.....	do	do	1	1 00
Clement, Maxime .....	1	1860	2	16	do	do	Champion .....	do	do	1	1 00
Clement, Napoleon.....	3	1876	1	1	1875	do	Europe .....	do	do	1	1 00
Charland, Victor .....	3	1869	4	5	do	St. Jean, Q. ....	Hercules .....	do	do	1	1 00
Charland, Eugene.....	3	1876	1	1	do	do	do	do	do	1	1 00
Carroll, Stephen .....	1	1860	1	17	do	Quebec .....	Druid .....	do	do	1	1 00
Couture, Louis.....	2	1876	2	.....	do	Lévis .....	do	do	do	1	5 00
Côté, Germain .....	1	1870	1	7	do	do	Canada .....	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
								1876.				1877.	\$ cts.
Cayen, Joseph .....	2 .....	.....	1860 .....	1 .....	17 .....	.....	.....	October, Port Neuf .....	Bienvenu .....	Board .....	Board .....	January 1 .....	1 00
Cayen, Philippe .....	.....	3 .....	1877 .....	1 .....	.....	.....	.....	do .....	do .....	do .....	do .....	do 1 .....	5 00
Côté, Augustin .....	3 .....	.....	1862 .....	1 .....	15 .....	.....	.....	do .....	St. Appolinere .....	James .....	do .....	do 1 .....	1 00
Cayen, Joseph .....	.....	1 .....	1872 .....	2 .....	4 .....	.....	.....	do .....	Lévis .....	South .....	do .....	do 1 .....	2 00
Catara, Emanuel .....	.....	3 .....	1877 .....	1 .....	.....	.....	.....	do .....	Quebec .....	Nil .....	do .....	do 1 .....	5 00
Costin, Frederic .....	.....	1 .....	1875 .....	3 .....	.....	.....	.....	do .....	Lévis .....	Resolute .....	do .....	do 1 .....	5 00
Couillard, Alphonse .....	.....	3 .....	1875 .....	1 .....	2 .....	.....	.....	do .....	do .....	Druid .....	do .....	do 1 .....	2 00
Couture, Charles .....	.....	1 .....	1875 .....	2 .....	1 .....	.....	.....	do .....	St. Michel .....	L. N. G. .....	do .....	do 1 .....	6 00
Castellier, Pierre .....	3 .....	.....	1862 .....	1 .....	15 .....	.....	.....	do .....	St. Gervais .....	South .....	do .....	do 1 .....	1 00
Côté, Alphonse .....	.....	1 .....	1872 .....	3 .....	3 .....	.....	.....	do .....	Lévis .....	Progress .....	do .....	do 1 .....	5 00
Cain, John E. ....	.....	1 .....	1873 .....	1 .....	4 .....	.....	.....	do .....	Quebec .....	Napoleon III. ....	do .....	do 1 .....	1 00
Costin, Eugene .....	2 .....	.....	1867 .....	3 .....	8 .....	.....	.....	do .....	Lévis .....	Resolute .....	do .....	do 1 .....	5 00
Carron, Ignace .....	.....	2 .....	1874 .....	2 .....	1 .....	1873 .....	1 .....	do .....	do .....	Mersey .....	do .....	do 1 .....	1 00
Cayen, Napoleon .....	.....	1 .....	1875 .....	2 .....	1 .....	1874 .....	1 .....	do .....	Island of Orleans .....	City .....	do .....	do 1 .....	1 00
Campbell, Peter .....	.....	2 .....	1877 .....	1 .....	.....	.....	.....	do .....	Pictou, N.S. ....	Mayflower .....	do .....	do 1 .....	5 00
Campbell, Mark .....	.....	2 .....	1874 .....	1 .....	3 .....	.....	.....	do .....	St. John, N.B. ....	Tiger .....	do .....	do 1 .....	1 00
Campbell, J. W. ....	.....	1 .....	1876 .....	2 .....	.....	.....	.....	Oct. ....	Pictou, N.S. ....	Nil .....	Board .....	January 1 .....	5 00

Carrick, John.....	2	1870	1	7	do	St. John, N.B.....	do	1	1 00
Chetwynd, Robt.....	2	1877	1	1875	do	Halifax, N.S.....	do	1	5 00
Christie, John.....	2	1869	1	8	do	Fredericton.....	do	1	1 00
Clark, James.....	1	1873	1	4	do	St. John, N.B.....	do	1	1 00
Clark, Joseph.....	1	1876	1	1	do	P. E. Island.....	do	1	1 00
Coldwell, F. E.....	2	1876	1	1	do	Wolfville.....	do	1	1 00
Collins, Thomas.....	2	1873	1	4	do	St. John, N.B.....	do	1	1 00
Cook, John.....	3	1875	2	1	do	Pictou, N.S.....	do	1	1 00
Cormack, John.....	1	1877	1	3	do	Halifax.....	do	1	5 00
Cossiboune, J. B.....	2	1874	1	3	do	Fredericton.....	do	1	1 00
Cox, C. E.....	1	1870	2	7	do	St. John, N.B.....	do	1	1 00
Crosby, Randolph.....	3	1876	2	2	do	Yarmouth, N.S.....	do	1	1 00
Cumming, John.....	2	1869	1	8	do	P. E. Island.....	do	1	1 00
Cumming, J. C.....	1	1869	2	7	do	St. John, N.B.....	do	1	1 00
Cumming, Chas.....	3	1875	1	2	do	P. E. Island.....	do	1	1 00
Cash, James.....	L	1876	1	1876	May	Victoria, B.C.....	Westgarth	1	5 00
Clarke, James A.....	L	1876	1	1876	do	Burrard Inlet.....	do	1	5 00
Clifton, James.....	3	1876	1	1876	do	Victoria, B.O.....	Board	1	5 00
Cockburn, Sylvester.....	L	1876	1	1876	Aug	Thorold.....	Quickstep	28	5 00
Cosford, J. C.....	1	1873	3	1	Mar	Newcastle.....	Hattie Hoyt	1	6 00
Caulfield, Edward.....	1	1873	2	3	1876	Hull.....	Dandy	1	5 00
Cochran, George.....	3	1866	1	10	May	Montreal.....	Active	1	1 00
Caulfield, Edward.....	L	1873	1	3	1876	Hull.....	Dandy	27	5 00
Coutois, John.....	1	1873	1	4	1871	Sorel.....	Monasett	1	6 00
Campbell, Duncan.....	3	1875	1	1	do	Montreal.....	St. Catherine's	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876 - Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cis.
Cayen, Napoleon .....	.....	1	1874	2	2	1873	1	1876.	Island of Orleans.	L. N. G .....	Board .....	1876. January	1 00
Carbonneau, Phil .....	2	.....	1860	2	16	.....	.....	do	Lévis .....	St. George .....	do .....	1877. January	1 00
Caron, Ignace .....	.....	2	1872	2	3	1872	1	March ..	do .....	Mercy .....	do .....	1876. January	1 00
Cayen, Joseph .....	2	.....	1860	1	16	.....	.....	Dec .....	Portneuf .....	Eclipse .....	do .....	do	1 00
Charland, Victor .....	3	.....	1869	4	4	.....	.....	do	St. Jean, D. .....	Anglesea .....	do .....	do	1 00
Côté, Alphonse .....	.....	2	1872	2	3	.....	.....	do	Lévis .....	Prince Edward .....	do .....	do	1 00
Carrol, Stephen .....	1	.....	1860	1	16	.....	.....	do	Quebec .....	Druid .....	do .....	do	1 00
Davidson, John .....	.....	1	1873	4	1	.....	.....	do	St. Catharines .....	City of St. C. ....	do .....	do	1 00
Dawson, Joseph .....	.....	3	1876	1	1	1875	1	do	do .....	Zealand .....	do .....	do	1 00
Dewey, Thomas .....	.....	2	1873	2	3	.....	.....	do	do .....	California .....	do .....	do	1 00
Doran, William .....	.....	1	1875	2	3	.....	.....	do	do .....	Persia .....	do .....	do	1 00
Dowd, John R .....	.....	1	1875	2	1	1873	3	do	Welland .....	T. R. Sicord .....	do .....	do	5 00
Dunham, Isaac .....	.....	1	1868	1	7	.....	.....	do	Warton .....	O'Koura .....	do .....	do	1 00
Davidson, Wm. J .....	Limited	.....	1874	2	1	1872	2	May .....	Montreal .....	Arctic .....	Samson .....	May	18 5 00
Desgardins, Edward .....	Limited	.....	.....	.....	.....	1876	1	March ..	Sorel .....	Lincoln .....	Befort .....	April	5 00
Downie, John .....	.....	2	1875	1	1	.....	.....	February	Silver Islet .....	Helen Guace .....	Board .....	January	1 00
Dee, John .....	.....	2	1875	2	.....	1876	1	June .....	Penetanguishene ..	Prince Alfred .....	Risley .....	June	16 5 00

Doherty, Hugh	3	1860	1	16	July	Hamilton	Nil	Board	January	1	2 00
Douglas, G. W.	1	1873	1	3	do	Lindsay	Excursion	do	do	1	2 00
Duval, Francis	2	1874	2	2	Nov'r	Windsor	Michigan	do	1877. January	1	1 00
Doan, Moses	3	1877	1		do	Port Lambton	Messenger	do	do	1	5 00
Doherty Hugh	3	1860	1	17	do	Hamilton	Transit	do	do	1	1 00
Donovan, D. E.	2	1876	2		do	do	Acadia	do	do	1	5 00
Donelly, John	2				1 April	Victoria, B.C.	Glencoe	Westgarth	1876. April	1	5 00
Davy, John	Limited	1875	1	1	2 July	Parry Sound	Mittie Grew	Meneilley	July	22	5 00
Dayton, Isaac N	Limited				3 May	Port Colborne	J. W. Gordon	do	May	20	5 00
Dowd, John R.	L.	1875	1	1	3 May	Welland	L. N. G.	Meneilley	May	23	5 00
Dewey, Thomas		1873	2	2	do	St. Catharines	Ocean	Board	January	1	1 00
Davis, James	1	1861	1	15	Feb	Kingston	Prince Alfred	do	do	1	2 00
Donovan, Henry	L.				1 Aug	Brockville	Gypsy	Taylor	August	15	5 00
Dost, Hugh		1875	1	1	1 Oct	Napanee	Ivanhoe	Board	January	1	1 00
Dion, Leon		1872	1	4	July	Peterboro'	Whistle Wing	Taylor	July	7	5 00
Derry, William	3	1870	2	5	Jan	Kingston	Maud	Board	January	1	1 00
Dickson, John H.		1871	3	3	do	do	Chicago	do	do	1	1 00
Drysdale, W. S.		1874	2	2	Dec	Montreal	Valleta	do	do	1	1 00
do		1874	2	2	do	do	do	do	1877. January	1	5 00
Daoust, J. Baptiste	3	1867	1	8	Jan	do	Elfin	do	1876. January	1	1 00
Dungan, John	2	1862	1	14	do	Prescott	John Egan	do	do	1	1 00
Demors, Joseph		1871	3	2	1 do	Aylmer	Jane	do	do	1	1 00
Dupere, Honore	2	1860	2	16	Dec	Lévis	Challenger	do	1877. January	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Drysdale, Thomas.....	1	.....	1868	3	6	.....	.....	1876.	Quebec	Valleta.....	Board.....	July	1 2 00
Demers, Ferdinand.....	.....	1	1871	3	3	.....	.....	do	do	Nil.....	do	do	1 1 00
Dupere, Honore.....	2	.....	1860	2	15	.....	.....	March	Lévis	Bienvenu.....	do	do	1 1 00
Duffy, Peter.....	L.	.....	.....	.....	.....	1876	1	May	Halifax	Annie Stewart.....	Smith.....	April	28 5 00
Davis, James.....	1	.....	1861	1	16	.....	.....	Dec	Kingston.	P. Alfred.....	Board.....	January	1 1 00
Dee, John.....	.....	1	1875	3	.....	.....	.....	do	Penetanguishene..	do	do	do	1 5 00
Dion, Leon.....	.....	1	1872	1	5	.....	.....	do	Peterborough.....	Golden Eye.....	do	do	1 5 00
Dodds, John.....	.....	2	1876	2	.....	.....	.....	do	Kingston	Bronson.....	do	do	1 5 00
Donnelly, John.....	.....	3	1874	1	3	1873	1	do	Garden Island.....	Chieftain.....	do	do	1 1 00
Dowser, Charles.....	3	.....	1867	1	10	.....	.....	do	Belleville.....	Nil.....	do	do	1 1 00
Dungan, James.....	2	.....	1863	1	14	.....	.....	do	Prescott.....	Baldwin.....	do	do	1 1 00
Drew, Nathaniel.....	2	.....	1870	3	5	1869	1	do	Montreal.....	Wild Goose.....	do	do	1 1 00
Daout, Baptiste.....	3	.....	1867	1	10	.....	.....	October	Montreal.....	Dennis.....	do	do	1 1 00
Dunbar, David.....	3	.....	1868	1	9	.....	.....	do	Sorel.....	Dredge.....	do	do	1 1 00
Dumas, Alexis.....	.....	1	1874	2	2	1873	1	do	do	Nil.....	do	do	1 1 00
Denis, François.....	.....	2	1875	2	1	.....	.....	do	do	do	do	do	1 5 00



Ducou, Martheis .....	2	1864	1	13	do	do	Cultivateur .....	do	do	do	1	1 00
Desgardin, Eusebe .....	2	1861	1	16	do	do	Lincoln .....	do	do	do	1	1 00
Dunn, Peter .....	1	1865	1	12	do	do	Montreal .....	do	do	do	1	1 00
Ducharme, Alexis .....	3	1869	1	10	do	do	Royal .....	do	do	do	1	1 00
Dupré, Hyacinthe .....	2	1875	2	1	1872	1	Meteor .....	do	do	do	1	5 00
Denis, Edward .....	2	1866	2	10	do	do	Cultivateur .....	do	do	do	1	1 00
Desjardins, Edmond .....	3	1877	1	1876	1	do	Lincoln .....	do	do	do	1	5 00
Doucette, Basil .....	2	1874	1	2	do	do	St. Francis .....	do	do	do	1	5 00
Dumas, Laurent .....	2	1860	1	17	do	do	Chambly .....	do	do	do	1	1 00
Delaire, Edmond .....	3	1862	1	15	1872	1	Nil .....	do	do	do	1	1 00
Davidson, W. J .....	2	1873	4	1	1876	1	Quebec .....	do	do	do	1	5 00
Dion, Theophile .....	1	1870	1	7	do	do	Miramichi ..	do	do	do	1	3 00
Derocher, Louis .....	2	1868	4	6	do	do	Lady Dufferin .....	do	do	do	1	5 00
Doyle, Patrick .....	2	1872	3	3	1874	1	Express .....	do	do	do	1	5 00
Dion, Michel .....	2	1860	2	16	do	do	Secret .....	do	do	do	1	1 00
Delisle, Simeon .....	2	1864	2	12	do	do	Clyde .....	do	do	do	1	1 00
Devenie, Robert .....	2	1877	1	do	do	do	Beaver .....	do	do	do	1	1 00
Donovan, Daniel .....	2	1873	1	4	do	do	Newfoundland .....	do	do	do	1	5 00
Duffy, Peter .....	1	1877	1	1876	1	do	St. John, N.B. ....	do	do	do	1	1 00
Eldridge, Jessie .....	1	1871	1	6	Nov	Nov	Halifax, N.S. ....	do	do	do	1	5 00
Elliott, Thomas .....	3	1862	1	14	May	May	Port Colborne .....	do	do	1876. January	1	1 00
Edmonds, Wm .....	2	1875	1	1	1874	1	Kingston .....	do	do	do	1	1 00
Ellison, John, Jr .....	2	1873	2	3	1871	1	Wallaceburg .....	do	do	do	1	1 00
Eanser, Ferd. W .....	1	1877	1	do	do	do	Port Stanley .....	do	do	1877. do	1	1 00
							Chatham .....	do	do	do	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Edgar, James.....	.....	2	1872	2	3	.....	.....	1876.	Dunnville.....	Jessie.....	Board.....	1877. January 1	5 00
Ellis, James H.....	.....	1	1875	3	.....	1875	1	do.....	Toronto.....	City of Owen Sound.....	do.....	do 1	5 00
Easton, John E.....	.....	1	1875	2	1	.....	.....	Dec.....	Trenton.....	Nil.....	do.....	do 1	1 00
Ellenbourg, Pierre.....	3	.....	1866	1	11	.....	.....	Oct.....	Sorel.....	Oregon.....	do.....	do 1	1 00
CO EC Ecroid, George J.....	.....	2	1877	1	.....	.....	.....	do.....	Montreal.....	Nerivzia.....	do.....	do 1	5 00
Echemberg, Chas.....	3	.....	1860	1	17	.....	.....	do.....	Lévis.....	Nil.....	do.....	do 1	1 00
Eddy, Alexander.....	1	.....	1867	2	6	.....	.....	do.....	St. John, N.B.....	do.....	do.....	do 1	1 00
Ericsson, Martin.....	.....	3	1876	1	1	.....	.....	do.....	Newcastle.....	New Era.....	do.....	do 1	1 00
Evans, W. B.....	.....	2	1877	1	.....	1875	1	do.....	St. John, N.B.....	Nil.....	do.....	do 1	5 00
Ewing, John.....	1	.....	1877	1	.....	.....	.....	do.....	Halifax, N.S.....	Beta.....	do.....	do 1	5 00
Elliott, Wm. A.....	1	.....	1876	1	.....	.....	.....	Jan.....	Victoria, B. C.....	Beaver.....	do.....	1876. January 1	5 00
Evans, Samuel.....	L	.....	.....	.....	.....	1876	1	do.....	do	Isabel.....	Westgarth.....	do 1	5 00
do.....	L	.....	.....	.....	.....	1876	2	July.....	do	do.....	do.....	July 1	5 00
Edington, Wm.....	.....	1	1868	1	8	.....	.....	Jan.....	Harwood.....	Isaac Butts.....	Board.....	January 1	1 00
Fletcher, W. S.....	2	.....	1865	4	9	.....	.....	Nov.....	St. Catharines.....	Asia.....	do.....	1877. January 1	1 00
Poster, James H.....	.....	3	1877	1	.....	.....	.....	do.....	Wallaceburg.....	Hero.....	do.....	do 1	5 00

<i>Francombe, John</i>	1	1862	1	15	do	Windsor	Silver Spray	do	do	do	1	1 00
<i>Fee, David F</i>	1	1876	1		do	Victoria, B.C.	Enterprise	do	do	1876. January	1	5 00
<i>Flewett, Wm. M.</i>	1	1876	1		do	Nansimo	Emma	do	do	do	1	5 00
<i>Fero, Solomon</i>	L	1875	1	1	1876	Aug	Port Robinson	Ross	Menelley	August 21	5 00	
<i>Ferguson, John</i>			1		1876	April	Bradford	Freemont	do	April	6	5 00
<i>Farrands, Thos. Ed.</i>	3				1876	March	Owen Sound	Nil	do	do	1	5 00
<i>Franklin, Arch. H.</i>	3	1862	1	14	Dec	Brockville	McLaren	Board	Board	January	1	1 00
<i>Filteau, Octave</i>	2	1860	1	16	Feb	Montreal	Champion	do	do	do	1	1 00
<i>Frechette, Louis</i>	3	1866	1	11	Dec	Lévis	Assamatagon	Board	Board	January	1	1 00
<i>Filteau, Joseph</i>	1	1860	1	16	March	do	St. Lawrence	do	do	1876. January	1	1 00
<i>Flandand, Michel</i>	3	1870	3	4	Dec	do	Tiger	do	do	do	1	1 00
<i>Fermin, William</i>	2	1873	1	3	May	Pictou	Mayflower	do	do	do	1	1 00
<i>Fairbairn, Richard</i>	3	1869	4	5	Jan	St. Catharines	Ocean	do	do	1877. January	1	1 00
<i>Faulds, Wm. F.</i>	3	1871	4	3	do	do	C. J. G. Munro	do	do	do	1	1 00
<i>Feighton, Joseph</i>		1876	1	1	do	Collingwood	Kate Marks	do	do	do	1	5 00
<i>Ferguson, John</i>		1877	1		1876	do	Southern Belle	do	do	do	1	5 00
<i>Fero, Solomon</i>		1875	2	1	do	Port Robinson	M. R. Mitchell	do	do	do	1	5 00
<i>Fillion, Paul</i>		1870	2	6	Dec	Lindsay	Champion	do	do	do	1	1 00
<i>Flanagan, John</i>	2	1865	1	12	do	Garden Island	Empress	do	do	do	1	1 00
<i>Flanagan, Patrick</i>		1870	3	5	do	Kingston	Alexandra	do	do	do	1	1 00
<i>Francoeur, Ed.</i>		1869	2	7	do	Montreal	Corsican	do	do	do	1	1 00
<i>Fraulin, Thos</i>		1877	1		do	Brockville	M. McLaren	do	do	do	1	5 00
<i>Frechette, William</i>	3	1868	2	7	October	Lachine	B. America	do	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Fullarton, John .....	.....	2	1877	1	.....	.....	.....	1876.	Montreal .....	Nil .....	Board .....	1877.	\$ cts.
Fournier, William .....	.....	3	1874	2	2	.....	.....	do ..	do .....	Nil .....	do .....	do 1	5 00
Fortin, Antoine .....	.....	3	1877	1	.....	.....	.....	do ..	do .....	St. Peter .....	do .....	do 1	5 00
Fontingway, John .....	.....	1	1871	2	5	1869	2	do ..	Sorel .....	Marie .....	do .....	do 1	5 00
Fortin, John .....	2	.....	1860	2	16	.....	.....	do ..	do .....	J. Taylor .....	do .....	do 1	5 00
Fugere, Narcisse .....	.....	3	1876	1	1	.....	.....	do ..	Champion .....	Cultivateur .....	do .....	do 1	1 00
Fugere, Alderic .....	.....	1	1874	2	2	.....	.....	do ..	Sorel .....	Abenakis .....	do .....	do 1	1 00
Frenette, Alphonse .....	.....	2	1876	2	.....	.....	.....	do ..	Decombian .....	Matilda .....	do .....	do 1	5 00
Frechette, Michael .....	2	.....	1860	1	17	.....	.....	do ..	St. Nicholas .....	Union .....	do .....	do 1	1 00
Filteau, François .....	1	.....	1860	1	17	.....	.....	do ..	Lévis .....	Eclipse .....	do .....	do 1	2 00
Filteau, Benjamin .....	1	.....	1860	1	17	.....	.....	do ..	do .....	Hero .....	do .....	do 1	2 00
Fortier, Michel .....	.....	1	1870	2	6	.....	.....	do ..	Buckland .....	Margaret .....	do .....	do 1	1 00
Filteau, Joseph .....	1	.....	1860	1	17	.....	.....	do ..	Lévis .....	St. Laurence .....	do .....	do 1	1 00
Filteau, George .....	.....	2	1874	2	2	.....	.....	do ..	do .....	St. Andrews .....	do .....	do 1	2 00
Fernie, Wm .....	1	.....	1874	1	3	.....	.....	do ..	Pictou, N.S. ....	Mayflower .....	do .....	do 1	1 00
Fox, James .....	.....	1	1873	1	4	.....	.....	do ..	St. John, N.B. ..	Neptune .....	do .....	do 1	1 00
Findlay, J .....	.....	1	1877	1	.....	.....	.....	do ..	Halifax, N.S. ..	Beta .....	do .....	do 1	5 00

Fee, William.....	L.	.....	1875	1	.....	1876	1	Aug	Lindsay	Mary Ellen	Risley	1876.	1	5 00
Francombe, Geo.....	1	.....	1862	1	14	.....	.....	Feb	Windsor	Silver Spray	Board	.....	1	1 00
Finch, James.....	2	.....	1874	1	2	1874	1	Aug	Fort William	A. Neff	do	.....	1	5 00
Finch, James.....	1	.....	1874	2	2	1874	1	Dec	do	do	do	1877.	1	5 00
Godin, Pierre.....	L.	.....	.....	.....	.....	1876	1	March	Sorel	Louise	Befort	1876.	1	5 00
Gregory, James.....	L.	.....	.....	.....	.....	1875	2	June	Collingwood	Victoria	Risley	.....	12	5 00
Grooms, Asael.....	L.	.....	.....	.....	.....	1874	2	do	Port Lambton	Hero	do	.....	27	5 00
Grier, James.....	L.	.....	.....	.....	.....	1876	2	July	Meaford	Kate Pilgrim	do	.....	1	5 00
Gowen, J. W.....	3	.....	1873	1	4	.....	.....	Nov	Windsor	Essex	Board	1877.	1	1 00
Grooms, Asael.....	1	.....	1875	2	.....	1874	2	do	Baby's Point	Manitoba	do	.....	1	5 00
Gordon, James.....	1	.....	1870	1	7	.....	.....	do	Amherstburg	Minnie Morton	do	.....	1	1 00
Gray, John.....	3	.....	1877	1	.....	.....	.....	do	Baden	Nil	do	.....	1	5 00
Gillespie, Archibald.....	1	.....	1877	1	.....	.....	.....	Dec	Nottawa	Mary Jerichi	do	.....	1	5 00
Good, Thomas.....	1	.....	1872	3	3	.....	.....	do	Port Colbourne	W. A. Routh	do	.....	1	1 00
Green, Freeman.....	1	.....	1872	3	3	.....	.....	do	Dunville	D. P. Day	do	.....	1	1 00
Grier, James.....	2	.....	1877	1	.....	1876	2	do	Thornbery	Kate Pilgrim	do	.....	1	5 00
Grey, Wm. G.....	.....	.....	1874	1	.....	.....	.....	May	St. John, N.B.	Victor	do	1876.	1	1 00
Grey, Wm. G.....	L.	.....	1874	1	2	1876	1	do	do	do	Smith	.....	26	1 00
Gunn, Duncan.....	1	.....	1869	1	6	.....	.....	Jan	do	May Queen	Board	.....	1	1 00
Galbraith, Wm.....	.....	.....	1877	1	.....	.....	.....	Dec	Victoria, B.C.	Emma	do	1877.	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876, &c.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Goulding, Henry.....	L.	.....	.....	.....	.....	.....	.....	1876.	Victoria.....	Martin.....	Westgarth.....	1876.	\$ cts.
Glanfield, F. H.....	L.	.....	.....	.....	.....	1876	1	April ..	do .....	Gertrude.....	do .....	April	6 5 00
Gawley, James.....	L.	.....	.....	.....	.....	1876	1	Jan .....	Belle River.....	A. N. Pike.....	do .....	July	1 5 00
Grier, James.....	.....	3	.....	.....	.....	1876	1	August..	Thornbury..	Kate Pilgrim.....	do .....	August	15 5 00
Gardiner, Allen F.....	.....	3	.....	.....	.....	1876	1	March...	Oshawa .....	Nil .....	do .....	April	1 5 00
Gibson, Wm. H .....	L.	.....	.....	.....	.....	1875	2	Feb .....	Brockville.....	Peerless.....	do .....	do	1 5 00
Gento, Timothy.....	2	.....	1862	1	14	.....	.....	June .....	do .....	Chaffey .....	Taylor.....	June	2 5 00
Goyette, Charles.....	.....	1	1869	2	6	.....	.....	Jan .....	do .....	Lake Erie.....	Board .....	January	1 1 00
Golie, Joseph .....	.....	1	1873	2	2	.....	.....	do .....	Kingston.....	Louise.....	do .....	do	1 1 00
Grimard, Amie.....	2	.....	1860	1	16	.....	.....	do .....	Montreal.....	Longueuil.....	do .....	do	1 1 00
Glenon, John.....	2	.....	1862	2	13	.....	.....	do .....	Longueuil.....	Nil.....	do .....	do	1 1 00
Garneau Xavier.....	2	.....	1860	1	17	.....	.....	Dec.....	Montreal .....	St. Antoine.....	do .....	1877.	1 1 00
Gallivan, James.....	3	.....	1865	1	12	.....	.....	do .....	St. Antoine.....	Dieu.....	do .....	January	1 1 00
Gallivan, John.....	3	.....	1867	1	10	.....	.....	do .....	Kingston.....	Elevator.....	do .....	do	1 1 00
Gaskin, Thomas.....	.....	3	1877	1	.....	.....	.....	do .....	do .....	Olive.....	do .....	do	1 1 00
Gillespie, Oliver.....	3	.....	1866	1	11	.....	.....	do .....	do .....	Bruno .....	do .....	do	1 5 00
						.....	.....	do .....	Cornwall.....	Manitoba.....	do .....	do	1 1 00

Gillie, James.....	3	1868	5	5	do	Kingston	Pierrepont	do	do	1	1 00
Gorrell, Charles.....		1876	2		do	Brockville	Lake Michigan	do	do	1	5 00
Gautier, Desire.....		1876	1	1	Nov	Montreal	Nil	do	do	1	1 00
Gillie, John F.....		1877	1		do	do	do	do	do	1	5 00
Grey, William.....	3	1860	1	17	do	Hudson	Nil Desperandum	do	do	1	1 00
Graham, Edward.....		1871	3	4	do	do	Passport	do	do	1	1 00
Gendron, Charles.....	3	1869	3	6	Oct	Sorel	Delisle	do	do	1	1 00
Ginac, Trefe.....		1877	1		do	do	British America	do	do	1	5 00
Godin, Pierre.....		1876	1		do	do	Louise	do	do	1	5 00
Godin, Leandre.....		1873	2	3	do	do	Trois Rivières	do	do	1	1 00
Gendron, J. Baptiste..	2	1867	2	9	do	Sorel	Sorel	do	do	1	1 00
Gilbault, Joseph.....		1873	2	3	do	do	ChAMPLAIN	do	do	1	1 00
Gendron, Francis.....	2	1860	1	17	do	do	Nil	do	do	1	1 00
Grannan, James.....		1877	1		do	Montreal	Nil	do	do	1	5 00
Guillotte, Nazare.....		1873	2	3	do	Sorel	Bismarck	do	do	1	1 00
Girard, Oliver.....		1873	3	2	do	do	John	do	do	1	1 00
Ginac, Alfred.....	3	1860	1	17	do	do	William	do	do	1	1 00
Gamache, Gabriel.....		1864	1	3	do	Batsiamist	Batsiamist	do	do	1	2 00
Gagnon, Louis.....	3	1860	1	17	do	St. Nicholas	Merimac	do	do	1	3 00
Gagnon, Narcisse.....	3	1860	1	17	do	do	Helen	do	do	1	2 00
Gilbault, Theophile...		1873	2	3	do	Lévis	Napoleon III	do	do	1	1 00
Goligney, Pierre.....		1876	1	1	do	Sherbrooke	Nicolet	do	do	1	1 00
Gaitey, Andrew.....		1874	1	3	do	Halifax, N.S.	Ferry	do	do	1	1 00
Galagher, F.....		1877	3		do	St. John, N.B.	Nil	do	do	1	5 00
Gill, John A.....	1	1869	1	8	do	Fredericton	New Dominion	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
													\$ cts.
Gill, F. H.	.....	1	1869	1	8	.....	.....	1876.	Fredericton	Marysville	Board	1877.	1 00
Gill, Justus	.....	1	1869	1	8	.....	.....	do	do	Nil	do	do	1 00
Goodwin, W. J. H.	.....	1	1877	1	.....	1875	1	do	St. John, N.B.	Nil	do	do	5 00
Gossip, John G.	.....	1	1869	1	7	.....	.....	do	Halifax, N.S.	A. C. Whitney	do	do	1 00
Gray, Wm. G.	.....	1	1875	2	1	1876	1	do	St. John, N.B.	Nil	do	do	6 00
Green, James	.....	1	1877	1	.....	1875	1	do	Halifax, N.S.	Nil	do	do	5 00
Greigs, Charles	.....	2	1876	1	1	.....	.....	do	do	Shattuck	do	do	1 00
Gullen, A. G.	.....	1	1877	1	.....	1875	1	do	do	Nil	do	do	5 00
Griffen, Ed.	.....	2	1869	1	8	.....	.....	do	do	Daisy	do	do	2 00
Hunter, Robt.	.....	1	1874	2	2	1873	1	Nov	Wallaceburg	Victoria	do	do	1 00
Head, Thos.	.....	2	1862	1	15	.....	.....	do	Windsor	Mystic	do	1876.	1 00
Hayward, A. S.	.....	1	1871	2	4	.....	.....	June	Wallaceburg	Jerome	Board	1877.	1 00
Hallook, L. D.	L	.....	.....	.....	.....	.....	.....	do	Meaford	S. Doty	Ritsley	June	5 00
Hickey, Thos.	.....	3	1869	3	5	1876	1	April	Hamilton	Standley	Board	1877.	1 00
Head, Thos.	.....	2	1862	1	14	.....	.....	Feb	Windsor	Nil	do	do	1 00
Hayward, A. S.	.....	1	1871	2	5	.....	.....	Nov	Wallaceburg	J	do	1877.	1 00



Helferty, William.....	2	1876	2			do	Pictou, Ont	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00			
Hickey, Thos.....	3	1869	3	6		do	Hamilton	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00		
Hunter, Walter.....	3	1868	1	11		do	Wallaceburg	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hooper, F. T.....	3	1877	1			do	Offa P. O.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Hawkins, Luke.....	1	1875	3			do	Hamilton	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Henry, W. J.....	1	1873	2	3		do	Kincardine	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Horgan, Thos.....	L	1874	3		1874	3	Ancaster	do	do	do	do	do	do	do	do	do	do	do	do	Risley	1876.	1	5 00	
Horgan, Thos.....	3	1874	4		1874	3	do	do	do	do	do	do	do	do	do	do	do	do	do	Board	1877.	1	5 00	
Houde, Joseph.....		1864	2	4		March	Lévis	do	do	do	do	do	do	do	do	do	do	do	do	do	1876.	1	1 00	
Haddow, George.....	3	1869	3	5		June	St. John, N.B.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hickey, Patrick.....	3	1876	1			Jan	Burrard Inlet	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Hodgson, Rich. W.....		1876	1			do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Hattersley, Edward.....	2	1876	1			do	Victoria, B.C.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Hattersley, Edward.....	1	1876	1			do	Kamloops	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00	
Hattersley, Edward.....	2	1876	1	1		Dec	Burrard Inlet	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hickey, Patrick.....	3	1876	1	1		do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hopkins William.....	3	1868	1	10		March	Lindsay	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1876.	1	1 00
Harrison John.....	L	1875	1	1	1874	3	Newboro	do	do	do	do	do	do	do	do	do	do	do	do	Taylor	1877.	1	5 00	
Heburn, Robert.....		1873	2	2		do	Inverary	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hogson, Joseph.....		1874	2			do	Como	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hollaud, William.....	2	1868	1	8		Jan	Montreal	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hamelin, Zepherin.....		1871	3	3		January	Montreal	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	1 00	
Hamilton, Gavin.....		1874	3	1		Dec	Quebec	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1877.	1	1 00
Hallock, L. Dow.....	2	1877	1	1	1876	1	Meaford	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
								1876.				1877.	\$ cts.
Harrington, John	.....	3	1877	1	.....	.....	.....	Dec	Toronto	Columbia	Board	January	1 5 00
Henry, Michel	.....	1	1875	2	1	1874	1	do	Port Dalhousie	Nutan & Julien	do	do	1 1 00
Hill, James E.	.....	1	1876	1	1	1874	1	do	Toronto	A. Covell	do	do	1 1 00
Hugo, T. W.	2	.....	1870	5	3	.....	.....	do	Owen Sound	City of O. S.	do	do	1 1 00
Hazlet, Wm.	.....	1	1874	3	1	.....	.....	do	Kingston	Dominion	do	do	1 1 00
Henderson, Geo.	.....	1	1870	3	5	.....	.....	do	do	Glide	do	do	1 1 00
Hjburn, Robt.	.....	1	1873	2	5	.....	.....	do	Verona	Adventure	do	do	1 1 00
Hickey, James	2	.....	1862	1	15	.....	.....	do	Garden Island	Traveller	do	do	1 1 00
Hopkins, Wm.	3	.....	1866	1	11	.....	.....	do	Lindsay	Commodore	do	do	1 1 00
Huff, George	.....	3	1877	1	.....	.....	.....	do	Penetanguishene	Fanny Fern	do	do	1 5 00
Hurst, William	.....	1	1871	2	5	.....	.....	do	Portsmouth	Mattawan	do	do	1 1 00
Hamelin, Hercule	.....	1	1875	3	.....	.....	.....	October	Champion	Cariboo	do	do	1 5 00
Herbert, Paul	.....	3	1874	1	3	1873	1	do	Montreal	Elevator	do	do	1 1 00
Houle, Ernest	.....	3	1875	1	2	.....	.....	do	St. Pierre	No. 4	do	do	1 1 00
Halle, Joseph	3	.....	1874	4	.....	.....	.....	do	New Liverpool	Calumet	do	do	1 5 00
Halls, Robt.	.....	1	1870	3	5	1869	1	do	Prescott	Deux Rivières	do	do	1 1 00
Harrison, John	.....	2	1877	1	.....	.....	.....	do	Pembroke	C. O. Kelley	do	do	1 5 00

Hunter, James H.	1	1860	1	17	do	Sorel	Nil	do	do	1	1 00
Hamil, Urbain	2	1875	2		do	Lotbinière	Casior	do	do	1	5 00
Honde, Joseph	1	1871	2	5	do	Lévis	Lady Head	do	do	1	1 00
Hicks, Henry	1	1874	3	1	do	Quebec	Druid	do	do	1	1 00
Hamil, Alfred	1	1874	3	1	do	St. Croix	St. Lawrence	do	do	1	5 00
Honde, Kusche	3	1869	2	7	do	Lévis	St. Antoine	do	do	1	1 00
Haine, Fred	2	1876	2		Oct.	Lévis	Conqueror	do	do	1	5 00
Haddow, Geo	3	1869	2	7	do	St. John, N.B.	Dufferin	do	do	1	1 00
Haley, John	2	1872	1	5	do	do	Empress	do	do	1	2 00
Hamel, Owen	2	1877	1		do	P. E. Island	do	do	do	1	5 00
Hathaway, H. A.	1	1869	1	8	do	St. John, N.B.	do	do	do	1	1 00
Haviland, Thos.	1	1872	1	5	do	Chatham	Teaser	do	do	1	1 00
Hume, James	3	1876	1	1	do	Sydney, C.B.	Nil	do	do	1	1 00
Jones, Felix	3	1869	3	8	Nov.	Amherstburg	Lake Breeze	do	do	1	5 00
Irwin, Thomas	2	1862	1	14	Oct.	Kingston	Nil	do	1876. January	1	1 00
Jackson, William	2	1870	1	6	March	Peterborough	Whistle Wing	do	do	1	3 00
Jardine, Patrick	2	1870	1	6	1869	Portage-du-Fort	Prince Arthur	do	do	1	1 00
Irving, A. S.	3	1876	1	1	do	Collingwood	P. E. McKerral	do	1877. January	1	1 00
Johnston, James	2	1866	1	11	do	Port Hope	Francis Smith	do	do	1	1 00
Irwin, Thos	2	1862	1	15	Dec.	Brockville	Lake Michigan	do	do	1	1 00
Irwin, William	1	1875	2	1	do	Kingston	Norman	do	do	1	1 00
Jacques, J. W.	3	1877	1		do	Colborne	Prince Alfred	do	do	1	5 00
Jeffers, L. W.	2	1865	1	12	do	Kingston	Nil	do	do	1	2 00
Jimason, Isaac	3	1870	2	6	do	do	Queen	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Johnson, George.....	.....	1	1869	3	6	.....	.....	1876.	Trenton.....	Utica.....	Board.....	1877.	1 00
Johnston, William.....	2	.....	1864	2	12	.....	.....	do	Garden Island.....	Hiram Calvin.....	do	do	1 00
Johnson, Gilbert.....	3	.....	1872	4	2	.....	.....	do	Kingston.....	Jessie Hall.....	do	do	1 00
Jones, William.....	.....	2	1875	2	1	.....	.....	do	Garden Island.....	Empress.....	do	do	5 00
Julien, Luder.....	.....	3	1877	1	.....	.....	.....	Oct.....	Dechambault.....	Princess.....	do	do	5 00
Jean, Marie Xavier.....	3	.....	1869	2	7	.....	.....	do	Sorel.....	Hope.....	do	do	5 00
Jacques, Simeon.....	.....	3	1876	1	1	.....	.....	do	St. Antoine.....	Powerful.....	do	do	1 00
Jacques, Louis.....	.....	1	1875	2	1	.....	.....	do	St. Romuald.....	P. Murphy.....	do	do	1 00
Johnson, John.....	3	.....	1876	2	.....	1874	1	do	Woodstock, N. B.....	Nil.....	do	do	5 00
Johnson, Marsena.....	.....	3	1877	1	.....	.....	.....	do	Yarmouth, N. S.....	do	do	do	5 00
Judge, Peter.....	.....	3	1875	1	2	1874	1	do	Halifax, N. S.....	Water-boat.....	do	do	2 00
Kerr, James.....	L.	.....	1876	1	.....	1876	1	July.....	Niagara.....	Starling.....	Risley.....	1876.	5 00
Kennedy, John.....	L.	.....	1875	1	1	1873	3	April.....	Toronto.....	Princess of Wales.....	do	April	5 00
Kerr, Hugh.....	L.	.....	1875	2	.....	1876	1	May.....	Hamilton.....	Columbia.....	do	May	5 00
Kerr, Hugh.....	3	.....	1875	3	.....	1876	1	Dec.....	do	do	Board.....	1877	5 00

Kelly, James H.	2	1865	1	10	Feb	Brockville	NIH	do	1876. January	1	1 00
Kerr, Adam	3	1869	3	6	Nov	Point Edward	International	do	1877. January	1	5 00
Kerr, David	2	1874	1	3	4	Hamilton	Canada	do	do	1	1 00
Kennedy, John	1	1875	2	1	3	Toronto	J. F. Clark	do	do	1	5 00
Kennedy, Wm	3	1866	1	10	May	do	Watertown	do	1876. January	1	1 00
Kenny, Philip	1	1873	2	3	2	Montreal	Swan	do	1877. January	1	1 00
Kirkpatrick, James	2	1865	1	11	Aug	Cobden	J. Gould	do	1876. January	1	1 00
Kaney, Terence	1	1870	3	4	1	Pembroke	Kippawa	do	do	1	1 00
Kenny, Charles	L.	1875	2	1875	2	Halifax, N. S.	Plummer	Smith	do	1	5 00
Kennedy, Wm	3	1866	1	11	Jan	Toronto	Watertown	Board	1877. January	1	1 00
Kerr, James	1	1876	2	1876	1	St. Catharines	Starling	do	do	1	5 00
Kirkpatrick, N.	3	1877	1	1877	1	Toronto	Dromedary	do	do	1	5 00
Keats, George	3	1873	2	3	1	Lindsay	M. Walker	do	do	1	1 00
Kesley, Thomas	3	1877	1	1877	1	Cornwall	Acadia	do	do	1	5 00
Kelly, Wm	3	1866	2	10	do	Green Island	Bay Quinte	do	do	1	1 00
Kilcauley, Patrick	1	1872	3	3	do	Kingston	C. Louise	do	do	1	1 00
Kennedy, Wm	2	1874	3	1	Oct	St. John, N.B.	Dufferin	do	do	1	5 00
Kerley, John	1	1875	1	2	do	do	Gladiator	do	do	1	1 00
Lauranche, Louis	L.	1876	1	1876	1	P. A. Landing	Watchman	Risley	1876. August	10	5 00
Leitch, Thos	L.	1873	2	3	1	Welland	Maggie	Risley	June	27	5 00
Laurence, B.	2	1874	1	2	July	Port Colborne	Kittie Haight	Board	January	1	2 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cis.
Lovly, Ed.	L	.....	1874	2	1	1876	1	1876. July	Lambton	Thames	Risley	1876. July	5 00
Lapointe, Frank	L	.....	1868	2	7	1865	2	Feb.	Sarnia	Ireland	do	April	5 00
Lovly, Ed.	.....	1	1874	3	1	1876	1	Nov.	Lambton	Thames	Board	1877. January	5 00
Little, Richard	.....	1	1874	2	2	1873	1	do	Hamilton	Nil	do	do	5 00
Lefebvre, Isidore	3	.....	1867	1	9	.....	.....	Feb.	Carillon	Carillon	do	1876. January	2 00
Langlois, Zepherin	3	.....	1865	1	11	.....	.....	Jan.	Montreal	New York	do	do	1 00
Lacroix, Urbain	2	.....	1860	1	17	.....	.....	Dec.	Lévis	Progress	do	1877. January	2 00
Lajeunesse, Naz.	.....	3	1874	1	2	.....	.....	July	Island of Orleans	Sampson	do	1876. January	1 00
Lacroix, Wilbrod	2	.....	1860	1	15	.....	.....	March	Lévis	Nil	do	do	1 00
Lesard, Augustin	.....	3	1875	1	1	1874	1	do	do	Nil	do	do	1 00
Lachance, Alfred	.....	3	1874	1	2	1872	1	do	Quebec	Roma	do	do	1 00
Lahay, François	2	.....	1860	1	16	.....	.....	Feb.	Lévis	St. George	do	do	1 00
Lamotte, Ubald	3	.....	1867	1	9	.....	.....	do	St. Antoine	Gatineau	do	do	1 00
Lee, Christopher	2	.....	1876	1	.....	.....	.....	Jan.	N. Westminster	Ada	do	do	5 00
Lockhart, J. K.	3	.....	1876	1	.....	.....	.....	do	Burrard Inlet	Union	do	do	5 00

Little, David .....	1	1877	1	.....	Dec. ....	N. Westminster.....	Royal City .....	do .....	1877.	1	5 00
Lee, Fred. A. ....	2	1877	1	.....	do .....	Burrard Inlet.....	Maggie .....	do .....	do	1	5 00
Lockhart, J. K. ....	3	1876	1	1	.....	do .....	Otter.....	do .....	do	1	1 00
Large, John .....	2	.....	.....	.....	1876	Amherstburg .....	Mystic .....	Mencilley .....	1876.	15	5 00
Ladoucier, Louis .....	2	1869	2	7	.....	St. Andrews.....	Eclair .....	Board .....	January	1	1 00
Lemai, Isai .....	3	1868	1	9	.....	Montreal .....	Robinson .....	do .....	do	1	1 00
Leclaire, Dominique... L	.....	1874	2	1	1876	Lachine .....	Randolph .....	Burgess .....	April	10	5 00
Leclaire, Jean B. ....	3	1875	1	1	.....	do .....	Calabria .....	Board .....	January	1	1 00
Laurie, Wm. ....	2	1871	2	4	.....	Sorel.....	Nil .....	do .....	do	1	1 00
Lariviere, Pierre.....	2	1860	11	16	.....	Montreal.....	St. Charles.....	do .....	do	1	1 00
Lafaviere, François... 3	.....	1865	1	11	.....	do .....	W. C. Francis.....	do .....	do	1	2 00
Lawrence, Peter. ....	1	1871	3	4	1871	Welland.....	C. W. Jones.....	do .....	1877.	1	1 00
Lawrence, Zyaharias. ....	1	1873	2	3	.....	Port Colborne.....	K. Haight.....	do .....	do	1	5 00
Leaney, Walter .....	1	1872	2	4	.....	Port Robinson.....	D. E. McFarland...	do .....	do	1	1 00
Leitch, Robert.....	3	1873	3	2	.....	Welland.....	Neelan & Julien...	do .....	do	1	5 00
Leitch, Thomas .....	1	1873	3	2	1876	do .....	Maggie.....	do .....	do	1	5 00
Linter, Charles .....	2	1865	1	12	.....	St. Catharines .....	Dominion.....	do .....	do	1	1 00
Linter, Charles H. W. ....	3	1877	1	.....	.....	do .....	Nil.....	do .....	do	1	5 00
Lockerbitz, Wm. ....	2	1873	4	1	1872	Collingwood.....	Lily Kerr.....	do .....	do	1	5 00
Lacerte, Rob.....	2	1874	1	3	.....	Dundas.....	Jennie.....	do .....	do	1	1 00
Lamere, Peter.....	2	1867	1	10	.....	Prescott .....	Nil.....	do .....	do	1	4 00
Lemai, Isai.....	3	1867	1	10	.....	Montreal .....	Robinson.....	do .....	do	1	1 00
Lepine, Natile.....	2	1871	1	6	.....	Carillon .....	Canada.....	do .....	do	1	1 00
Lefebre, Isidore.....	3	1867	1	10	.....	do .....	Manitoba.....	do .....	do	1	1 00

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								1876.				1876.	\$ cts.
Leitch, Alex.....	1	.....	1866	1	11	.....	.....	Oct.....	Montreal.....	Mattawan.....	Board.....	January 1	1 00
Leclaire, Dominique.....	.....	1	1874	2	2	1876	1	do.....	Lachine.....	Randolph.....	do.....	do	1 50
Lepine, Isidore.....	.....	3	1876	1	1	.....	.....	do.....	Pointe Claire.....	Oka.....	do.....	do	1 00
Leslie, James H.....	1	.....	1860	2	16	.....	.....	do.....	Montreal.....	Meteor.....	do.....	do	1 00
Lamotte, Olivier.....	3	.....	1864	1	13	.....	.....	do.....	Sorel.....	Bird.....	do.....	do	1 00
Luster, Raphael.....	2	.....	1860	2	16	.....	.....	do.....	do.....	Fire Fly.....	do.....	do	1 00
Lacombe, Louis.....	3	.....	1860	1	17	.....	.....	do.....	do.....	Albert.....	do.....	do	1 00
Lablanc, Pierre.....	3	.....	1866	1	11	.....	.....	do.....	do.....	Laval.....	do.....	do	1 00
Lamerille, Raphael.....	.....	1	1870	2	6	1872	2	do.....	do.....	St. Nicholas.....	do.....	do	1 00
Lacombe, Alfred.....	.....	2	1875	2	1	.....	.....	do.....	do.....	Canada.....	do.....	do	1 00
Laclaire, William.....	3	.....	1868	1	9	.....	.....	do.....	do.....	L'Assomption.....	do.....	do	1 00
Lamontagne, N.....	.....	2	1873	1	4	1872	2	do.....	Sorel.....	Richelieu.....	do.....	do	1 20
Lacroix, Louis.....	3	.....	1860	1	17	.....	.....	do.....	Three Rivers.....	Arthur.....	do.....	do	1 00
Lacroix, Pierre.....	3	.....	1860	1	17	.....	.....	do.....	do.....	Nil.....	do.....	do	1 00
Laclaire, Michel.....	2	.....	1860	1	17	.....	.....	do.....	Sorel.....	Berthier.....	do.....	do	1 00
Laféche, Augustin.....	2	.....	1860	1	17	.....	.....	do.....	do.....	Three Rivers.....	do.....	do	1 00
Lachance, Joseph.....	.....	1	1871	3	4	.....	.....	do.....	do.....	Montreal.....	do.....	do	1 00



Lafleur, J. E.	1	1869	1	8	do	do	Noir	Board	1	1 00
Lajoie, Eusebe	1	1873	3	2	do	Village of Lauzon	Union	do	do	5 00
Lavallier, St. Francis	3	1860	1	17	do	Windsor	Beaver	do	1875.	2 00
Lacroix, Trefle	2	1860	1	17	do	St. Ann	Etoile	do	1877.	1 00
Lamotte, Louis	2	1860	2	16	do	St. Nicholas	Eugene	do	do	1 00
Lapointe, Jean B.	1	1873	3	2	do	Lévis	Kate	do	do	1 00
Lard, Joseph G	3	1876	1	1	do	Lotbiniere	Clyde	do	do	1 00
Lafleur, Xavier	2	1860	1	17	do	St. Antoine	St. Croix	do	do	1 00
Lacroix, Wilbrod	2	1860	1	16	do	Lévis	Lake	do	do	1 00
Lavallier, François, jr	1	1874	2	2	do	do	Gertie	do	do	1 00
Lachance, Honore	1	1875	3	3	do	do	Silvester	do	do	5 00
Lapointe, Joseph	2	1860	1	17	do	do	Shannon	do	do	1 00
Lard, Elois	3	1876	1	1	do	Lotbiniere	Senecal	do	do	1 00
Lamotte, Octave	1	1871	3	4	do	St. Croix	Saguenay	do	do	1 00
Lemieux, Joseph	3	1870	3	5	do	Lévis	Conqueror	do	do	1 00
Labay, Francois	2	1860	1	17	do	do	Arctic	do	do	2 00
Lapointe, Joseph	1	1867	1	8	do	do	Aurelia	do	do	1 00
Lamotte, Ubald	3	1867	1	10	do	St. Antoine	Gatineau	do	do	1 00
Lapointe, Michel	1	1870	1	7	do	Lévis	Hector	do	do	1 00
Lard, Remie	3	1870	1	7	do	Lotbiniere	Anglesca	do	do	1 00
Laing, Thos. J.	3	1877	1	1	Oct	Halifax, N.S.	Nil	Board	1	5 00
Lyons, J. A.	1	1876	1	1	do	Fredericton	Xephias	do	do	1 00
Marchall, Robert	L	1876	1	1	May	Toronto	Golden City	Risley	1876.	5 00
Mitchell, Wm	L	1874	1	1	June	Hamilton	Dennis Bowen	do	June	5 00

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Mingo, Francis		3	1874	1	2			1876.	Portage du Fort.....	Nil.....	Board.....	1877.	1 00
Munro, Daniel	L		1873	3	1876	1		May.....	Glencoe.....	Ontario.....	Risley.....	May	8 00
Munro, George	1		1865	1	11			do.....	do	City of Toronto.....	Board.....	January	1 00
Milne, Alex.	2		1862	1	14			do.....	Kingston.....	Alexandra.....	do	do	1 00
Mitchell, Wm.		1	1877	1		1874	1	Dec.....	Hamilton.....	Denis Bowen.....	do	do	5 00
Murphy, Thos.	L		1872	2	3	1871	4	Aug.....	Newboro.....	Joe Knight.....	Risley.....	August	5 00
Morrison, Donald	L					1876	1	July.....	Silver Islet.....	Kittie Vinton.....	do	July	5 00
Miller, John B.		1	1875	3				Dec.....	New York.....	Camina.....	Board.....	1877.	5 00
Miller, Sopha.		2	1871	2	3	1875	2	Sept.....	Dunnville.....	Mary.....	Risley.....	January	5 00
Munro, Alex.		1	1870	2	5			Nov.....	Glencoe.....	Manitoba.....	Board.....	1876.	5 00
Morrison, Hugh		1	1870	1	7			do.....	Wallaceburg.....	J. Hall.....	do	do	1 00
May, John	1		1864	2	12			do.....	Point Edward.....	Huron.....	do	do	1 00
Mellon, George.		2	1876	2				do.....	do	International.....	do	do	5 00
Mennie Robert E.		3	1877	1				do.....	Bunyan.....	Quebec.....	do	do	5 00

Munro, Daniel.....	3	1873	4	1	1876	1	do	Glencoe	Ontario.	do	do	1	5 00	
Merrill, Fred.....	3	1877	1	do	do	do	Dresden.	Hiawatha	do	do	do	1	5 00	
<sup>67</sup> Miller, J. D.....	L			1	1875	1	May	Yarmouth	Alida	Smith	1876.	June	1	5 00
<sup>67</sup> Moys, David B.....	3	1869	2	6			July	St. John	Ada G.	Board	January	1	1 00	
Montague, John.....	L	1875	1	do	1876	1	Feb	do	Nil	Smith	February	1	5 00	
Marchand, Joseph.....	3	1874	1	2			July	Champion	Princess	Board	January	1	1 00	
Martineau, Joseph, sr.....	2	1865	1	11			April	Montreal	Louise	do	do	1	11 00	
Mitson, Wm. H.....	3	1875	1	1			Jan	do	Nil	do	do	1	1 00	
Maxwell, David.....	3	1874	1	11			Jan	Allan's Corners	Shicklnna	Board	January	1	1 00	
Morrison, Peter.....	2	1870	1	6			do	Montreal	Dredge	do	do	1	1 00	
Mallett, Hyacinthe.....	3	1867	1	9			do	do	John Pratt	do	do	1	1 00	
<sup>68</sup> Montgomery, L.....	1	1874	3	1			Dec	Quebec	Rocket	do	1877.	January	1	1 00
Mathews, Jessie.....	2	1869	1	8			Nov	Fredericton	Nil	do	do	1	1 00	
Moyes, John.....	L.				1876	1	July	Halifax, N.S.	Leopard	Smith	1876.	January	1	5 00
Mills, Robert.....	L				1876	1	do	Dalhousie	East Riding	do	do	July	1	5 00
Miller, J. C.....	L.				1876	1	do	Derby	Derby	do	do	do	1	5 00
Marriott, Thos.....	1	1871	1	5			June	St. John, N.B.	Nil	Board	January	1	1 00	
Mayers, Christian.....	1	1876	1				Jan	B. Inlet	Maggie	do	do	1	5 00	
Madigan, Benjamin.....	2	1876	1				do	Victoria, B.C.	Maude	do	do	1	5 00	
Mehanteau, August.....	3	1877	1				Dec	Kamloops, B.C.	Kamloops	do	1877.	January	1	5 00
Marvic, James H.....	1	1877	1				do	B. Inlet, B.C.	Leviathan	do	do	1	5 00	
Mayers, Christian.....	1	1876	1	1			do	B. Inlet, B.C.	Maggie	do	do	1	1 00	
Moir, Charles.....	2	1875	1	1			May	Toronto	Rothesay Castle	do	1876.	January	1	1 00
Magee, Richard.....	L.				1876	1	April	do	Wonder	Mencilley	April	12	5 00	

STEAMBOAT ENGINEERS' Examination and Renewals during the Year ended 31st December, 1876 — Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Murphy, Thomas	3		1870	2	5	1876		Jan	Kingston	Edsell	Board	1876	1 00
Marchand, Norbert		1	1869	2	7			Dec	Montreal	Manxman	do	do	1 00
Munro, Charles	2		1860	1	16			Oct	Pembroke	C. O. Kelly	do	do	3 00
Morrison, R. A.		2	1871	2	4			do	Lake Magog	Nil	do	do	1 00
Marchand, Joseph			1867	1	9			Jan	Champion	Princess	do	do	1 00
Malcolmson, S. S.	2		1861	2	15			Dec	St. Catharines	Prussia	do	1877	1 00
Marshall, Robert		3	1877	1		1876	1	do	Toronto	Golden City	do	do	5 00
Marshall, Thomas		1	1874	2	2	1873	1	do	Orillia	Cariella	do	do	1 00
May, William		2	1876	1	1	1874	1	do	Port Dalhousie	Nil	do	do	1 00
Mephan, Wm.		2	1875	2	1			do	Collingwood	Seymour	do	do	1 00
Madden, Michel	2		1861	1	16			do	Kingston	W. T. Robb	do	do	1 00
Mallory, Chas		1	1873	3	2			do	Lindsay	Maple Leaf	do	do	1 00
Marchand, Adolpe		1	1870	3	5			do	Hastings	Whistle Wing	do	do	1 00
Marchand, Edward	2		1864	1	13			do	Kingston	Portneuf	do	do	1 00
Mathews, Jacob		1	1870	2	6			do	do	Mary Ann	do	do	1 00
Merrlan, Chas.		2	1875	1	2			do	Belleville	Nil	do	do	1 00

Mills, Thos	2	1874	2	2	Dec	Napanee	Kincardine	Board	1	1 00
Miller, John	2	1865	1	12	do	Kingston	Canadian	do	1	1 00
Milne, Wm	3	1864	2	12	do	do	Calabria	do	1	1 00
Monck, R. C.	2	1876	2	.....	do	Morrisburg	Glide	do	1	5 00
Morrison, Stephen	1	1873	2	3	1872	Northpoint	Ferry	do	1	1 00
Mulholland, Jas	2	1875	2	1	do	Kingston	Nil	do	1	1 00
Mullin, John	2	1876	2	.....	do	Garden Island	H. Calvin	do	1	5 00
Mundell, John	3	1873	3	2	do	Kingston	Geneva	do	1	1 00
Murphy, Martin	2	1875	2	1	do	Elgin	F. Pearce	do	1	1 00
Murphy, Peter	1	1869	3	6	do	Kingston	do	do	1	1 00
Murphy, Thos	3	1870	1	7	do	do	Edsell	do	1	1 00
Murray, James	2	1861	1	16	do	do	Spartan	do	1	1 00
Miller, Sopha	1	1871	3	4	1876	Dunnville	Mary	do	1	6 00
Mitchell, George	3	1869	1	10	do	Port Colborne	Munro	do	1	1 00
Munro, Francis	2	1862	1	15	do	Howe Island	Argyle	do	1	1 00
Mills, James A.	2	1869	5	3	1873	St. Catharines	City St. Catharines	do	1	1 00
Murphy, Thos	2	1870	2	3	1871	Newboro	Jos. Knight	do	1	1 00
Menish, George	2	1867	2	9	do	Chateauguay	Nil	do	1	1 00
Martineau, Jos, jun	2	1874	2	2	do	do	do	do	1	1 00
Morin, Damase	1	1876	2	.....	do	do	do	do	1	5 00
Means, Wm. H.	3	1875	2	2	1872	Spencerville	John Pratt	do	1	1 00
Martin, Pierre	1	1874	1	4	1873	Montreal	Nil	do	1	1 00
Marchand, Joseph	3	1867	1	10	do	Champlain	Princess	do	1	1 00
Martineau, Jos, sen	2	1865	1	12	do	Montreal	J. B. A.	do	1	1 00
Morrison, R. A.	1	1873	3	3	do	Magog	Nil	do	1	00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Morrean, Louis .....	.....	1	1870	1	5	.....	.....	1876.	Lévis .....	Georgiana.....	Board .....	1877.	1 00
Marchand, Joseph.....	.....	2	1874	2	2	.....	.....	do	Champlain .....	Princess.....	do .....	do	1 50
Mallotte, Pierre.....	3	.....	1881	1	16	.....	.....	do	Sorel.....	Nil.....	do .....	do	1 00
Martin, Asa.....	1	.....	1860	1	17	.....	.....	do	do .....	do .....	do .....	do	1 00
Matte, Charles.....	2	.....	1860	1	17	.....	.....	do	do .....	M. F. Parsons .....	do .....	do	1 00
Matte, J. B .....	3	.....	1866	1	11	.....	.....	do	do .....	Terrebonne .....	do .....	do	1 00
Mathieu, Thomas.....	2	.....	1860	2	16	.....	.....	do	do .....	Contest .....	do .....	do	1 00
Marcotte, Thomas.....	.....	3	1874	1	3	1873	1	do	do .....	Champlain .....	do .....	do	1 00
Mandrille, François ...	2	.....	1860	1	17	.....	.....	do	do .....	Nil .....	do .....	do	1 00
Matte, John.....	2	.....	1860	1	17	.....	.....	do	do .....	Canada .....	do .....	do	1 00
Matte, William.....	.....	2	1872	2	4	1872	1	do	do .....	Rocket.....	do .....	do	1 00
Marlow, Joseph.....	.....	1	1873	3	2	1872	1	do	do .....	Nil .....	do .....	do	1 00
Marchand, Narcise ...	.....	1	1873	3	1	.....	.....	do	Champlain .....	Algerian.....	do .....	do	5 00
Martin, Alexis .....	2	.....	1861	2	14	.....	.....	do	Sorel.....	Victoria.....	do .....	do	1 00
Meary, James .....	.....	2	1877	1	.....	.....	.....	do	do .....	Nil .....	do .....	do	5 00
Maine, James .....	3	.....	1869	3	0	.....	.....	do	Quebec .....	Rimouski.....	do .....	do	.....
Mar n, Ernest.....	3	.....	1875	3	.....	1874	1	do	Lévis .....	Champion .....	do .....	do	5 00

Morreau, Flavien.....	2	1873	2	3	do	St. Antoine.....	St. Andrew.....	do	1	2 00
Morreau, Guillaume...	2	1860	2	16	do	St. Appolinaire.....	Champion.....	do	1	1 00
Morin, Pierre.....	3	1860	1	17	do	Lévis.....	Rival.....	do	1	2 00
Manly, Edward.....	1	1860	2	16	do	do	Nil.....	do	1	1 00
Marricotte, Thomas.....	1	1870	2	6	do	St. John, N.B.....	Alpha.....	do	1	1 00
Marshall, James.....	1	1873	2	3	do	do	Nil.....	do	1	8 00
Mason, William.....	3	1876	1	1	do	Halifax, N.S.....	M. A. Starr.....	do	1	1 00
Mays, D. B.....	3	1869	2	7	do	St. John, N.B.....	Ada G.....	do	1	1 00
Miller, J. C.....	1	1877	1	.....	do	Miramichi.....	Derby.....	do	1	5 00
Mills, Robert.....	1	1877	1	.....	1876	Dalhousie.....	East Riding.....	do	1	5 00
Morris, James.....	1	1873	2	.....	1872	St. John, N.B.....	Glendon.....	do	1	8 00
Miller, J. D.....	1	1877	1	.....	1875	Yarmouth.....	Nil.....	do	1	5 00
Mitchell, William.....	2	1874	1	2	do	P. E. Island.....	Southport.....	do	1	2 00
Morton, William.....	3	1869	1	7	do	Halifax, N.S.....	Ferry.....	do	1	1 00
Mays, John.....	1	1877	1	.....	1876	do	Leopard.....	do	1	5 00
McGrain, James.....	L	.....	.....	.....	1876	Sault St. Marie.....	Dime.....	Risley.....	1876.	5 00
McCaull, Robt.....	2	.....	2	8	Sept	Napanee.....	Oswego Belle.....	Board.....	August	1 1 00
McDonald, Duncan F.....	2	1872	2	3	Jan	Lambton.....	Thames.....	do	do	1 1 00
McDonald, Alex.....	3	1871	2	4	Feb	Sarnia.....	Saginaw.....	do	do	1 1 00
McFarlane, Charles...	2	1876	1	.....	Jan	Charlottetown, P. E. Island.	Maid of the Mist...	do	do	1 5 00
McDonald, Hector.....	1	1871	2	5	Nov	Wallaceburg.....	Hero.....	do	1877.	1 1 00
McLeod, Kenneth.....	3	1877	1	.....	do	do	Coral.....	do	do	1 5 00
McDonald, John D.....	1	1873	1	.....	do	Port Lambton.....	Nil.....	do	do	1 4 00
McDonald, Duncan F.....	3	1873	2	4	do	do	Hero.....	do	do	1 1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant-Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
McDonald, Alex.....	2	.....	1871	3	4	1873	1	1876.	Sarnia.....	Saginaw.....	Board.....	1877. January 1	5 00
McLaren, Ronald.....	3	.....	1876	1	1	.....	.....	do	do	J. S. Clark.....	do	do	1 00
McKellar, Wm.....	.....	3	1877	1	.....	.....	.....	do	Thorold	Nil.....	do	do	5 00
McTaggart, Jos.....	L	.....	.....	.....	.....	.....	1	June.....	Victoria, B.C.....	Cariboo Fly.....	Westgarth.....	June 1	5 00
McArthur, James.....	L	.....	1870	3	4	1876	1	do	Montreal.....	Zealand.....	Menilley.....	do	5 00
McMillan, Gilbert.....	.....	?	.....	.....	.....	.....	1	May.....	Woodville.....	Nil.....	do	May 25	5 00
McCarrig, Duncan.....	3	.....	1865	1	11	.....	.....	Jan	Albert Corners.....	Chaudiere.....	Board	January 1	1 00
McManus, Patrick.....	2	.....	1866	1	10	.....	.....	do	Bath.....	J. Cassels.....	do	do	1 00
McPherson, Geo.....	.....	2	1877	.....	.....	.....	.....	Dec.....	Prince Edward.....	N. Light.....	do	January 1	5 00
McGowan, Wm.....	1	.....	1865	1	11	.....	.....	Jan.....	Ottawa.....	Q. Victoria.....	do	January 1	1 00
McDonald, Daniel.....	.....	2	1877	1	.....	.....	.....	Nov.....	Halifax, N.S.....	Daisy.....	do	January 1	5 00
McDonald, Alex.....	L	.....	1871	1	5	1876	1	Aug.....	Pictou, N.S.....	Nil.....	Smith	1876. August 24	5 00
McDonald, J. C.....	L	.....	.....	.....	.....	1876	1	June.....	Halifax, N.S.....	Alpha.....	do	June 14	5 00



Name	2	1867	1	7	1876	1	May	St. John, N.E.	Nil	Board	1	1 00
McMurray, Alex	L						March	do	do	Smith	1	5 00
McKeon, John											1877.	
McBride, Thos		3	1				Dec	Collingwood	P. McKerrar	Board	1	5 00
McOlear, Thos	2		5	3	1869	1	do	St. Catharines	Europe	do	1	1 00
McCulloch, John		1	2	4	1868	1	do	Port Colborne	Carter	do	1	1 00
McGee, Wm		1	1				do	Collingwood	Peerless	do	1	5 00
McGuinness, Wm		1	2	4			do	Port Colborne	Routh	do	1	3 00
McKee, John		3	1	2			do	Dunnville	Neelan F. Julien	do	1	1 00
McKen, Wm		3	1				do	Toronto	Nil	do	1	5 00
McMaugh, A. W		1	3				do	St. Catharines	Sovereign	do	1	5 00
McMaugh, W. J	3		4	2	1873	1	do	do	Ocean	do	1	1 00
McQuade, James	2		1	13			do	Nottawa	Wabano	do	1	1 00
McQuade, Henry		2	2	1			do	Collingwood	Cumberland	do	1	5 00
McArthur, Alex	3		3	3			do	Lindsay	Victoria	do	1	1 00
McBride, Archibald	2		2	13			do	Kingston	Magnet	do	1	1 00
McBride, Robert	3		1	14			do	do	do	do	1	1 00
McFaul, Michel	3		1	12			do	do	Sherwood	do	1	1 00
McNamee, Peter		1	3	4			do	Hamlet	Water Lily	do	1	1 00
McReady, Wm		3	2	2	1873	1	do	Garden Island	Wellington	do	1	1 00
McLean, David	2		2	6			Oct	Aylmer	Bohemian	do	1	1 00
McCuaig, Duncan	3		1	2			do	Allan's Corners	Chaudière	do	1	1 00
McElroy, Thos		1	1	10			do	Ottawa	Maud	do	1	1 00
McGowan, William	1		1	12			do	do	Q. Victoria	do	1	1 00
McPherson, Wm. C	3		2	3			do	Montreal	Nil	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer, last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
McRoberts, Alex. ....	2	.....	1860	1	17	.....	.....	1876.	Chateauguay	Nil	Board	1877.	1 00
McQuade, David .....	3	.....	1861	1	6	.....	.....	do	Sorel	Nil	do	do	5 00
McAleer, Michel .....	1	.....	1869	1	8	.....	.....	do	St. John, N.B.	Nil	do	do	1 00
McAleer, Ed .....	1	.....	1872	2	4	.....	.....	do	do	Albert	do	do	1 00
McCarty, Danl. ....	.....	2	1876	1	.....	1872	1	do	do	Nil	do	do	1 00
McDonald, Angus .....	.....	2	1871	2	5	.....	.....	do	Pictou, N.S.	Nil	do	do	1 00
McDonald, John .....	3	.....	1873	2	3	1872	1	do	Newcastle, N.B.	Nil	do	do	1 00
McDonald, Stephen .....	.....	3	1876	1	.....	.....	.....	do	P. E. Island	Charlottet'n, P.E.I.	do	do	5 00
McFarlane, D. H. ....	.....	1	1872	2	4	.....	.....	do	Pictou, N.S.	Nil	do	do	1 00
McFarlane, Chas. ....	2	.....	1876	1	1	.....	.....	do	Charlottet'n, P.E.I.	Nil	do	do	1 00
McGachey, Henry .....	.....	1	1874	1	3	1873	1	do	St. John, N.B.	Ferry	do	do	1 00
McKenzie, Allen .....	.....	1	1876	1	1	.....	.....	do	Sydney, C.B.	Lady Lake	do	do	1 00
McKenzie, John T. ....	.....	3	1876	1	1	.....	.....	do	St. John, N.B.	Nil	do	do	1 00
McKenzie, D. H. ....	.....	1	1876	1	1	.....	.....	do	Glouce Bay, C.B.	Boyer	do	do	1 00
McKenzie, Wm. ....	.....	3	1874	1	3	.....	.....	do	St. John, N.B.	Scud	do	do	1 00
McKenzie, Peter .....	.....	1	1877	1	.....	.....	.....	do	Glouce Bay, C.B.	Nil	do	do	5 00
McKinnon, A. ....	.....	1	1876	1	2	1874	1	do	St. John N.B.	Tiger	do	do	1 00

McLennan, Malcolm	3	1877	1	do	do	Glace Bay, C.B.	L. Boyce	do	do	do	do	1	5 00
McMurray, J. B.	1	1872	1	do	do	Kingston	Lincoln	do	do	do	do	1	1 00
McMurray, J. F.	1	1869	1	do	do	do	Ferry	do	do	do	do	1	1 00
McMurray, Alex.	2	1869	1	do	do	St. John, N.B.	Dredge	do	do	do	do	1	1 00
McPherson, Robert	3	1876	1	do	1875	P. E. Island	Ferry	do	do	do	do	1	6 00
McPherson, Alex.	2	1877	1	do	do	do	Gulmare	do	do	do	do	1	5 00
McPherson, John	2	1877	1	do	do	Pictou, N.S.	Dolphin	do	do	do	do	1	5 00
Norton, Francis	L	1874	3	May	1874	Byng Inlet	M. Morton	Risley	1876.	May	27	5 00	
Neff, Silvanus	L	1875	1	August	1876	Port Colborne	T. B. Secord	do	do	August	16	5 00	
Nichols, Thos.	3	1877	1	Nov	do	Chatham	Nil	Board	do	January	1	5 00	
Nichols, G. W.	1	1874	2	do	do	Windsor	do	do	do	do	1	1 00	
Neil, Henry	2	1877	1	do	do	Victoria	Cariboo Fly	do	do	do	1	5 00	
Nolin, E.	3	1876	1	March	do	Quebec	Nil	do	1876.	January	1	5 00	
Neff, Silvanus	1	1875	2	Jan	do	Port Colborne	Favorite	do	1877.	January	1	5 00	
Norcross, R. R.	1	1870	2	do	do	do	Dufferin	do	do	do	1	1 00	
Norcross, Samuel R.	3	1863	1	do	do	do	Favorite	do	do	do	1	1 00	
Norton, Francis G.	1	1874	2	do	1873	Byng Inlet	Minnie Hall	do	do	do	1	5 00	
Nichol, Abner	1	1873	1	Dec	do	Charton Place	Enterprise	do	do	do	1	5 00	
Norval, Robert	2	1861	1	Nov	do	Beauharnois	St. Francis	do	do	do	1	1 00	
Nadeau, Jean	1	1870	1	Oct	do	Isle of Orleans	Maid of Orleans	do	do	do	1	1 00	
Noel, Hyppolite	3	1877	1	do	do	Lotbiniere	Contest	do	do	do	1	5 00	
Neilson, Robt.	2	1872	1	do	do	Newcastle	Laddie	do	do	do	2	1 00	
Orens, Thomas	3	1876	1	April	do	Victoria, B.C.	Reliance	Westgarth	1876.	April	1	5 00	

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
													\$ cts
Orpen, Henry John.....	.....	3	1876	1	1	1874	1	1876.	Toronto.....	Silver Spray.....	Board.....	1876. January 1	1 00
Odette, Henry.....	.....	1	1871	1	6	1870	1	1877.	Sarnia.....	Sea Gull.....	do.....	1877. January 1	1 00
O'Neil, James.....	.....	2	1876	2	.....	.....	.....	do	Newboro.....	Asia.....	do.....	do	5 00
Oswald, John.....	.....	3	1877	1	.....	.....	.....	do	Thorold.....	Nil.....	do.....	do	5 00
O'Erian, John N.....	.....	1	1871	2	5	.....	.....	do	Port Robinson.....	Newton.....	do.....	do	10 00
O'Neil, M. J.....	.....	3	1877	1	.....	.....	.....	do	Newboro'.....	F. Perew.....	do.....	do	5 00
O'Reilly, James.....	3	.....	1867	1	10	.....	.....	do	Port Hope.....	Norseman.....	do.....	do	1 00
O'Reilly, Thomas.....	2	.....	1865	2	11	.....	.....	do	Kingston.....	Rochester.....	do.....	do	1 00
Ostrout, George.....	1	.....	1863	1	14	.....	.....	do	Portage du Fort.....	Prince Arthur.....	do.....	do	1 00
Ouellet, Francois.....	.....	1	1872	3	3	.....	.....	do	Lévis.....	Nil.....	do.....	do	2 00
Pritchard, Warrington.....	.....	1	1874	2	1	.....	.....	do	Fort William.....	Watchman.....	do.....	do	10 00
Price, Alfred E.....	L.	.....	1875	1	.....	1874	4	Sept.....	St. Catharines.....	O. Gordon.....	Risley.....	1876. Sept. 1	5 00
Petrie, Henry W.....	Nil.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Post, Andrew.....	.....	2	1875	1	1	1870	1	May.....	Collingwood.....	Rescue.....	Board.....	1877. January 1	5 00

Park, Joseph	2	1865	1	12	Nov	Windsor	Great Western	do	1	1 00
Pettigrew, Thos	1	1870	3	6	do	Sarnia	Quebec	do	1	1 00
Pettigrew, George	1	1875	3	1874	1	do	Collingwood	do	1	5 00
Porter, John E	2	1869	1	7	July	St. John, N.B	Starr	do	1876. January	1 00
Paul, Charles	3	1876	1	Jan	Jan	Burrard Inlet	Union	do	do	5 00
Pardun, David	L.	1876	1	July	July	Victoria, B.C.	Emma	Westgarth	July	19 5 08
Pardun, David	1	1877	1	Dec	Dec	New Westminster	R. City	Board	1877. January	5 00
Powers, Jeffrey	3	1867	1	9	do	Ottawa	Deux Rivieres	do	do	1 00
Piche, Prosper	3	1863	1	13	June	St. Hyacinthe	Fawn	do	1876. January	1 00
Paquette, Jerome	2	1860	1	16	Jan	Montreal	Montville	do	do	1 00
P'arent, Pierre	2	1860	1	16	do	Beauharnois	Bronson	do	do	1 00
Polignin, Thos	1	1860	1	16	Feb	Lévis	Glendon	do	do	2 00
Pratt, Wm. T	1	1872	1	4	Aug	St. John, N.B.	Rothsay	do	do	1 00
Pratt, Wm. J	1	1870	1	5	do	do	H. Perry	do	do	1 00
Phillips, Alex	3	1876	1	April	April	do	Nil	Smith	May	1 5 00
Patterson, Joseph	3	1874	3	1	Dec	Toronto	Collingwood	Board	1877. January	1 00
Poor, George	1	1872	3	3	do	Welland	J. H. Doyle	do	do	1 00
Post, Andrew	2	1871	1	6	do	Collingwood	Rescue	do	do	1 00
Price, Alfred E	1	1875	2	1	do	Thorald	Wadsworth	do	do	5 00
Potts, Fred	4	1873	4	1	do	St. Catharines	Wenonah	do	do	5 00
Patterson, Wm. M	1	1875	2	1	do	Portsmouth	Adventure	do	do	6 00
Pendergast, James	2	1872	2	4	do	Cornwall	Norseman	do	do	1 00
Pierce, William	3	1877	1	do	do	Farmersville	Geneva	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Power, Patrick.....	.....	1	1871	1	6	.....	.....	1876.	Kingston.....	Nil.....	Board.....	1877.	1 00
Prieure, Oliver.....	.....	2	1869	1	8	.....	.....	do.....	Garden Island.....	Traveller.....	do.....	do	1 00
Piche, Napoleon.....	3	.....	1872	2	2	.....	.....	Oct.....	Montreal.....	Carillon.....	do.....	do	1 00
Parent, Pierre.....	2	.....	1860	1	17	.....	.....	Oct.....	Beauharnois.....	St. Paul.....	do.....	do	1 00
Piche, Michel.....	.....	1	1873	3	2	.....	.....	do.....	C. Point.....	Francis.....	do.....	do	1 00
Potrive, Jean B.....	.....	2	1874	2	2	.....	.....	do.....	Longueuil.....	Bohemian.....	do.....	do	5 00
Paquette, Modest.....	3	.....	1865	1	12	.....	.....	do.....	Montreal.....	City of Ottawa.....	do.....	do	1 00
Perrault, Gedion.....	.....	2	1875	2	1	.....	.....	do.....	do	Nil.....	do.....	do	1 00
Piche, Prospere.....	3	.....	1865	1	12	.....	.....	do.....	St. Hyacinthe.....	Fawn.....	do.....	do	1 00
Piche, Fred.....	3	.....	1871	4	4	.....	.....	do.....	Montreal.....	Engineer.....	do.....	do	5 00
Pilot, Phidias.....	.....	2	1874	2	2	.....	.....	do.....	Lotbiniere.....	Contest.....	do.....	do	5 00
Paquin, Trefe.....	.....	1	1870	4	5	.....	.....	do.....	Deschambault.....	Nil.....	do.....	do	5 00
Physick, Thos.....	.....	1	1877	1	.....	.....	.....	do.....	Sorel.....	Nil.....	do.....	do	5 00
Poliquin, Thos.....	1	.....	1860	1	17	.....	.....	do.....	Levis.....	Lady Head.....	do.....	do	1 00
Paré, Joseph.....	.....	1	1875	3	.....	.....	.....	do.....	do	St. Catherines.....	do.....	do	5 00
Poire, Norbair.....	3	.....	1860	1	17	.....	.....	do.....	do	Rhoda.....	do.....	do	2 00
Parker, Wm. F.....	.....	3	1877	1	.....	.....	.....	do.....	Halifax, N.S.....	Nil.....	do.....	do	5 00

Parks, Wm. B.	3	1877	1	.....	do	St. John, N.B.	Nil	do	do	do	1	5 00
Phillips, Alex.	3	1877	1	.....	do	do	Admiral	do	do	do	1	5 00
Phipps, A. I.	3	1873	2	3	.....	do	G. A. Good	do	do	do	1	1 00
Pierce, Abraham	2	1870	1	7	.....	Halifax, N.S.	Ferry	do	do	do	1	1 00
Pierce, William	3	1870	1	7	.....	do	do	do	do	do	1	1 00
Porter, John E.	2	1869	1	8	.....	St. John, N.B.	Star	do	do	do	1	1 00
Quinn, Henry	1	1873	2	2	.....	Quebec	Dolphin	do	do	1876, January	1	1 00
Quackenbush, Chas.	L	.....	.....	.....	June	Port Dalhousie	Prowert Beyer	Menvilley	do	do	1	5 00
Quigley, James	.....	1870	1	7	.....	Kingston	Gatineau	Board	do	do	1	1 00
Quinn, Michael	2	1860	1	17	.....	Montreal	Wren	do	do	do	1	1 00
Quig, Samuel	2	1862	1	15	.....	Beauharnois	Beauharnois	do	do	do	1	1 00
Quig, John	2	1875	2	1	.....	do	St. Francis	do	do	do	1	5 00
Query, Onésime	1	1860	1	17	.....	Sorel	John Young	Board	do	1876, January	1	1 00
Quinn, Henry	1	1873	2	3	.....	Quebec	Dolphin	do	do	1876, January	1	1 00
Robinson, W. J.	L	.....	.....	.....	Aug	Petit Côté	Mystic	Risley	do	August	17	5 00
Robinson, John	L	.....	.....	.....	1	Detroit	Livingston	do	do	do	1	5 00
Ritchie, Geo. A.	L	.....	.....	.....	2	Halifax, N.S.	Acadia	Samson	do	May	18	5 00
Ruth, Edward	L	.....	.....	.....	2	Port Dalhousie	Louise	Risley	do	do	1	5 00
Ritchie, John	L	1876	1	.....	1	Halifax, N.S.	Flamborough	Smith	do	April	6	5 00
Reed, Thos. G.	3	1875	1	11	.....	Hamilton	Nil	Board	do	January	1	1 00
Robertson, John	L	1876	1	.....	1	Victoria, B.C.	Beaver	Westgarth	do	April	1	1 00
Reeve, Elgie	2	1874	2	2	.....	Chatham	Josephine	Board	do	1877, January	1	5 00
Ross John	3	1876	1	1	.....	do	Nil	do	do	do	1	1 00
Reynolds, Thos	3	1873	1	3	.....	do	Nil	do	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cis.
Robinson, John .....	3	.....	1877	1	.....	1876	1	1876.	Windsor .....	Bob Hackett.....	Board .....	1877.	5 00
Russell, William.....	2	.....	1874	2	2	.....	.....	do .....	do .....	Michigan .....	do .....	do	5 00
Ridley, Robt.....	2	.....	1862	1	15	.....	.....	do .....	Point Edward .....	International.....	do .....	do	1 00
Riddle, John.....	.....	1	1876	1	1	1872	3	do .....	do .....	A. Jones .....	do .....	do	1 00
Robert, Joseph .....	.....	1	1872	3	3	.....	.....	do .....	Chatham .....	Nil .....	do .....	do	5 00
Reardon, Samuel.....	L	.....	1873	1	3	1876	1	June.....	Halifax, N.S.....	Alpha .....	Smith .....	1876.	5 00
Ritchie, Wm.....	L	.....	1876	1	.....	1876	1	May .....	do .....	Flamorough.....	do .....	June	5 00
Ross, Robert F.....	.....	2	1874	1	2	.....	.....	.....	Fredericien.....	Nil .....	Board .....	May	5 00
Rosch, Thomas .....	.....	2	1869	2	6	1868	1	do .....	do .....	Enterprise.....	do .....	January	1 00
Robertson, John.....	.....	2	1876	1	.....	.....	.....	Jan .....	Victoria, B.C.....	Beaver .....	do .....	do	5 00
do .....	L	.....	1876	1	.....	1876	1	do .....	do .....	do .....	do .....	do	5 00
Bane, W. V.....	.....	2	1876	1	.....	.....	.....	do .....	do .....	Leviathan .....	do .....	do	5 00
Reld, Hill.....	L	.....	.....	.....	.....	1876	.....	March.....	Sarnia.....	George Hand.....	Mencilly.....	April	5 00
Rogers, William.....	.....	1	1869	2	6	.....	.....	Oct.....	Ottawa .....	Swan .....	Board .....	January	3 00
Ryan, John.....	Limited	.....	.....	.....	.....	Aug.....	.....	.....	Montreal.....	W. Miller .....	Burgess .....	July	5 00
Ryans, Thomas.....	2	.....	1860	1	16	.....	.....	June.....	Lachine .....	Prince Alfred.....	Board .....	January	1 00



Roy, Edmund.....	3	1871	1	5	April.....	Montreal.....	Hurch.....	do	1	4 00
Robitaille, Louis.....	3	1864	1	12	March.....	do	J. Cartier.....	do	1	1 00
Ritchie, Geo. Alex.....	1	1876	1	1	Dec 1	Halifax, N.S.	Acadian.....	do	1	1 00
Roy, Alfred.....	Limited.	1869	2	7	Feb 1	Lévis.....	Conqueror.....	do	1	.....
							Samson.....	do	1	.....
								1877.		
Reilly, Thomas.....	3	1877	1	.....	Dec	Chippawa.....	Minerva.....	Board.....	January	1 5 00
Rennie, Robt.....	2	1875	2	1	do	Collingwood.....	Silver Spray.....	do	1	5 00
Robertson, James.....	3	1877	1	.....	do	St. Cathar nes.....	NA.....	do	1	5 00
Ross, John.....	1	1869	1	7	do	Port Robinson.....	M. R. Mitchell.....	do	1	1 00
Rice, John.....	3	1877	1	.....	do	Newboro.....	Falcon.....	do	1	5 00
Rochfort, Alex.....	2	1869	1	7	do	Kingston.....	Simon Davis.....	do	1	1 00
Robertson, Henry.....	2	1866	1	11	do	do	Norfolk.....	do	1	1 00
Robinson, Wm. F.....	3	1869	1	8	do	Belleville.....	Prince Edward.....	do	1	1 00
Roy, Francis.....	3	1870	3	5	do	Prescott.....	Jean Baptiste.....	do	1	1 00
Ryaz, Thos.....	2	1860	1	17	Oct.	Lachine.....	Prince of Wales.....	do	1	1 00
Robitaille, Louis.....	3	1864	1	13	do	Mortreal.....	New York.....	do	1	1 00
Roberge, Louis.....	2	1876	2	.....	do	do	Calumet.....	do	1	5 00
Rondeau, Louis.....	3	1864	1	13	do	Sorel.....	Alice.....	do	1	1 00
Raymond, Onisme.....	3	1876	1	1	do	do	Nil.....	do	1	1 00
Robitaille, Chas.....	2	1873	2	3	do	do	do	do	1	1 00
Raple, Geo.....	2	1877	1	.....	do	Montreal.....	do	do	1	5 00
Ritter, Arthur E.....	1	1873	3	1	do	Sorel.....	Caroline.....	do	1	1 00
Rondeau, Dieu D.....	3	1877	1	.....	do	do	Royal.....	do	1	5 00
Robert, Placide.....	3	1867	1	10	do	do	Charlemagne.....	do	1	1 00
Roger, Cleophas.....	1	1870	3	5	do	Lévis.....	Lady Head.....	do	1	6 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Roger, Ferdinand .....	.....	3	1877	1	.....	.....	.....	1876.	St. Bernard.....	St. George .....	Board .....	1877.	5 00
Reynold, Alex. John .....	.....	1	1877	1	.....	.....	.....	do	Halifax, N.S.....	Acadia .....	do	do	5 00
Roy, Alfred .....	.....	1	1869	3	4	.....	.....	do	Lévis .....	Reindeer .....	do	do	1 00
Ralph, Josiah .....	1	.....	1867	3	8	.....	.....	do	Quebec .....	Napoleon III.....	do	do	1 00
Roger, Joseph .....	.....	3	1876	1	1	.....	.....	do	St. Antoine .....	Hero .....	do	do	1 00
Rouleau, Mederic .....	.....	1	1874	3	1	.....	.....	do	Lévis .....	Maud .....	do	do	1 00
Ryan, Thos .....	1	.....	1860	2	16	.....	.....	do	St. Ronald .....	Norwegian .....	do	do	2 00
Roy, Cyrille .....	.....	1	1873	2	3	.....	.....	do	Lévis .....	Champion .....	do	do	8 00
Roy, Thomas .....	3	.....	1875	1	2	.....	.....	do	St. Stephen.....	Wm. Stroud.....	do	do	1 00
Riddle, Geo. W. ....	.....	1	1872	1	5	.....	.....	do	Yarmouth .....	G. W. Johnson .....	do	do	1 00
Rettalie, John .....	1	.....	1871	4	3	.....	.....	do	St. John, N.B.....	W. Extension.....	do	do	1 00
Ritchie, William .....	3	.....	1876	2	.....	1876	1	do	Halifax, N.S. ....	Flamborough .....	do	do	5 00
Robson, William .....	.....	1	1869	1	8	.....	.....	do	St. John, N.B.....	Neptune.....	do	do	1 00
Ross, John.....	1	.....	1869	1	8	.....	.....	do	do	E. Stuart .....	do	do	2 00
Ross, G.....	.....	3	1876	1	1	.....	.....	do	do	do	do	do	1 00
Ross, Robt. F.....	.....	2	1874	1	3	.....	.....	do	Fredericton .....	Nil .....	do	do	1 00
Roch, Thos.....	.....	2	1869	2	7	.....	.....	do	do	Enterprise .....	do	do	1 00

Rowe, Wm. O.	1	1872	1	6	do	Yarmouth, N.S.	do	1	1 00
Russell, Matthew	1	1875	1	2	do	Newcastle	do	1	1 00
Sharpe, James	2	1865	1	11	May	Wellington Square	do	1876.	1 00
Schrag, David D.	L			1	June	Canning, P.O.	Risley	do	1 10 00
Strathdie, W. G.		1875	1	1	Feb.	London	Board	do	1 1 00
Spain, Fred.		1874	2		March	Port Rowan	do	do	1 1 00
Short, Wm. B.	L				May	Napanee	Taylor	May	1 5 00
Strachan, James		1874	1	2	do	Goderich	Board	January	1 2 00
Spain, Fred.		1875	3		Nov.	Port Rowan	do	1877.	1 5 00
Scanow, George	3	1872	3	3	Dec.	Windsor	do	do	1 1 00
Scott, Walter	2	1860	1	17	do	Hamilton	do	do	1 1 00
Scott, Charles	2	1872	4	2	do	do	do	do	1 5 00
Sharpe, James	2	1865	1	12	do	Wellington Square	do	do	1 1 00
Stewart, Adam		1877	1		do	Hamilton	do	do	1 5 00
Spence, Wm. R.		1877	1		do	do	do	do	1 5 00
Smiley, John		1877	1		do	Port Dalhousie	do	do	1 5 00
Seeley, N. A.		1873	1	3	June	St. George	do	do	1 1 00
Stephenson, Patrick	3	1870	2	5	May	St. John, N.B.	Smith	May	22 5 00
Sutherland, Wm		1873	2	2	March	Kingston	Board	January	1 00
Snider, Alex.	3	1867	1	9	Jan.	Lachine	do	do	1 00
Simmons, Thomas	Limited	1874	2	1	May	Elgin	Taylor	May	1 5 00
Summerville, Alex.	1	1860	1	16	do	Kingston	Board	January	1 1 00
Sloan, Robert	3	1869	4	4	do	do	do	do	1 1 00
Smith, John		1871	1	5	April	Montreal	do	do	1 2 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Eeds, Daniel.....	.....	3	1875	1	1	.....	.....	1876.	Naperville.....	Dredge.....	Board.....	1876.	1 00
Sheridan, Michel.....	Limited.....	.....	1869	2	6	1876	1	April.....	Sorel.....	Montreal.....	do.....	do	5 00
Sweeton, Wm.....	1	.....	1869	2	7	.....	.....	Nov.....	Pictou, N.S.....	Nil.....	do.....	January 1876.	1 00
Stevens, Douglass.....	Limited.....	.....	.....	.....	.....	1876	1	June.....	Halifax, N. S.....	Alpha.....	Smith.....	January 1876.	5 00
Strickland, D. F.....	2	.....	1876	1	.....	.....	.....	Jan.....	New Westminster.....	Royal City.....	Board.....	do	5 00
Stalker, Hugh.....	.....	1	1876	1	.....	.....	.....	do.....	Burrard Inlet.....	Union.....	do.....	do	5 00
Steele, Wm. A.....	Limited.....	.....	.....	.....	.....	1875	2	Aug.....	Victoria, B.C.....	Isabel.....	Westgarth.....	April	5 00
Stephen, David.....	3	.....	1876	1	.....	.....	.....	Jan.....	do	Otter.....	Board.....	January	5 00
Steele, Wm. A.....	3	.....	1876	1	.....	.....	.....	do.....	do	Isabel.....	do.....	do	5 00
Smith, James T.....	2	.....	1877	1	.....	.....	.....	Dec.....	do	Grappler.....	do.....	January	5 00
Steele, Wm. A.....	2	.....	1877	1	.....	1875	2	do.....	do	Cariboo Fly.....	do.....	do	5 00
Stalker, Hugh.....	.....	1	1876	1	1	.....	.....	Dec.....	Burrard Inlet.....	Union.....	do.....	do	1 00
Sheehan, Daniel.....	L	.....	.....	.....	.....	1876	1	April.....	Victoria, B.C.....	Beaver.....	Westgarth.....	April	5 00
Smith, James Gray.....	L	.....	1875	1	1	1871	2	Aug.....	Toronto.....	F. L. Baines.....	Meneilley.....	August	5 00
Saager, Richard.....	L	.....	.....	.....	.....	1876	1	Sept.....	Oswego.....	D. C. West.....	Taylor.....	Sept.	5 00
Stevenson, John.....	1	.....	1862	.....	.....	.....	.....	do.....	Port Hope.....	Lothair.....	Board.....	January	10 00

	1874	2	1	1873	4	July	Elgin	Eleanor	Taylor	July	5 00
Simmons, Thomas	L	1	1	1873	4	July	Elgin	Eleanor	Taylor	July	5 00
Schrag, David D	1	1	1	1873	1	Dec	Canning, P.O.	Kate Pilgrim	Board	January	5 00
Smith, James Gray	1	3		1872	2	do	Toronto	F. L. Baines	do	do	5 00
Smith, James L	2	1		1877		do	Collingwood	Lily Kerr	do	do	5 00
Smith, John Harens	1	3	3	1875	1	do	Port Colborne	Hector	do	do	1 00
Smith, William	3	1	2	1875		do	Dunnville	Neelon & Julien	do	do	1 00
Stevens, John	2	2	10	1866		do	St. Catharines	Shickluna	do	do	1 00
Swanson, John		1	7	1870		do	Dunnville	Lizzie	do	do	1 00
Swain, Wm. John		3	1	1877		do	Collingwood	Chicora	do	do	5 00
Swift, John		3	1	1874	1	do	Kingston	Shickluna	do	do	1 00
Simmons, Geo. L.	3	4	4	1869		do	Portsmouth	America	do	do	1 00
Simmons, Thomas		2	2	1874	3	do	Elgin	Mixer	do	do	1 00
Simmons, John		2	5	1871	1	do	Garden Island	J. A. Macdonald	do	do	1 00
Sloan, Robert	3	4	5	1869		do	Kingston	Marquis of Lorne	do	do	1 00
Smith, F. E.		1	1	1875	2	do	Lindsay	Ontario	do	do	1 00
Smith, Thomas	3	1	15	1862	1	do	Garden Island	Hiram Calvin	do	do	1 00
Sommerville, Francis	2	1	5	1872		do	Morrisburg	Chieftain	do	do	1 00
Stevens, James		3	1	1877		do	Bobcaygeon	Agnes McMahon	do	do	5 00
Sullivan, William		1	8	1869		do	Kingston	Nil	do	do	1 00
Spedding, Henry, Sen.	2	2	12	1865		Oct	Montreal	Matilda	do	do	1 00
Seguin, Jean B.		1	4	1872		do	Rigaud	Aretic	do	do	1 00
Seguin, Jean B.		1	4	1872	1	do	Montreal	Cariboo	do	do	1 00
Spedding, Henry, jun.		1	2	1873	1	do	Montreal	Quaker City	Board	January	1 00
Savariat, Louis		2	7	1869		do	Longueuil	Dredge	do	do	1 00
Seeds, Daniel		3	1	1875		do	Allan's Corners	do	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Stroh, G. F.	.....	1	1874	1	.....	.....	.....	1876.	Buffalo, U.S.	C. M. Riter	Board	1877.	5 00
Short, William H.	1	.....	1863	3	12	.....	.....	do	Montreal	Chain Tug	do	do	1 00
Short, Alex.	.....	1	1876	1	.....	1875	1	do	do	Welshman	do	do	5 00
Short, Alex.	.....	1	1876	1	1	1875	1	do	do	do	do	do	1 00
Short, Uriah	.....	1	1876	2	.....	.....	.....	do	do	America	do	do	5 00
Short, Thos.	3	.....	1872	2	4	1874	1	do	do	C. J. Brydges	do	do	1 00
Smith, William	1	.....	1860	1	17	.....	.....	do	Sorel	do	do	do	1 00
Savariat, Samuel	.....	1	1877	1	.....	.....	.....	do	Rouse's Point	Quaker City	do	do	5 00
Sheriden, Michel	.....	1	1871	2	5	1876	1	do	Sorel	Montreal	do	do	5 00
Steadworthy, Wm.	.....	1	1873	2	3	1872	1	do	do	Saint Louis	do	do	1 00
Spinard, Jean B.	.....	1	1871	3	4	.....	.....	do	do	Champion	do	do	1 00
Samson, Ernest	3	.....	1872	4	2	.....	.....	do	Lévis	Senecal	do	do	6 00
Steele, William	1	.....	1874	1	3	1873	1	do	Quebec	Camina	do	do	1 00
Samson, Jean	.....	1	1871	3	4	.....	.....	do	Lévis	Unantless	do	do	1 00
Staveley, Thomas	.....	1	1872	2	4	.....	.....	do	do	Nil	do	do	2 00
Salter, Wm. H.	.....	3	1877	1	.....	.....	.....	do	Halifax, N.S.	Nil	do	do	5 00
Smith, S. W.	.....	1	1872	2	4	.....	.....	do	Newcastle	St. Patrick	do	do	1 00

Stephenson, Patrick...	3	1870	2	3	1876	1	do	Halifax, N.S.	Delta	do	do	do	1	5 00
Stevens, Douglass	1	1877	1	1876	1	do	do	do	do	do	do	do	1	5 00
Suttle, C. D.	3	1877	1	do	do	do	Yarmouth	Nil	do	do	do	do	1	5 00
Sweet, William	1	1876	2	do	do	do	Cape Breton	A. Knight	do	do	do	do	1	5 00
St. Michel, Pierre	1	1871	1	6	do	do	Three Rivers	Nil	do	do	do	do	1	1 00
St. Pierre, Antoine	1	1868	2	8	do	do	do	La Ligne	do	do	do	do	1	1 00
St. Pierre, Alfred	1	1876	2	1874	2	Oct.	Three Rivers	La Ligne	do	do	do	do	1	5 00
St. Martin, Felix	1	1871	3	4	do	do	Sorel	Messenger	do	do	do	do	1	5 00
St. Martin, Narciso	2	1877	1	do	do	do	do	Georgiana	do	do	do	do	1	5 00
St. Arnaud, Honore	3	1867	1	10	do	do	do	Vermont	do	do	do	do	1	1 00
St. John, O. P.	2	1869	3	6	do	do	St. Catharines	Sovereign	do	do	do	do	1	1 00
St. Michel, Chas., son	2	1865	1	11	do	Jan.	Napierville	Rover	do	do	do	1876.	1	1 00
Farling, Geo.	L	do	do	do	do	Oct.	Toronto	Bouquet	Risley	do	do	October	12	5 00
Thorburn, John	2	1873	1	3	1875	1	F. b.	Nil	Board	do	do	January	1	1 00
Thomson, A. F.	3	1875	1	1	do	April	St. John, N.B.	Nil	do	do	do	do	1	1 00
Trotter, Samuel	3	1873	4	1	do	Nov.	Chatham	J. W. Steinhoff	do	do	do	1877.	1	5 00
Taylor, Henry	1	1877	1	do	1873	2	do	Nil	do	do	do	do	1	5 00
Thorpe, George	1	1874	2	2	do	do	Windsor	Michigan	do	do	do	do	1	1 00
Taylor, William	1	1873	2	3	do	do	do	do	do	do	do	do	1	1 00
Tonkin, John	2	1871	2	5	1875	1	Sarnia	Manitoba	do	do	do	do	1	1 00
Tilley, Edwin Wm.	3	1877	1	do	do	Dec.	do	Isaac May	do	do	do	do	1	5 00
Tarling, George	1	1877	1	do	1875	3	Toronto	McEdward	do	do	do	do	1	5 00
Taylor, J. F.	1	1861	1	16	do	do	St. Catharines	Scotia	do	do	do	do	1	1 00
Rheault, Francis, jun	3	1877	1	do	do	do	Beauharnois	F. Smith	do	do	do	do	1	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Thorne, William.....	.....	1	1875	2	1	1874	1	1876.	Collingwood.....	Mary Beck.....	Board.....	1877.	1 00
Thorne, Robert.....	.....	1	1873	4	.....	.....	.....	do	do	Georgiana.....	do	do	1 00
Thornley, Samuel.....	3	.....	1876	2	.....	1875	1	do	Port Collourne.....	J. Armstrong.....	do	do	5 00
Townsend, Wm.....	3	.....	1861	1	16	.....	.....	do	Port Dalhousie.....	Neelan & Julien.....	do	do	1 00
Therault, Francis.....	2	.....	1866	1	11	.....	.....	do	Beaubarnois.....	J. A. Macdonald.....	do	do	1 00
Thornton, Edward.....	.....	1	1875	3	.....	.....	.....	do	Kingston.....	M. A. Robertson.....	do	do	5 00
Thurston, Henry.....	2	.....	1870	5	3	1869	4	do	do	Active.....	do	do	1 00
Trickey, Alex.....	.....	3	1875	1	2	.....	.....	do	Cornwall.....	Lake Erie.....	do	do	1 00
Turnbull, James.....	2	.....	1876	1	1	1875	1	do	Prescott.....	Niagara.....	do	do	1 00
Turner, Angus.....	2	.....	1865	2	11	1875	1	do	Toronto.....	Kincardine.....	Board.....	January	1 00
Trempe, Pierre.....	3	.....	1864	1	13	.....	.....	Oct.	Sorel.....	John.....	do	do	1 00
Thibodeau, Alexis.....	3	.....	1870	3	5	.....	.....	do	do	Milford.....	do	do	1 00
Thomson, Andrew.....	3	.....	1873	3	2	1873	1	do	Montreal.....	St. Francis.....	do	do	1 00
Terrina, Label.....	3	.....	1860	1	17	.....	.....	do	Sorel.....	Maskinonge.....	do	do	1 00
Tardie, Napoleon.....	.....	2	1875	2	1	.....	.....	do	Lévis.....	Reindeer.....	do	do	1 00
Tanguay, Joseph.....	2	.....	1860	1	17	.....	.....	do	St. Gervais.....	Champion.....	do	do	1 00
Theroull, Joan B.....	1	.....	1860	1	17	.....	.....	do	Lévis.....	St. Charles.....	do	do	1 00



Theionli, Simeon.....	3	1860	1	17	do	Lauzon.....	do	Saguenay.....	do	1	2 00
Tanguay, Xavier.....	3	1860	1	17	do	Bienville.....	do	St. Andrew.....	do	1	1 00
Theriot, Toussain.....	3	1868	1	9	do	Lévis.....	do	St. Charles.....	do	1	2 00
Tanguay, Isidore.....	3	1867	1	10	do	do	do	Arctic.....	do	1	1 00
Thorne, J. F.....	1	1870	2	5	do	St. John, N.B.....	do	Norman.....	do	1	1 00
Terry, John.....	2	1876	1	.....	Jan	Victoria.....	do	Gertrude.....	do	1876.	5 00
Turnbull, James.....	2	1876	1	.....	1 July	Prescott.....	do	Lake Michigan.....	do	1876.	5 00
Thompson, Thos. P....	2	1869	2	7	Dec	Quebec.....	do	Nil.....	do	1877.	1 00
Tanguay, Isidore.....	3	1868	1	8	Feb	Lévis.....	do	North.....	do	1876.	1 00
Thompson, A. T.....	3	1875	1	1	April	St. John, N.B.....	do	Nil.....	do	1877.	1 00
Tobin, S. K.....	3	1874	1	2	Oct	do	do	Enterprise.....	do	1877.	1 00
Todvin, Daniel.....	3	1872	2	4	do	P. E. Island.....	do	N. Bell.....	do	1877.	1 00
Trait, William.....	1	1870	1	7	do	do	do	St. Lawrence.....	do	1877.	1 00
Turner, James.....	1	1869	1	8	do	do	do	do	do	1877.	1 00
Vreeland, David.....	3	1866	1	11	Dec	Sarnia.....	do	Huron.....	do	1877.	1 00
Vanbramer, James.....	2	1867	1	1	do	Burrard Inlet.....	do	Lily.....	do	1877.	6 00
Welst, John.....	2	1869	2	7	Oct	St. John, N.B.....	do	Doll.....	do	1877.	1 00
Webster, James.....	2	1869	1	8	do	Pictou, N.S.....	do	Dragon.....	do	1877.	1 00
Webster, Henry.....	3	1877	1	.....	do	do	do	do	do	1877.	5 00
Whitman, J. E.....	3	1877	1	.....	do	Yarmouth.....	do	Nil.....	do	1877.	5 00
Wildar, Willard.....	1	1877	1	.....	2	do	do	do	do	1877.	5 00
Wills, H. C.....	1	1876	1	1	1874	Cow Bay, C.B.....	do	Ingraham.....	do	1876.	2 00
Wilson, Thomas.....	2	1875	1	2	1874	Halifax.....	do	H. Hoover.....	do	1875.	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1876.—Continued.

Name of Engineer.	Class of Engine.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	No. of Renewals.	Date of First Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cis.
Wilson, William.....	.....	2	1872	1	6	.....	.....	1876.	Dartmouth.....	Nil.....	Board.....	1877.	2 00
Wilson, Alexander....	2	.....	1871	2	5	.....	.....	do	St. John, N.B.....	Vangundy.....	do	do	5 00
Wilson, J. H. ....	3	.....	1870	3	5	1870	1	do	Windsor .....	City of Dresden....	do	do	1 00
Willing, Wm. H. ....	.....	1	1873	1	3	.....	.....	Feb	Wallaceburg .....	Ireland.....	do	do	2 00
Wright, Geo. W. ....	.....	2	1869	1	5	.....	.....	do	Port Hope.....	A. Wright.....	do	do	1 00
Willing, Wm. H. ....	L.	.....	1873	1	3	1876	1	June	Chatham .....	Ireland.....	Risley .....	June	5 00
Walton, Thos. ....	L.	.....	.....	.....	.....	1874	2	do	Coboconk.....	Nipissing.....	do	do	5 00
Wells, Charles .....	L.	.....	.....	.....	.....	1876	1	do	Ogdensburgh .....	Florence.....	Taylor .....	do	5 00
Westaway, John.....	2	.....	1865	2	11	.....	.....	March	Amherstburg.....	Transfer .....	Board .....	1877.	2 00
Wallace, B. C. ....	.....	3	1877	1	.....	.....	.....	Nov	Dresden.....	Alexander.....	do	do	5 00
Wells, Joseph.....	.....	2	1875	2	1	.....	.....	do	do	Beaver .....	do	do	1 00
Wilcox, Solon .....	L.	.....	1876	1	.....	1876	1	May	Burrard Inlet.....	Leonora.....	Westgarth .....	do	5 00
Wilcox, Solon.....	.....	2	1876	2	.....	1876	1	Dec	do	Lily.....	Board.....	do	10 00
Walker, David.....	.....	1	1871	3	4	.....	.....	do	Lindsay.....	Samson .....	do	do	1 00
Welsh, Warren .....	.....	3	1877	1	.....	.....	.....	do	Newborough.....	Edsall .....	do	do	5 00
White, James .....	.....	2	1877	1	.....	.....	.....	do	Harwood.....	Sherlock .....	do	do	5 00

Wright, Geo., jun.....	1	1870	2	6	1874	1	do	Fort Hope.....	A. Wright.....	do	do	1	1 00
Walsh, William.....	2	1865	1	12	do	do	do	St. Catherines.....	Persia.....	do	do	1	1 00
Walton, Thomas.....	1	1877	1	.....	1874	2	do	Toronto.....	Coboconk.....	do	do	1	5 00
Warner, Christopher.....	3	1877	1	.....	do	do	do	St. Catherines.....	Nil.....	do	do	1	5 00
Wilcox, David.....	1	1867	3	8	do	do	do	Port Colborne.....	Ada Carter.....	do	do	1	1 00
Wilcox, George.....	2	1876	2	.....	do	do	do	Robinson.....	do	do	do	1	5 00
Wilson, H. T.....	2	1874	2	2	do	do	do	St. Catherines.....	Sovereign.....	do	do	1	2 00
Wright, Emerson.....	2	1868	3	6	do	do	do	do	California.....	do	do	1	1 00
Wright, Robert.....	2	1873	1	4	do	do	do	Allenburgh.....	Sovereign.....	do	do	1	1 00
Wadsworth, Thos.....	2	1862	1	14	do	do	June	Napanee.....	Corinthian.....	do	do	1876.	1 00
Webster, Wm.....	2	1867	2	8	do	do	July	Montreal.....	Nil.....	do	do	do	1 7 00
Wells, Wm. F.....	2	1870	4	4	do	do	Dec	Halifax, N.S.....	Alhambra.....	do	do	1877.	1 00
Webster, John.....	2	1873	1	3	do	do	Nov	Pictou, N.S.....	Nil.....	do	do	do	1 00
Waterfall, W. T.....	L.	1876	1	.....	1875	2	Aug	Quebec.....	Lake.....	Smith	do	1876.	5 00
Walker, J. G.....	1	1875	1	1	1874	1	July	Halifax, N.S.....	Nil.....	Board	do	1877.	1 00
Webster, John.....	2	1873	1	2	do	do	do	St. John, N.B.....	do	do	do	do	1 00
Yeates, Geo. W.....	L.	1872	2	3	do	do	do	Walkerville.....	Ada Allen.....	Risley	do	do	20 5 00
York, Edward.....	3	1862	1	14	1870	1	June	Brockville.....	Prince Albert.....	Board	do	do	1 5 00
Young, Francis.....	2	1873	2	3	1872	1	Jan	Owen Sound.....	Francis Smith.....	do	do	1877.	1 00
York, Edward.....	3	1871	1	6	1870	1	Dec	Carillon.....	Ivanhoe.....	do	do	do	1 00
													\$3,038 00

## APPENDIX No. 2.

**REPORT OF THE CHAIRMAN OF THE BOARD OF EXAMINERS OF  
MASTERS AND MATES FOR THE CALENDAR YEAR ENDED  
31st DECEMBER, 1877.**

HALIFAX, N.S., 2nd January, 1877.

SIR,—I have the honour to submit the Annual Report of the Board of Examiners of Masters and Mates, to 31st December, 1876.

The Board met at the Ports of Halifax, N.S., St. John, N.B., and Charlottetown, Prince Edward Island, for the examination of Candidates as follows:—

At Halifax, N.S., on 5th and 6th January.

Master who obtained a certificate.....	1
Mate do do .....	1

Three Candidates for the grade of Mate having failed in Navigation.

At Halifax, N.S., on the 14th January.

Mates who obtained Certificates.....	3
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At St. John, N.B., on 18th and 19th January.

Masters who obtained Certificates.....	2
Mate do do .....	1

One Candidate for the grade of Master having failed in Navigation.

At Halifax, N.S., on 3rd and 4th February.

Masters who obtained Certificates.....	2
Mate do do .....	1

One Candidate for the grade of Mate having failed in Navigation.

At St. John, N.B., on 15th and 16th February.

Masters who obtained Certificates .....	5
---	---

Six Candidates for the grade of Master, and one for that of Mate having failed in Navigation.

At St. John, N.B., on 7th and 8th March.

Masters who obtained Certificates.....	8
Mates do do .....	4

One Candidate for the grade of Master and one for that of Mate having failed in Navigation and one Candidate for the grade of Mate having failed in Seamanship.

At Halifax, N.S., on 16th and 17th March.

Masters who obtained Certificates.....	2
Mates do do .....	5

Three Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 30th and 31st March.

Masters who obtained Certificates.....	2
--	---

Three Candidates for the grade of Master having failed in Navigation.

At St. John, N.B., on 5th and 6th April.

Masters who obtained Certificates ..... 2  
 Mate do do ..... 1

Two Candidates for the grade of Master and two for that of Mate, having failed in Navigation and one Candidate for the grade of Mate having failed in Seamanship.

At Halifax, N.S., on 20th and 21st April.

Masters who obtained Certificates..... 3  
 Mates do do ..... 2

Three Candidates for the grade of Master having failed in Navigation.

At St. John, N.B., on 27th and 28th April.

Masters who obtained Certificates ..... 2  
 Mate do do ..... 1

Two Candidates for the grade of Master, having failed in Navigation.

At Halifax, N.S., on 11th and 12th May.

Masters who obtained Certificates ..... 3  
 Mate do do ..... 1

Three Candidates for the grade of Master and three for that of Mate having failed in Navigation.

At St. John, N.B., on 23rd and 24th May.

Masters who obtained Certificates ..... 2  
 Mates do do ..... 2

Three Candidates for the grade of Master having failed in Navigation.

At Halifax, N.S., on 29th and 30th May.

Masters who obtained Certificates ..... 4  
 Mate do do ..... 1

One Candidate for the grade of Master and five for that of Mate having failed in Navigation.

At St. John, N.B., on 14th and 15th June.

Masters who obtained Certificates ..... 4

At Halifax, N.S., on 22nd and 23rd June.

Masters who obtained Certificates ..... 3  
 Mates do do ..... 2

One Candidate for the grade of Master and four for that of Mate having failed in Navigation.

At St. John, N.B., on 6th and 7th July.

Masters who obtained Certificates ..... 4  
 Mate do do ..... 1

Two Candidates for the grade of Master and two for that of Mate having failed in Navigation.

Captain Roderick Cameron and Mr. Frederick W. Hyndman, R.N. having been appointed Examiners of Masters and Mates for the Port of Charlottetown, Prince Edward Island, and having duly qualified as such by passing the necessary examination the Board met for the first time, at that Port for the examination of Candidates on 10th and 11th July, when one Master obtained a Certificate.

At Halifax, N.S., on the 14th July.

Masters who obtained Certificates..... 2

At St. John, N.B., on 1st and 2nd August.

Masters who obtained Certificates.....	5
Mates do do .....	3

Three Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 8th August.

Master who obtained a Certificate.....	1
Mates do do .....	2

At Charlottetown, P.E.I., on 19th August.

Master who obtained a Certificate.....	1
--	---

At St. John, N.B., on 22nd and 23rd August.

Masters who obtained Certificates.....	2
Mates do do .....	2

One Candidate for the grade of Mate failed in Seamanship and two for that of Master failed in Navigation.

At Halifax, N.S., on 31st August and 1st September.

Master who obtained a Certificate.....	1
Mate do do .....	1

One Candidate for the grade of Mate having failed in Navigation.

At St. John, N.B., on 21st and 22nd September.

Masters who obtained Certificates.....	6
Mates do do .....	3

One Candidate for the grade of Master failed in Seamanship and four for the same grade in Navigation.

At Halifax, N.S., on 25th and 26th September.

Masters who obtained Certificates.....	3
Mate do do .....	1

Two Candidates for the grade of Master and two for that of Mate having failed in Navigation.

At Charlottetown, P.E.I., on 28th September.

Master who obtained a Certificate.....	1
--	---

At St. John, N.B., on 11th and 12th October.

Masters who obtained Certificates.....	3
--	---

One Candidate for the grade of Master failed in Seamanship and four for the same grade in Navigation.

At Halifax, N.S., on 16th October.

Masters who obtained Certificates.....	3
Mate do do .....	1

One Candidate for the grade of Master and one for that of Mate having failed in Navigation.

At St. John, N.B., on 31st October and 1st November.

Masters who obtained Certificates.....	3
Mates do do .....	3

Two Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 6th November.

Master who obtained a Certificate..... 1  
 Mates do do ..... 2

Two Candidates for the grade of Master and one for that of Mate, having failed in Navigation.

At Charlottetown, P.E.I., on 8th November.

Masters who obtained Certificates..... 2

At St. John, N.B., on 22nd and 23rd November.

Masters who obtained Certificates..... 2  
 Mates do do ..... 3

At Halifax, N.S., on 28th November.

Masters who obtained Certificates..... 3  
 Mate do do ..... 1

At St. John, N.B., on 14th and 15th December.

Masters who obtained Certificates..... 3  
 Mates do do ..... 2

Two Candidates for the grade of Master having failed in Navigation.

Thus ninety-three (93) Candidates passed for the grade of Master and fifty-one (51) for that of Mate during the year.

Forty-three (43) certificates of service as Master and sixteen (16) as Mate have also been issued during the year.

It has been suggested that it would be an advantage to those Second Mates who are trading to England if they were permitted to pass a voluntary examination in order that they might clear in that grade in a British Port which, you are aware, they are now unable to do. Since we have no grade of Second Mate they are under the necessity of clearing in a British Port as Boatswain, taking their proper position after the vessel has gone to sea. Such an examination would place those who passed it upon the same footing as their brethren in the United Kingdom and enable them to present themselves for the grade of Master after one year's service as Mate instead of two as at present required.

It has also been suggested that provision should be made for the examination of the Masters of all vessels propelled by steam and employed in carrying passengers either upon the lakes or sea board of the Dominion, the examination to be confined to such subjects as the circumstances in each case may require. The qualifications might be kept as low as possible for a few years with the understanding that the standard might be raised as the Honorable the Minister of Marine may direct.

I have the honour to be, Sir,

Your most obedient servant,

P. A. SCOTT,

*Chairman.*

The Honorable

The Minister of Marine and Fisheries,

&c., &c., &c.

LIST OF CERTIFICATES of Competency and Service granted to Masters and Mates by the Department of Marine and Fisheries of the Dominion of Canada, for the Year ended the 31st December, 1876.

COMPETENCY.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
805	Jan. 7	William Elven Matthews	Mate.	St. John, N.B.	St. John	\$ 5 00
806	do 12	Isaac Kenney	do	Sheet Harbour, Halifax, N.S.	Halifax	5 00
807	do 12	Hiram McKenzie	Master	Maitland, Hants County, N.S.	do	10 00
808	do 21	Stephen Knowton	Mate.	Advocate Harbour, N.S.	do	5 00
809	do 21	Robert Burton Collins Outerbridge	do	Halifax, N.S.	do	5 00
810	do 21	Robert Burns	do	do	do	5 00
811	do 31	Joseph Rogers Crosby	Master	Yarmouth, N.S.	St. John	10 00
812	do 31	Peter Cameron	do	St. John, N.B.	do	10 00
813	do 31	Samuel Williams	Mate.	Bear River, N.S.	do	5 00
814	Feb. 11	Michael Alexander McDonald	Master	Pictou, N.S.	Halifax	10 00
815	do 11	Charles Henry Swain	do	Clyde River, Shelburne County, N.S.	do	10 00
816	do 11	Henry Richmond Butt	Mate.	Halifax, N.S.	do	5 00
817	do 24	Joseph Graves Brinton	Master	Port Williams, N.S.	St. John	10 00
818	do 24	James Augustus McLarren	do	Argyle, N.S.	do	10 00
819	do 24	Charles John Askew	do	St. John, N.B.	do	10 00



820	do	24	William Fownes .....	do	do	do	do	do	10 00
821	do	24	Isaac Archibald Gould .....	do	Noel, Hants County, N.S. ....	do	do	do	10 00
822	March	6	Wesley Fielding .....	do	Hantsport, N.S. ....	Halifax.	do	do	10 00
823	do	6	Ira Sprague Crowe.....	Mate	Londonderry, N.S.....	do	do	do	5 00
824	do	17	Robert Currie Bacon.....	do	St. John, N.B. ....	St. John.	do	do	5 00
825	do	17	John Thomas Sylvester.....	do	do	do	do	do	5 00
826	do	17	George Marr.....	do	Quaco, N.B.....	do	do	do	5 00
827	March	17	Omer Cosseboom .....	do	Digby, N.S.....	St. John.	do	do	5 00
828	do	17	George Adolphus Mallett.....	Master	Gilbert's Cove, N.S.....	do	do	do	10 00
829	do	17	David Leonard Oram Williams .....	do	Kingston, N.B.....	do	do	do	10 00
830	do	17	Evelyn, Edward Robbins .....	do	St. John, N.B.....	do	do	do	10 00
831	do	17	Benjamin Robbins Clements .....	do	do	do	do	do	10 00
832	do	17	Jacob Norman Tedford .....	do	Yarmouth, N.S. ....	do	do	do	10 00
833	do	17	George Whitaker James Bissett.....	do	St. John, N.B.....	do	do	do	10 00
834	do	17	Norman Mullen.....	do	do	do	do	do	10 00
835	do	17	John Barry.....	do	do	do	do	do	10 00
836	do	24	James McCrossan.....	do	Pictou, N.S.....	Halifax.	do	do	10 00
837	do	24	John Albrow Chisholm .....	do	Londonderry, N.S. ....	do	do	do	10 00
838	do	24	John Edward Jones.....	Mate	Pugwash, N.S.....	do	do	do	5 00
839	do	24	Henderson Ells .....	do	Hall's Harbor, N.S.....	do	do	do	5 00
840	do	24	Thomas Albert Masters.....	do	Hantsport, Hants Co., N.S. ....	do	do	do	5 00
841	do	24	Cyrus Churchill Davison.....	do	Hantsport, N.S. ....	do	do	do	5 00
842	do	24	Angus McDonald .....	do	Halifax, N.S.....	do	do	do	5 00
843	April	7	John Lemuel Crossley .....	Master	Cheverie, N.S.....	do	do	do	10 00
844	do	7	John James Irving .....	do	Pictou, N.S. ....	do	do	do	10 00

LIST of Certificates of Competency granted to Masters and Mates.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was assed.	Fee.
845	April 15	Alex. Wm. Hanington.....	Master.....	Point du Chene, N.B.....	St. John.....	\$ 10 00
846	do	Thos. Maryfield Grafton.....	do .....	Brighton, N.S.....	do .....	10 00
847	do	John Maloney .....	Mate.....	St. Andrews, N.B.....	do .....	5 00
848	do	Abner Nelson.....	Master .....	Shubenacadie, N.S.....	do .....	No fee re- quired.
849	do	Roderick Steele.....	Mate .....	Port Richmond, N.S.....	Halifax.....	5 00
850	do	Walter Larking Smith.....	Master.....	Barrington, N.S.....	do .....	10 00
851	do	James Berrigan.....	do .....	Halifax, N.S.....	do .....	10 00
852	do	John Wesley Dotten .....	Mate .....	Wallace, N.S.....	do .....	5 00
853	do	David Larkin Ross.....	Master.....	Barrington, N.S.....	do .....	10 00
854	May 6	Henry Bentote.....	do .....	St. John, N.B.....	St. John.....	10 00
855	do	William Conaughton.....	Mate .....	Richibucto, N.B.....	do .....	5 00
856	do	Henry Allen Johnson.....	Master.....	Digby, N.S.....	do .....	10 00
857	do	Jeffrey Babin.....	do .....	Pictou, N.S.....	Halifax.....	10 00
858	do	James Keating.....	do .....	Halifax, N.S.....	do .....	10 00
859	do	James Augustus Farquhar.....	do .....	do .....	do .....	10 00
860	do	Andrew James Bartling.....	Mate .....	Liverpool, N.S.....	do .....	5 00
861	do	Vincent Fondacaro.....	Master.....	St. John, N.B.....	St. John.....	10 00

862	do	31	James McDonald	do	Pictou, N.S.	do	10 00
863	do	31	Joseph Buchanan	Mate	Portland, N.B.	do	5 00
864	do	31	Norman Churchill	do	Yarmouth, N.S.	do	5 00
865	June	5	James Edward Townsend	Master	Sydney, C.B.	Halifax	10 00
866	do	5	John McDonald	do	Summerside, P.E.I.	do	10 00
867	do	5	Albert Davidson	do	Hantsport, N.S.	do	10 00
868	do	5	Alexander Mann	do	New Glasgow, N.S.	do	10 00
869	do	5	Clarence Wier	Mate	Londonderry, N.S.	do	5 00
870	do	21	Oliver Douglas Barbarie	Master	Portland, N.B.	St. John	10 00
871	June	21	William McKenzie	do	Pictou, N.S.	St. John	10 00
872	do	21	William Albert Copp	do	Harvey, N.B.	do	10 00
873	do	21	Rufus William Smith	do	Parrsboro'	do	10 00
874	July	3	Henry Forbes	do	Maitland, N.S.	Halifax	10 00
875	do	3	Nathan Zwickler	Mate	Liverpool, N.S.	do	5 00
876	do	3	Alexander Dixon Cottam	Master	Folly Village, N.S.	do	10 00
877	do	3	William Morton Gillmore	do	Horton Landing, N.S.	do	10 00
878	do	3	Frederick William Blethen	Mate	Yarmouth, N.S.	do	5 00
879	do	11	Francis John Brown	Master	Oakville, Ontario	St. John	10 00
880	do	11	Silliker Bulmer	do	Sackville, N.B.	do	10 00
881	do	11	John Reynolds	do	Annapolis, N.S.	do	10 00
882	do	11	Edwin Douglas Lordly	do	Chester, N.S.	do	10 00
883	do	11	George William Doty	Mate	Yarmouth, N.S.	do	5 00
884	do	17	Daniel Sinclair	Master	Charlottetown, P.E.I.	Charlottetown	10 00
885	do	19	George Matson	do	Halifax, N.S.	Halifax	10 00
886	do	19	Samuel Harlow Hard	do	Lockeport, N.S.	do	10 00

List of Certificates of Competency granted to Masters and Mates.—Continued.

Number of Certificate	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee. \$ cts.
887	August 9	John Whitfield O'Neill	Master	Hillsboro', N.B.	St. John	10 00
888	do	John Mason Marshman	do	Annapolis, N.S.	do	10 00
889	do	Humphrey Louis Healey	Mate	St. John, N.B.	do	5 00
890	do	Egerton Haines Parker	do	Freeport, N.S.	do	5 00
891	do	Seth Ebenezer Johnston	Master	Yarmouth, N.S.	do	10 00
892	do	William Haliburton	do	Annapolis, N.S.	do	10 00
893	August 9	Albert Henry White	do	Yarmouth, N.S.	do	10 00
894	do	Gilbert Alwyn Hoar	Mate	Hopewell, N.B.	do	5 00
895	do	Edward Vance	do	Londonderry, N.S.	Halifax	5 00
896	do	Frederick Lemont Walley	Master	Newport, N.S.	do	10 00
897	do	John Wm. Elder	Mate	Hantsport, N.S.	do	5 00
898	do	Adolph Wienberg	Master	Charlottetown, P.E.I.	Charlottetown	10 00
899	do	Jacob DeLong	do	St. Martin's, N.B.	St. John	10 00
900	do	Eleazer Richau	do	Yarmouth, N.S.	do	10 00
901	do	Robert Hibbard	Mate	do	do	5 00
902	do	Neil McCallum	do	St. John, N.B.	do	5 00
903	Sept. 5	Thomas Wm. C. Townsend	do	South Sydney, C.B.	Halifax	5 00
904	do	Henry Roberts	Master	Tatamagouche, N.S.	do	10 00

905	do	30	Geo. Ludlow Ritchie.....	do	Yarmouth, N.S.....	St. John	10 00
906	do	30	Amos Stephen Larkin.....	do	do	do	10 00
907	do	30	Nehemiah Clements.....	do	do	do	10 00
908	do	30	Wm. Bernard Ritchie.....	do	do	do	10 00
909	do	30	George Henry Porter.....	do	do	do	10 00
910	do	30	Charles Lesley Crowell.....	do	do	do	10 00
911	do	30	James Gilbert Purdy.....	Mate.	do	do	5 00
912	do	30	Lemuel Allen Buck.....	do	Dorchester, N.B.....	do	5 00
913	do	30	Thomas Henry Corning.....	do	Brockville, N.S.....	do	5 00
914	October	3	Michael Nearing.....	do	Halifax, N.S.....	Halifax	5 00
915	do	3	Thomas Coffin McLaren.....	Master.	Barrington, N.S.....	do	10 00
916	do	3	Maurice Lawrence Power.....	do	Pictou, N.S.....	do	10 00
917	do	3	Andrew Carlin.....	do	South Sydney, C.B.....	do	10 00
918	do	5	William McPhee.....	do	Charlottetown, P.E.I.....	Charlottetown	10 00
919	do	19	John Phillips.....	do	Portland, N.B.....	St. John	10 00
920	do	19	James Dougherty.....	do	Hopewell, N.B.....	do	10 00
921	do	19	Albert Silvustus Thomas.....	do	Brighton, N.S.....	do	10 00
922	do	20	James Stewart Crowe.....	do	Lower Salmon, Maitland, N.S.....	Halifax	10 00
923	do	20	John Thomas Florian.....	Mate.	South Sydney, C.B.....	do	5 00
924	do	20	David May.....	Master.	Charlottetown, P.E.I.....	do	10 00
925	do	20	Christopher John McLean.....	do	River John, Pictou County, N.S.....	do	10 00
926	Nov.	9	Denis Leary.....	do	St. John, N.B.....	St. John	10 00
927	do	9	Benjamin Young.....	do	Portland, St. John, N.B.....	do	10 00
928	do	9	Azor Dalton Chute.....	do	Yarmouth, N.S.....	do	10 00
929	do	9	James Sutherland.....	Mate.	Portland, St. John, N.B.....	do	5 00

## List of Certificates of Competency granted to Masters and Mates.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
930	Nov.	Ansel Crosby .....	Mate .....	Yarmouth, N.S.....	St. John.....	\$ 5 00
931	do	Alexander Gunn.....	Master.....	North Sydney, C.B., N.S.....	Halifax.....	10 00
932	do	William Johnson Scott.....	Mate .....	Windsor, N.S.....	do .....	5 00
933	do	Charles Folsy .....	do .....	Halifax, N.S.....	do .....	5 00
934	do	John McPherson.....	Master.....	Charlottetown, P.E.I.....	Charlottetown .....	10 00
935	do	Donald McRae.....	do .....	Belfast, P.E.I .....	do .....	10 00
936	do	Charles Raymond .....	do .....	Yarmouth, N.S .....	St. John.....	10 00
937	do	Joseph Edward Foote.....	Mate .....	Portland, N.B.....	St. John.....	5 00
938	do	John William Carter.....	Master.....	Dorchester, N.B.....	do .....	10 00
939	do	Henry Smith .....	Mate .....	St. John, N.B.....	do .....	5 00
940	do	Louis Lambert.....	do .....	do .....	do .....	5 00
941	Dec.	John Hooper Dunbar .....	Master.....	Windsor, N.S.....	Halifax.....	10 00
942	do	Joseph Edward Campbell .....	Mate .....	Halifax, N.S.....	do .....	5 00
943	do	Charles Henry Gilliatt .....	Master.....	Cornwallis, N.S.....	do .....	10 00
944	do	James Duncan Urquhart.....	do .....	Folly Village, N.S.....	do .....	10 00
945	do	Michael John McKeon.....	Mate .....	Pictou, N.S.....	St. John.....	5 00
946	do	Henry Chouinard .....	Master.....	Rimouski, Q. ....	Quebec .....	10 00
947	do	James Sherrard .....	do .....	St. George, N.B.....	St. John.....	10 00

948	do	21	Wallace Dakin .....	do .....	Sandy Cove, N.S. ....	do .....	10 00
949	do	21	George Madison Curry .....	do .....	Yarmouth, N.S. ....	do .....	10 00
950	do	21	John Edwin Goudey .....	Mate .....	do .....	do .....	5 00
951	do	21	William James Smith .....	do .....	St. John, N.B. ....	do .....	5 00
							1,200 00
Fees received from Candidates who failed to obtain their Certificates..							260 00
							1,460 00

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY.

391	.....	Christopher O'Neil .....	Mate .....	Pictou, N.S. ....	.....	2 47
107	.....	George Edward Barker .....	Master .....	Hantsport, N.S. ....	.....	5 00
56	.....	Robert Armstrong .....	do .....	St. John, N.B. ....	.....	5 00
380	.....	Ernest Romeo Kerston .....	do .....	Pictou, N.S. ....	.....	5 00
623	.....	Thomas M. Grafton .....	Mate .....	St. John, N.B. ....	.....	2 50
439	.....	Rudolph G. Hjelmstrom .....	Master .....	do .....	.....	5 00
Total fees received in connection with Certificates of Competency for the year ended 31st December, 1876.....						1,484 97

List of Certificates of granted to Masters and Mates.—Continued.  
SERVICE.

Number of Certificate	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
1004	January 3	Alfred Johnson.....	Master .....	Lower Granville, N.S.....	Halifax .....	\$ 5 00
1005	do	John Alexander Watt.....	do .....	Halifax, N.S.....	do .....	5 00
1006	do	George Mowry.....	Mate.....	Indiantown, N.B.....	St. John.....	3 00
1007	do	Jeffrey Lavashe.....	do .....	Arichat, N.S.....	Halifax.....	3 00
1008	do	John Simpson .....	Master .....	St. John, N.B.....	St. John.....	5 00
1009	do	Charles Edward Hartling .....	do * .....	Salmon River, N.S.....	Halifax.....	5 00
1010	do	John Leander Pye.....	Master .....	Hopewell Cape, N.B.....	St. John.....	5 00
1011	February 4	John Callaghan .....	Mate .....	Halifax, N.S.....	Halifax.....	3 00
1012	do	James Bernard Le Oain .....	do * .....	Clementsport, N.S.....	do .....	3 00
1013	do	Wallace Covert.....	do * .....	Lower Granville, N.S.....	do .....	3 00
1014	do	Albert Mussells .....	Master * .....	do .....	do .....	5 00
1015	do	Stephen A. Bradshaw.....	Master .....	Kempt, N.S.....	do .....	5 00
1016	do	Wallace Edwin Lattney.....	Mate * .....	Digby, N.S.....	do .....	3 00
1017	do	John William Choiset.....	Master .....	Parrsboro', N.S.....	do .....	5 00
1018	do	Nicholas Baldwin.....	Mate .....	Halifax, N.S.....	do .....	3 00
1019	March 9	James Smith Lamb.....	do .....	Parrsboro', N.S.....	do .....	3 00
1020	do	Henry McIver .....	Master .....	River Hebert, N.S.....	St. John.....	5 00



1021	do	22	Earl Douglas Chase.....	do	Sackville, N.B.....	do	5 00
1022	do	22	Issiah Shaw Potier.....	do	Clements, N.S.....	Halifax	5 00
1028	do	27	Amos Carter.....	do	Maccan, N.S.....	do	5 00
1024	April	3	Asa Read.....	do	Sackville, N.B.....	St. John.	5 00
1025	April	3	Sylvine Como.....	do	Minudie, N.S.....	St. John.	5 00
1026	do	18	John Landels.....	do	River Hebert, N.S.....	Halifax	5 00
1027	do	24	Samuel Cupples.....	Mate	Halifax, N.S.....	do	3 00
1028	May	6	Alexander Mackenzie.....	Master	New Glasgow, N.S.....	do	5 00
1029	do	6	Elias Tower.....	do	Rockport, N.B.....	do	5 00
1030	do	16	John Robert Ohisholm.....	do	Summerside, P.E.I.....	do	5 00
1031	do	16	Joseph Hanrahan.....	Mate	Halifax, N.S.....	do	3 00
1032	do	25	James Reid.....	do	Pictou, N.S.....	do	3 00
1033	do	25	Jacob H. Sanford.....	Master*	Summerville, N.S.....	do	5 00
1034	do	25	Sherman Martin.....	Master	Hopewell Cape, N.B.....	St. John.	5 00
1035	do	25	John James McPhee.....	Mate	Portland, N.B.....	do	3 00
1036	June	1	John Meniac.....	Mate*	Port Medway, N.S.....	Halifax	5 00
1037	do	14	Harry Nyren Silver.....	Master	Charlottetown, P.E.I.....	do	5 00
1038	do	19	John Francis Cook.....	do	Isaac's Harbor, N.S.....	do	5 00
1039	do	22	Charles Stewart Marsh.....	do	Summerville, N.S.....	do	5 00
1040	July	3	Edward Stephen Mann.....	do	Digby, N.S.....	do	5 00
1041	do	7	Edmond Moyzès.....	do	Quebec.....	Quebec	5 00
1042	do	17	Xavier Gauthier.....	do	St. Irène, Quebec.....	do	5 00
1043	do	17	Thomas Foly.....	do	Charlottetown, P.E.I.....	Charlottetown	5 00
1044	do	17	Valentine Horton.....	do	Guy'sboro', N.S.....	Halifax	5 00

\* Fore and aft-rigged vessels.

List of Certificates of Service granted to Masters and Mates.—Continued.

Number of Certificate	Date of Certificate	Name	Grade	Address	Where Examination was Passed.	Fee.
1045	do	19 Robert Alex. Marsh.....	Master	Economy, N.S.....	St. John.....	\$ cts. 5 00
1046	do	19 Bradford Locke Page.....	do	Ragged Islands, S.N.....	Halifax.....	5 00
1047	August	1 Jean Baptiste Leon Carriere.....	do	St. Roch, Quebec.....	Quebec.....	5 00
1048	do	9 John Handron Nuttal.....	do	St. John, N.B.....	St. John.....	5 00
1049	do	15 William McCulloch.....	do	Walton, N.S.....	Halifax.....	5 00
1080	do	16 John Gabriel Y. Holbrook.....	do	Quebec.....	Quebec.....	5 00
1081	do	30 John George Graham.....	do	New Glasgow, N.S.....	Halifax.....	5 00
1082	Sept.	2 Heman A. Wyman.....	do	Freeport, N.S.....	St. John.....	5 00
1083	do	2 John Warne.....	do	Charlottetown, P.E.I.....	Charlottetown.....	5 00
1084	do	13 Henry Alfred Allen.....	do	Ragged Islands, N.S.....	Halifax.....	5 00
1085	October	4 Samuel Douseth.....	do	Port Gilbert, N.S.....	do.....	5 00
1086	do	4 Alwin Frenger.....	Mate	New York.....	do.....	3 00
1087	do	14 Robert Leslie Riley.....	Master	Annapolis Royal, N.S.....	do.....	5 00
1088	November	8 Heman Smith Rich.....	do	Pictou, N.S.....	do.....	5 00
1089	do	11 Charles Fisher Williams.....	do	Yarmouth, N.S.....	St. John.....	No fee req'd.
1080	do	16 Miles Brewster.....	Mate	Hopewell, Albert Co., N.B.....	do.....	3 00
1081	do	18 Joshua Black.....	do	Portland, N.B.....	do.....	3 00

1062	do	19	Daniel McKenzie.....	do	Pictou, N.S.....	Halifax.....	3 00
1063	do	20	Oliver Deveau.....	Master.....	Digby, N.S.....	do .....	5 00
1064	December 4		Roderick MacDonald .....	Mate.. .....	Charlottetown, P.E.I.....	Charlottetown.....	3 00
1065	do	11	William John Jelly .....	do .....	Halifax, N.S.....	Halifax.....	3 00
1066	do	11	Charles Powell.....	Master.....	Charlottetown, P.E.I.....	Charlottetown.....	5 00
1067	do	21	Thomas A. O'Leary.....	do .....	West Quoddy, Halifax, N.S.....	Halifax.....	5 00
1068	do	21	Michael A. McNamara.....	Mate.....	Parrsboro', N.S.....	do .....	3 00
1069	do	26	Nicholas Bayley .....	Master.....	Halifax, N.S.....	do .....	5 00
1070	do	26	Edward B. Blenkhorn.. ..	do .....	Parrsboro', N.S.....	do .....	5 00
1071	do	26	James B. Freeman .....	do .....	Weymouth, N.S.....	do .....	5 00
							\$297 00

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF SERVICE.

879	.....	George James Leach.....	Master.....	S.S. "Polino".....	Halifax.....	2 50	
573	.....	William Le Blanc.....	do .....	West Arichat, N.S.....	do .....	2 50	
859	.....	Michael Malone.....	do .....	Charlottetown, P.E.I.....	do .....	2 50	
482	.....	Robert Findlay.....	Mate.....	Sydney, C.B.....	St. John.....	No fee req'd.	
584	2nd Renewal	Manning Lent .....	Master.....	Freepoint, N.S.....	do .....	2 50	
874	.....	Jeremiah Beausejour.....	do .....	Arichat, N.S.....	Halifax.....	2 50	
						Total fees received in connection with Certificates of Service for the year ended 31st December, 1876.....	\$309 50

SUMMARY.

Total fees received for Certificates of Competency.....	1,484 97
do do Service.....	309 50
Total amount of fees received for year ended 31st December, 1876.....	\$1,794 47

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going vessels in Canadian waters, and to Canadian Sea-going vessels in other waters, from 1st January, 1876, to 31st December, 1876.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from— Port bound to	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Feb. 4	Albion .....	1	Liverpool, N.S.	Jordan Bay to Liverpool.	Brigantine...	281	Forbes Point, Liverpool Harbour.	Stranded....	Dragged or broke anchor	.....	Partial..	\$ 3,000
do	A. J. White....	5	New Caniste, P. Q.	Boston, U.S., to Liverpool, N.S.	do ...	99	About 15 miles from Cape Sable	Hove on beam ends	Stress of weather.	.....	None....	Not damaged
do	Alex. William.	10	Yarmouth, N.S.	St. Thomas, W.I., to Yarmouth, N.S.	do ...	166	Lat 26° N., Lon. 66° W.	Loss of spars and sails.	do ...	1	Partial..	1,000
Mar. 12	Abbie Thomas.	12	do	Philadelphia to Dunkirk, France.	Barque.....	590	La Tremblaise, France.	Stranded....	do ...	.....	Total ...	25,000 cargo, 18,000
do	A. Porter.....	2	Annapolis.....	St. Thomas, W.I., to Boston, U.S.	to Brigantine...	169	Lunging Island, New Hampshire.	do .....	do ...	8	do ...	11,000
Feb. 23	Annie Putnam new		Maitland, N.S.	St. Helena, South Carolina Sound, U.S., to London.	Barque .....	778	Lat. 32° N., Lon. 71° 10' W.	Foundered...	do ...	1	do ...	37,000
Mar. 3	Athenais .....	20	Saint John, N.B.	Pensacola, U.S., to Liverpool, G.B.	Ship.....	984	Rebecca Shoals, Bahamas, W.I.	Stranded....	Thick weather	.....	do ...	20,000
May 25	Alert .....	new	Lockeport, N.S.	Shelburne, N.S., to Grand Banks, Nfld.	Schooner ...	95	Langlois Island, Miquelon, Nfld.	do .....	Thick fog and variation of compass.	.....	do ...	4,700
do	A. I.....	new	Scarboro', Great Britain	Newcastle, G.B., to Quebec.	Barque.....	933	Lat. 48° 40' N., Lon. 62° 45' W.	Foundered...	Struck ice.....	.....	do ...	90,000
do	Acadian .....	5	Montreal, P. Q.	Pictou, N.S., to Montreal.	Steamer.....	596	Gulf of St. Lawrence.	Leaking.....	How stove in by ice.	.....	Partial..	150

do	13	Apollo .....	18	Belfast, Ireland	St. John, N.B., to Belfast, Ireland.	Barque.....	425	St. John Harbour..	Stranded.....	Hawser broke while towing out.	Total ...	5,300
June	28	Abbie Wasson.	4	New York, U.S.	New York, U.S., to St. Johns, Newf'd.	Schooner ...	140	Murder Island, N.S.	do .....	Fog.....	Partial..	700
do	28	Aerolite. ....	6	Yarmouth, N.S.	St. Martins, W.I., to Yarmouth, N.S.	do .....	110	Seal Island, N.S.	do .....	Error of judgment.	Total ...	4,500
May	15	Annie Barker	8	Dublin, Ireland	In St John Harbour.	Brig.....	355	St. John Harbour..	Collision....	do .....	Partial..	400
June	6	Admiral.....	new	Saint John, N.B.	St. John, N.B., to Fredericton, N.B.	Steamer .....	99	Golding's Long Island, River St. John.	do .....	do .....	do ...	200
July	24	Alex Campbell	2	American.....	Aberdeen, G.B., to New York, U.S.	Brigantine...	475	60 miles off Cape Sambre, N.S.	do .....	do .....	do ...	600
Oct.	24	Adeline.....	new	Charlottetown P.E.I.	London, G.B., to Charlottetown, P.E.I.	do .....	298	1/2 mile S. of Eddy Point Light.	Stranded.....	Fog .....	do ...	Not known.
do	14	Attempt.....	18	Halifax, N.S.	Pictou, N.S., to Baie de Chaleur, N.B.	Schooner.....	15	Cape Jourmain, N.B.	do .....	Stress of weather.	3 Total...	225
Mar.	5	Alice Abbot...	7	Liverpool, N.S.	Not known.....	Brigantine.....	260	Lat. 35° 14' N. Lon. 73° 2' W.	Abandoned..	do .....	do ...	4,000 cargo 4,000
Oct.	16	Agil .....	9	Bermuda.....	Bermuda to Charlottetown, P.E.I.	Barque.....	219	Squaw Bay, P. E.I.	Stranded....	Stress of weather.	do ...	10,000
Aug.	21	Alice .....	37	Charlottetown P.E.I.	Souris, P.E.I., to Pictou, N.S.	Schooner....	27	1/2 mile E.N.E. of Pt. Prim Light, P.E.I.	do .....	do .....	do ...	450 (ballast.)
Oct.	4	Annie Bell.....	7	Halifax, N.S.	Sydney, C.B., to St. Pierre Miquelon.	do .....	42	On voyage. ....	Burnt .....	Spontaneous combustion.	do ...	1,000 cargo 1,400
.....	.....	Annie.....	4	Port Hawkesbury, N.S.	St. Pierre Miquelon to Margaree, C.B.	do .....	21	Near St. Pierre Miquelon.	Foundered..	Stress of weather.	4 do ...	500
Dec.	30	Annie Amelia...	1	Souris, P.E.I.	Canso, C.B., to Boston, U.S.	do .....	95	Lawrencetown Beach, near Halifax, N.S.	Stranded ...	do .....	do ...	5,000
Oct.	30	Ago.....	.....	Shelburne, N.S.	Argyle, N.S., to Halifax, N.S.	do .....	34	Brampton Rock, off Port Hebert, N.S.	do .....	do .....	do ...	1,500 cargo 2,500

STATEMENT of Wrecks and Casualties to Sea-going Vessels — Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. — Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
.....	Adela .....	19	Liverpool, N.S.	Bangor, U.S., to Port au Prince, W.I.	Bark .....	200	Woods Harbour, Barrington, N.S.	Stranded.....	Low tide .....	.....	Total....	\$ 3,000
Oct. 15	Aicyone .....	9	Halifax, N.S.	Campbellton, C.B.	Schooner .....	65	Off Country Harbour, N.S.	Loss of spars	Stress of weather.	.....	Partial.	800
Sept. 30	Alice Myrick .....	9	Charlottetown, P.E.I.; P.E.I.	Georgetown, P.E.I.; trading voyage.	do .....	134	Mail Pond, North Cape, P.E.I.	Stranded.....	do .....	.....	Total....	6,000 cargo 2,500
Dec. 9	Annie Murchie .....	7	Calais, Me.....	Calais to Philadelphia.	do .....	200	65 miles N.E. of Mount Desert.	Loss of spars	do .....	.....	Partial.	6,000
do 13	Amsterdam.....	16	Sunderland.....	Sydney, C.B., to Quebec.	to Bark .....	723	Little Duck Island, Lunenburg, N.S.	Stranded.....	do .....	.....	Total....	16,000
do 19	Angie Russell .....	5	Windsor, N.S.	St. John, N.B., to Cannington, N.S.	to Schooner .....	25	West Bay, Parrsboro, N.S.	do .....	do .....	.....	do ...	500
Oct. 16	Anna Bell .....	10	Pictou, N.S.	Margaree, C.B., to Halifax, N.S.	to do .....	30	Cheticamp Beach, C.B.	do .....	do .....	.....	4 Partial.	Not known.
Jan. 18	Brothers' Pride .....	9	St. John, N.B.	St. John, N.B., to Liverpool, G.B.	to Barque .....	442	Mouth of the Mersey, G.B.	do .....	Thick fog.....	.....	Partial..	6,000 835
Not kn'n	Bessie .....	4	Halifax, N.S.	Malaga, Spain, to Halifax, N.S.	Brigantine .....	135	Not known.....	Not known..	Not known..	.....	9 Total....	8,000 cargo 20,000
Jan. 10	Bermuda .....	1	Sunderland, G.B.	Portland, U.S., to Halifax, N.S.	Steamer.....	746	Moren's Wharf, Halifax, N.S.	Collision .....	Engine room telegraph out of order.	.....	Very slight.	Trifling.
June 21	Bee .....	2	Chatham, N.B.	Minneyash, P.E.I., to Chatham, N.B.	to Schooner .....	8	Outer Bay, Miramichi.	do .....	Error of judgment.	.....	Partial..	70

do	8	Belle Barbour.	8	St. John, N.B. to St. John, N.B., to Providence, R.I.	do	do	99	Atlantic Ocean.	Strung a leak.	do	do	180
.....	10	Bertha Souder.	10	Not known.	do	do	100	Sotari Island, Cape Breton.	Stranded.	do	do	50
May	4	Beaver.	4	Quebec.	Steamer	do	99	3 miles N.E. of Magdalen River Light.	Collided with ice.	Trifling.	do	.....
July	25	Beaver.	41	Victoria, B.C.	do	do	109	Bird Rock, Howe Sound, Gulf of Georgia, B.C.	Stranded.	Partial.	do	5,000
do	10	Bertha Allen.	6	Picton, N.S.	Schooner	do	70	On Bar at Antigonish.	do	do	do	750
Aug.	15	Berthier.	6	Montreal	Steamer	do	153	Bon Secours Basin, Montreal.	Collision.	None.	do	.....
June	22	Belle O'Brien.	new	Thomaston, Maine, U.S.	Ship	do	1902	Beacon Bar, Harbour of St. John.	Stranded.	Partial.	do	4,724
Oct.	18	Blooming Belle	6	Halifax, N.S.	Fishing Voyage	do	15	Porter's Passage, N.S.	do	Total	do	400
Nov.	16	British Pearl.	13	Guyaboro' N.S.	do	do	77	Head of Harbour, Arichat, N.S.	do	Partial.	do	660 cargo 100
Oct.	28	Blue Wave	not E'n.	Marble Head, Mass., U.S.	do	do	62	Black Rock Reef, Main à Dieu Harbour, C.B.	do	Total	do	3,000
do	23	British Queen.	11	Annapolis, N.S.	Port Galeedonia to St. John, N.B.	Brigantine	113	70 miles from Halifax, N.S.	Loss of cut-water, part of stem, &c.	Partial.	do	120 (no loss)
do	16	Beverly.	12	Digby, N.S.	Port Gilbert, Gloucester, U.S.	Schooner	72	Cranbury Head, Bay of Fundy.	Stranded.	Total	do	1,500 cargo 600
do	18	Belle Watters.	8	St. John, N.B.	Liverpool to St. John, N.B.	Brigantine	399	On the voyage.	Leaky and loss of sails	do	do	1,200
Dec.	12	Breadalbane.	13	Halifax, N.S.	Casumpec, to Boston.	do	131	North side of P.E.I.	Damaged.	do	do	200

## STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Jan. 7	Chief .....	12	Halifax, N.S.	Bay of Islands, Nfld. to Fortune Bay, Nfld.	Brig.....	299	Androssan Cove, Long Harbour.	Stranded.....	Dragged anchors.	.....	Total.....	\$ 6,000
do 18	Cuba .....	5	St. John, N.B.	St. John, N.B. to Matanzas, Cuba.	Schooner.....	144	One mile east of Race Point, Cape Cod, N.S.	do .....	Unknown .....	.....	Partial..	1,700
May 21	Ceres.....	13	St. Andrews, N.B.	Cardenas, Cuba, to New York.	Brigantine....	255	Latitude 36° 45' Long. 74° 00'.	Abandoned..	Stress of weather.	.....	Total.....	5,500 cargo 9,500
Feb. 22	Champion .....	2	St. John, N.B.	Turks Island to Providence, R.I.	Schooner.....	114	Lat. 35° 44' N. Long. 72° 55' W.	Broke main boom and split sails	do .....	.....	Partial..	250
Mar. 12	Cambria.....	4	do .....	St. John, N.B. to Philadelphia.	do .....	109	Off Sandy Hook, near New York, U.S.A.	Loss of sails	do .....	.....	do ...	700
April 25	Constantine..	23	Quebec.....	Unknown .....	do .....	74	Dead Island .....	Stranded ...	Unknown.....	.....	5 Total....	700
.....	Colorado .....	6	Yarmouth, N.S.	Liverpool, G.B. to Philadelphia.	Barque.....	632	At Sea .....	Loss of sails	Stress of weather.	.....	Partial..	150
May 13	Carmenta .....	new	Charlottetown, P.E.I.	Summerside, P.E.I. to Queenstown, U.K.	Brigantine....	199	St. Peter's Island, Cape Breton.	Stranded.....	Thick fog.....	.....	do ..	2,500 cargo 4,000
April 11	China .....	10	Lunenburg, N.S.	LaHaye, N.S. to Martins, W.I.	do .....	201	Corey's Island, Harbour of La Have.	do .....	Parted chains.....	.....	Total....	2,600 cargo 600
June 3	Charles Davenport.	20	South Shields, G.B.	Havre, France, to Quebec.	Barque.....	1032	Just below New Liverpool.	Collision ....	Dragged anchors.	.....	Partial..	1,000



Date	Vessel	Origin	Voyage	Destination	Company	Incident	Result	Losses	Remarks
June 9	C. G. Pettib- gell.	2 Salem, N.S.	Fishing Voyage	Pleasant Bay, Magdalen Islds.	Schooner	Stranded	do	300 cargo 500	
Feb. 2	Commodore	20 Lunenburg, N.S.	Lying at Wharf, Halifax.	41 At Wharf, Hal- ifax, N.S.	do	Collision	do	257	Fouled by an- other vessel
June 17	Cambria	4 St. John, N.B.	Boston to Portland	109 Banga Island Point.	do	Stranded	do	2,000	Thick fog
July 6	Caledonia	North Shields	Exmouth to Sydney, C.B.	371 International Pier, Sydney, C.B.	do	Chafed	do	400	Heavy Gale
do 30	Colina	1 Glasgow	Montreal to Glasgow	1296 Half-mile below Lavaltrie.	Steamer	Stranded	No loss.		Would not an- swer helm.
Aug. 20	Col. Ellsworth	13 Gloucester, N.S.	Fishing Voyage	82 Amherst Island, Magdalen Islds.	Schooner	do	Total	5,500 Cargo 1,000	Carelessness of the Watch.
July 13	Cupid	5 Halifax, N.S.	Rotterdam to Pictou, N.S.	652 Lat. 44° 50' N., Long. 47° 58' W.	Barque	Collision	Partial	4,500	Not known
Aug. 8	Cyela	18 Newcastle	Quebec to Grange- mouth	567 Flat Island, Straits of Belle Isle.	do	Stranded	Total	9,000 Cargo 3,670	Thick fog
Sept. 2	Commodore	15 Aberdeen	Aberdeen to Quebec	562 Traverse, River St. Lawrence.	do	Collision	Partial	1,200	Other vessel did not keep her course.
Sept. 15	Clifford	10 Yarmouth, N.S.	Yarmouth, N.S. to Brigantine, St. Kitts, W.I.	105 St. Kitts, W.I.	do	Stranded	Total	4,500 cargo 6,000	Stress of wea- ther.
do 2	City of Mon- treal.	13 Glasgow	Glasgow to Quebec	1186 West end of Green Island.	Ship	do	Partial	Not known. cargo none.	Fog
Oct. 16	Carrie	9 St. John, N.B.	New York to St. John, N.B.	97 Near Red Head, St. John.	Schooner	Loss of sails & anchors.	do	250	Stress of wea- ther.
Sept. 23	Czar	22 Greenock	Portsmouth to St. John, N.B.	1147 Seven miles from Seilly Islands.	Ship	Collision	do	175	Fault of other vessel.
Oct. 16	Catherina	2 Quebec	Cape Whittle to Quebec.	58 St. Genevieve Is- land.	Schooner	Stranded	Total	2,000 cargo 1,600	Stress of wea- ther.
Dec. 10	Clara Jane	29 American	St. Pierre Miquelon to Plymouth.	44 Lat. 43° 50' N ; Lon. 64° 20' W.	do	Dismasted	do	800	do
do 13	Comet	16 Port Hawkes- burg, C.B.	Lying at Port Hawkesbury.	63 Port Hawkesbury, C.B.	do	Collision	do	200	do

STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial Loss.	Amount.
April 27	Duke of Newcastle.	15	St. John, N.B.	Joggins, N.B., to St. John, N.B.	Schooner.....	86	One mile W. of Digby Light, N.S.	Foundered	Sprung a leak.	.....	Total	\$ 1,000 cargo 500
Aug. 12	Dominion.....	11	Yarmouth, N.S.	St. John, N.B., to Yarmouth, N.S.	Steamer.....	510	Sandy Cove, Bay of Fundy.	Stranded	Fog.....	.....	Partial..	400
Sept. 27	David Howes...	21	do	Portland to Yarmouth, N.S.	Yar-Schooner....	56	Peter's Isl'd, Petite Passage, Briar Island.	do	Stress of weather.	.....	do	1,000 cargo 1,200
Oct. 7	Dominion.....	12	do	Yarmouth, N.S., to Boston, Mass.	Steamer.....	510	Yarmouth Narrows	do	Trying to avoid collision.	.....	do	5,000
Nov. 11	De Salaberry...	19	South Shields..	Metis, P.Q., to Bowling.	Bark.....	833	West end of Metis Shoal.	Water-logged.	Stranding	.....	do	13,000
Sept. 16	Daisy.....	8	Halifax, N.S.	Halifax.....	Brigantine..	105	Off Cape Angado, W.I.	Loss of spars and sails.	Squall.....	.....	do	600
Dec. 8	Day Star.....	12	Windsor, N.S.	Hall's Harbour to Boston.	Schooner....	45	Spencer's Bay of Fundy.	Collision	Not known.....	.....	do	100
Oct. 16	Dolphin.....	11	Arichat, C.B.	Cheticamp, C.B., to Halifax.	do	36	Cheticamp Beach, C.B.	Stranded	Stress of weather.	.....	do	350
Dec. 16	Della.....	4	St. John, N.B.	Harvey, N.B., to St. John, N.B.	do	109	Government Wharf, Quaco.	Collision.....	do	.....	do	120
Nov. ...	D. B. Doane.....	.....	American.....	Port Caledonia, C.B., to Boston.	do	.....	Negro Island, N.S.	Stranded	do	3	Total...	4,000 cargo 700
Feb. 24	E. Goodwin ...	3	Shelburne.....	St. Martins, N.I., to Liverpool, N.S.	Schooner....	82	George's Bank	Struck by heavy sea.	Stress of weather.	.....	Partial..	242

May 26	Eva	18	Belfast	Miramichi to Belfast. Bark	499	Gulf of St. Lawrence.	Water-logged.	Bow port stove in by sea.	do	400
June 16	Emelie Barabino.	12	Liverpool	do	737	Cranberry Head, C.B.	Stranded	Thick fog	Total	20,000
Aug. 15	Eliza Keith	32	Cork	do	540	Off Pilgrims, St. Lawrence.	Collision	Error in judgment.	Partial	10,000
June 18	Example	13	Pictou, N.S.	Brigantine	183	Punta Garda, Guyra.	Stranded	Stress of weather.	Total	8,000
Aug. 29	Ellen F	2	Miramichi	do	116	Lat. 48° 31' N.; lon. 50° 30' W.	Dismasted & abandoned.	do	do	5,000
Sept. 17	Embla	3	Pictou, N.S.	Baltimore to Queens-town.	598	Chesapeake Bay	Collision	Beethoven dragged choir and fouled her.	Partial	3,000 cargo 1,500
Oct. 28	Esperance	new	Charlottetown, P.E.I.	Cacumpec, P.E.I. to Campbellton, P.E.I.	198	Near Campbellton, P.E.I.	Stranded	Stress of weather.	Total	11,000 cargo 300
do	Ernest	9	St. John, N.B.	Bridgewater, N.S., to Boston, Mass.	79	12 miles east of Cape Ann.	Loss of spars and sails.	Squall	Partial	220
Nov. 4	Elizabeth	13	New York	do	400	Porter's Passage, N.S.	Stranded	Thick fog	Total	10,000
Dec. 9	Elizabeth Ann	6	Halifax, N.S.	Grindstone Island to Boston.	150	Dipper Harbour, N.B.	do	Missed stays.	Total	6,000 Cargo 1,500
Aug. 8	Ella Clifton	4	St. John, N.B.	Boston to St. John, N.B.	103	Boston Harbour	Collision	Error of judgment.	Partial	50
Nov. 28	Ella Moore	9	Windsor, N.S.	St. Thomas, N.J., to Wilmington, N.C.	391	Near Wilmington, N.C.	Loss of spars	Stress of weather.	do	1,000
No date.	Ellen	11	St. John, N.B.	Bras d'Or Lake to St. John, N.B.	120	During the voyage	Loss of spars and sails.	do	do	2,300
Jan. 3	Ed. E. Seammell.	4	St. John, N.B.	St. Johns, Newfnd. to St. John, N.B.	234	Beaver Harbor, N.S.	Stranded	Stress of weather.	Total	12,000 cargo 600
do	Favorite	9	Windsor, N.S.	St. John, N.B., to Cornwallis, N.S.	60	Digby Harbor, N.S.	do	do	Partial	500
do	Florence Mary	14	Parshboro', N.S.	Boston, U.S., to St. Johns, Newfnd.	86	Trapassey Bay, Newfoundland.	do	Driven on shore by ice.	Total	3,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Feb. 23	Faraday .. .. .	2	London .. . . .	London to Atlantic, repairing cables.	Steamer .. . . .	3125	Torbay, N.S.	Struck a rock.	Unknown .. . . .	.....	Partial.	Trifling.
do	Florestia .. . . .	2	Lunenburg, N.S.	Jamaica, W.I., to Boston, U.S.	Schooner .. . . .	71	Unknown .. . . .	Foundered .. . . .	do .. . . .	.....	Total .. . . .	3,300 cargo 3,000
July	Fox .. . . .	5	St. Johns, Newfoundl.	Fogo, Newfoundl., to Sydney, C.B.	do .. . . .	68	Boutillier Ferry, Big Glace Bay.	Stranded .. . . .	Stress of weather.	.....	do .. . . .	1,000
do	Falco .. . . .	9	St. John, N.B.	St. John, N.B., to New Bedford, U.S.	do .. . . .	117 1/2	112 miles east of Cape Ann.	Collision .. . . .	Unknown .. . . .	.....	Partial.	100
July 29	Flamborough .. . . .	9	Quebec .. . . .	Quebec to Pictou, N.S.	Steamer .. . . .	456	Off Bonaventure Island.	Stranded .. . . .	Strong current .. . . .	.....	do .. . . .	Trifling.
Sept. 13	Forest Prince .. . . .	5	Halifax, N.S.	Porto Rico to Grand Turk, W.I.	Brigantine .. . . .	153 1/2	12 miles west of Cape Francis.	do .. . . .	Stress of weather.	.....	Total .. . . .	8,000
do	Falco .. . . .	9	St. John, N.B.	Philadelphia to St. John, N.B.	Schooner .. . . .	118	12 miles S.E. of Fire Island, Long Island, New York	Loss of masts and sails.	Squall .. . . .	.....	do .. . . .	1,500
Oct. 15	Francis .. . . .	5	do	Glace Bay, C.B., to St. John, N.B.	do .. . . .	141	20 miles from Jed- dore, N.S.	Loss of sails sprung masts.	Stress of weather.	.....	Partial.	700
July	Flirt .. . . .	17	Charlottetown, P.E.I.	Fishing Voyage .. . . .	do .. . . .	15	St. Peter's Harbor, P.E.I.	Stranded .. . . .	do .. . . .	.....	do .. . . .	140
Oct. 20	Floride .. . . .	9	Quebec .. . . .	St. Pierre Miquelon to Cape Breton.	do .. . . .	84	40 miles S.E. of Scattane.	Abandoned .. . . .	do .. . . .	.....	Total .. . . .	3,600
July 16	Frank .. . . .	.....	Norwegian .. . . .	Glasgow to Mon- treal.	Bark .. . . .	340	Lat. 45° 43' N., lon. 50° 51' W.	Collision .. . . .	Fog .. . . .	.....	Partial.	150

Dec. 20	Flora	12	St. John, N.B.	Blizard Island to St. John, N.B.	Schooner	14	East Head of Dipper Harbor.	Stranded	Stress of weather.	do	59	
Feb. 10	G. T. Windsor	11	Yarmouth, N.S.	Barbadoes to Yarmouth, N.S.	Brigantine	98	North Passage, Briar Island.	Stranded	Missed stays.	do	1,000	
Mar. 19	Grappler	17	Victoria, B.C.	Victoria, B.C., to Nainaimo, B.C.	Steamer	128	Beacon Rock, Nainaimo Harbour.	do	Want of beam which had been carried away by ice.	do	Not known.	
.....	G. W. Jones	6	Yarmouth, N.S.	Glasgow to New York.	Bark	679	Not known	Missing	Not known	12	Total	20,000
June 5	Gleecoe	1	Pictou, N.S.	Sydney, C.B., to Richibucto, N.B.	do	546	S.-E. side of Paul's Island.	Stranded	Stress of weather & strong current.	do	30,000	
May	Glenora	3	Liverpool	Liverpool, G.B., to Halifax, N.S.	Brigantine	263	Gaberus, Cape Breton.	do	Thick fog	do	15,000	
June 26	Glasgow	15	Greenock	Sunderland to Quebec.	Ship	1169	Sandy Bay, below Matane.	do	Not known	Partial	1,200 cargo 800	
No date	Goldstream	2	Londonderry, N.S.	.....	Schooner	166	Doovar, near Donegal, Ireland.	Collision	do	Total	7,000	
July 16	Grappler	not known	Victoria, B.C.	Victoria to Wrangle.	Steamer	128	Rock off south end of Derry, Ireland	Stranded	Error of judgment.	Partial	2,000 cargo 3,500	
Aug. 19	Grassmere	9	Antigua, W.I.	Cow Bay, C.B., to St. John, Newfoundland	Schooner	163	St. Shott's Bay, Newfoundland.	do	Thick fog and strong current.	1	Total	7,000 cargo 700
Sept. 2	Grecian	25	Jersey Island, G.B.	Quebec to Burin, Newfoundland.	Brigantine	140	N.-W. reef of Bryon Island, Magdalen Isles.	do	Error in judgment.	do	10,000 cargo 8,000	
June 29	Geo. Shattuck	11	Halifax, N.S.	Sydney, C.B., to St. Pierre Miquelon.	Steamer	231	Diamond Point, Miquelon.	do	Strong current	.....	No damage. cargo 400	
Sept. 3	Gertude	2	Charlottetown, P.E.I.	Grand Entry Island, May Isles, to Liverpool, G.B.	Brigantine	396	1/4 mile off Grand Entry Harbour.	do	Stress of weather.	Partial	7,500 cargo 800	
Dec. 9	Gladiator	12	Yarmouth, N.S.	Boston, U.S., to Yarmouth, N.S.	Schooner	124	80 miles east of Cape Ann.	Loss of spars	do	do	200	

STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Tonnage.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 16	Geo. Peabody.	9	Salem, Mass.	Fishing voyage	Schooner	68	Cheticamp, Beach, C.B.	Stranded	Parted chains		Partial	Not known.
June 20	Humber	23	Belfast	Quebec to Belfast	Bark	772	Long Point, below Matane.	do	Fog		do	8,000
do 14	Hadji	3	Sunderland	Quebec to Picton, N.S.	Steamer	659	Oak Point, Miramichi.	do	Error in judgment.		do	No loss.
do 25	Harriet Chase.	3	St. John, N.B.	Portland to Deer Island.	Schooner	90	Vineyard Sound	Collision	Bad look-out on other vessel.		do	No loss.
Sept. 16	Helding	6	Norwegian	Montreal to Liverpool.	Brig	273	Near Brandy Potts, River St. Lawrence.	do	Not known		do	2,500
do 2	Harold frager.	24	do	Slavanger to Quebec	Ship	1127	Not stated	do	do		do	Not known.
Oct. 16	Hopewell	8	St. John, N.B.	Hopewell, N.B., to St. John, N.B.	Schooner	87	Gillis Cove, St. John, N.B.	Stranded	Stress of weather.		Total	2,000 cargo 926
.....	Hector	not kn.	Sydney, C.B.	Isaac Harbour, N.S.	do	82	Breakwater, Cow Bay, C.B.	Started plank, &c.	do		Partial	200
Feb. 7	Idalia	9	Charlottetown, P.E.I.	Picton, N.S., to Boston, U.S.	Brigantine	206	Atlantic Ocean	Leaking	Stress of weather.		Partial	Trifling.
May 15	Ira	11	St. John, N.B.	Port George, N.S., to St. John, N.B.	Schooner	34	St. John Harbour	Collision	Heavy freshet		do	50
.....	Ironsides	22	New York	Liverpool, G.B., to St. John, N.B.	to Ship	1415	East Bar, Sable Island.	Stranded	Thick weather		Total	20,000

Date	Name	Origin	Destination	Ship	Particulars	Losses	Value
Sept. 28	Ivica	Liverpool to N.B.	Shediac	Bark	do	do	Partial
Feb. 16	J. D. A.	St. John, N.B.	Digby, N.S., to St. John, N.B.	Schooner	do	Stress of weather.	do
do	29 Julia Lingley.	do	Yarmouth, N.S., to St. John, N.B.	Brigantine	Loss of sails	do	do
Jan. 15	Jacob V. Troop	do	Callao to New York.	Ship	Stranded	Not known	do
May	1 John Black	do	Havre, France, to Shelburne, N.S.	Bark	do	Stress of weather.	do
Between 13th & 21st of March.	Jacob V. Troop	do	New York to Bristol.	Ship	Foundered	do	1 Total
Mar. 5	J. B. Duffus	Yarmouth, N.S.	New Orleans to Havre.	Bark	Dismasted	do	Partial
May 22	Jennie Queroie	Rome	Dunkirk to Quebec	do	Stranded	Fog	Total
June 21	Juventa	Liverpool, G.B.	Liverpool to St. John, N.B.	Ship	do	do	do
May	Julia Blake	Parrsboro', N.S.	Rio Janeiro to New York.	Brigantine	Dismasted & leaking	Stress of weather.	Partial
July 5	Jno. Gladstone	Plymouth	Halifax, N.S., to Liverpool.	Ship	Leaking	do	do
Aug. 8	James Muir	Yarmouth, N.S.	Amsterdam to Philadelphia.	Bark	Sprung a leak.	do	do
July 26	John Rutherford.	St. John, N.B.	Liverpool to Quebec.	Ship	Collision	Not known	do
Sept. 28	J. Hatfield	Parrsboro', N.S.	New York to Yarmouth, N.S.	Schooner	Loss of spars and sails.	Stress of weather.	do
Feb. 16	Jennie Armstrong.	St. John, N.B.	Philadelphia to Queenstown.	Bark	Stranded	Missed stays	do
.....	J. T. Chandler	Parrsboro', N.S.	Kingsport, N.S., to New York.	Schooner	Damage to ship's bot'm	Stress of weather.	do

STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
July 16	Job Johnson	.....	American	Fishing voyage	Schooner	64	Lat. 45° 43' N., Lon. 50° 51' W.	Collision	Fog	.....	Total	\$ 6,000 cargo 6,000
Oct. 16	Jasper	.....	Miramichi	Dalhousie, N.B., to Picton, N.S.	do	15	Grand Plains, Mis- cou Island.	Stranded	Stress of wea- ther.	.....	do	450 cargo 200
Dec. 10	John Good	.....	Digby, N.S.	Sydney, C.B., to St. John, N.B.	Brig.	343	Lat. 43° 0' N., Lon. 64° 30' W.	Foundered	do	.....	do	7,000; cargo not known
May 10	Julia Lingley	.....	St. John, N.B.	St. John, N.B., to Drogheda, Ireland.	Brigantine	324	Harriet's Ledge, Tusket Island.	Stranded	Fog	.....	Partial	6,946
June 4	King of Alge- ria.	.....	Quebec	Antwerp to Quebec.	Ship	1609	Ballast Ground, Quebec.	Collision	Chas. Davan- port dragged her anchor.	.....	Partial	2,000
No date.	Katie	.....	P. E. Island	Port Hawkesbury to Boston, U.S.	Schooner	60	Not known	Foundered	Not known	.....	Total	1,200
do	Kate McKenzie	.....	Halifax, N.S.	Kingston, Jamaica, to Halifax.	do	91	(Off Lunenburg, N.S.	Cut away main mast.	Stress of wea- ther.	.....	Partial	1,000
do	Kohinoor	.....	new Liverpool, N.S.	Lockeport, N.S., to Barbadoes.	do	120	Lat. 23° 15' N., Lon. 59° 30' W.	Capsized	do	.....	7 Total	4,800
May 23	King Oscar II.	.....	Norwegian	Skien to Three Rivers	Ship	781	Below Red Island, R. St. Lawrence.	Collision	Not known	.....	Partial	Not known.
Sept. 10 to 20.	Kate Agnes	.....	St. John, N.B.	London to Delaware	Bark	550	On the voyage	Loss of spars	Stress of wea- ther.	.....	1 do	9,000
Aug. 10	Kestrel	.....	Windsor, N.S.	New York to Stettin, Germany.	do	467	Flood Rock, Hell Gate.	Stranded	Fault of tug	.....	do	7,000



Dec. 12	Kingston	14	Halifax, N.S., Gunnages, Cabin, to Halifax, N.S.	Brigantine	81 Cranly Point, near Chebucto Head.	do	Snow-storm	Total	6,000
do	9	Kelso	2	Yarmouth, N.S. St. Martins, W.I., to Tusket Ledge, N.S.	Schooner	Loss of spars and sails.	Stress of wea- ther.	Partial	1,000
Jan. 1	Lillie Soullard	4	do	Charleston to Liver- pool.	Ship	Collision	Not known	do	500
March 5	Lake Superior	7	Montreal	Baltimore to Liver- pool.	do	do	do	do	4,000
do	21	Lizzie K	4	St. John, N.B. St. John, N.B., to King's Mill.	Schooner	Stranded	Strong current	do	150
Jan. 19	Lake St. Clair	12	Montreal	New York to Glas- gow.	Ship	Foundered	Not known	30 Total	67,500
March 1	Lizzie G	4	St. John, N.B.	Trinidad to Philadel- phia.	Schooner	Loss of spars and sails.	Stress of wea- ther.	Partial	3,700
March 16	Live Oak	44	do	St. John, N.B., to Liverpool.	Bark	Stranded	do	Total	10,000
May 26	Leontino	32	Tonsberg, Nor- way.	Tonsberg to Quebec.	do	Collision	do	Partial	Unknown.
do	16	Leaping Water	19	Glasgow	Greenock to Quebec.	do	do	do	300
June 3	Leonora	10	Liverpool, G.B.	Cork to Richibucto, N.B.	Brigantine	Stranded	Drifted on Bar	do	3,000
Feb	Laura Belle	10	Halifax, N.S.	Halifax, N.S., to For- tune Bay, Nfld.	Schooner	Thrown on beam ends	Stress of wea- ther.	do	1,145 cargo 500
July 12	Lizzie B. Mc- Nichols	2	Lubec, Me., U.S.	Lubec to Hillsboro', N.B.	do	Stranded	Fog	do	23
May 29	Lydia	23	Maryport	Greenock to Quebec.	Bark	Collision	Fault of tug	do	No damage.
June 26	L. W. Eaton	13	Yarmouth, N.S.	St. John, N.B., to Wexford.	Brigantine	Abandoned	Stress of wea- ther.	Total	4,000 cargo 1,300
Aug. 27	Lake Ontario	7	Montreal	Quebec to Montreal	Ship	Collision	Error of judg- ment.	do	No loss.
Sept. 6	Lord Dalhousie	30	German	Shediac, N.B., to Liverpool.	Bark	Stranded	Stress of wea- ther.	Total	14,000 cargo 4,000

## STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age	Port of Registry.	Port sailed from. Port bound to.	Rig.	Register No.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 15	Langshaw .....	14	Newcastle.....	Montreal to London.	Steamer.....	1186	River St. Lawrence near Grand Isle.	Collision .....	Not known .....	.....	Partial..	\$ 15,000
do	31 Leander .....	new	P. E. Island .....	Shediac to Liverpool	Bark .....	.....	Port Hawkesbury, C.B.	Stranded.....	Got aground while landing some passengers.	.....	do ...	No loss.
Oct. 17	Lady Young...	6	Quebec.....	Bon Esperance to Quebec.	Schooner .....	106	Blanc Sablons, Labrador.	do .....	Stress of weather.	.....	Total .....	3,000
Nov. 3	Lizzie.....	8	Teignmouth ...	St. John, Nfld., to Glace Bay, C.B.	do .....	141	Reef off Port Novo	do .....	Missed stays.....	.....	do ...	4,500
do	30 L. D. V. Chipman.	new	Windsor, N.S.	Bell's Cove, Nfld., to Liverpool.	Bark .....	499	Witness Cove, Nfld.	do .....	Sprung a leak and beached to save lives.	.....	Partial..	1,500
Jan. 21	Mocking Bird..	6	St. John, N.B.	Fayal to Boston, U.S.	Schooner .....	121	Lat. 42° 30' N, Long. 68° 45' W.	Dismasted .....	Stress of weather.	.....	Partial..	3,000
do	30 Matilda C. Smith,	3	do .....	Baltimore to Belfast.	Bark .....	684	Gulf Stream .....	Leaky and damaged.	Stress of weather.	.....	do ...	1,562
Mar. 24	Mary Theall...	2	do .....	New York Harbour...	Schooner .....	99	New York Harbour	Burnt .....	Galley fire.....	.....	do ...	20
Feb. 24	Martha B. Nickerson.	6	Parsboro, N.S.	Halifax, N.S., to West Indies.	Brigantine...	172	Lodge Flats, Bermuda.	Stranded .....	Stress of weather.	.....	Total....	6,000
.....	Minerva .....	3	Halifax, N.S.	Inagua, W.I., to Lockeport, N.S.	Schooner .....	91	Lat. 40° 20' N, Long. 66° 17' W.	Abandoned...	Stress of weather.	.....	do ...	5,000
April 6	Mary .....	8	Lunenburg, N.S.	Liverpool to Lunenburg, N.S.	Bark .....	623	Sheerness Light bearing S.E. 5 miles.	Collision.....	Not known.....	.....	Partial..	12,000

May 27	Macedon	9	Glasgow	Hull to Quebec	Ship	(1237 River St. Lawrence.			do	5,000
do	26 Mamelon	20	North Shields	Sunderland to Quebec.	Bark	755 Of St. Denis wharf	Collision	Stress of weather.	do	1,000
do	1 Marysville	7	St. John, N.B.	St. John, N.B., to Vineyard Haven.	Schooner	69 Nantucket Shoals.	Kudger gone and leaking.	Stress of weather.	do	140
	Mary	4	Charlottetown, P.E.I.	Richibucto, N.B., to Liverpool.	Brigantine	199 Langlade Beach, Miqueton.	Stranded	Stress of weather.	Total	10,000
April 28	Mary	12	Halifax, N.S.	Halifax, N.S., to Jamaica.	do	130 West side of Ketch Harbour Bar, Halifax.	do	Snow Storm	do	10,000
Jan.	7 Martha A	5	St. John, N.B.	St. John, N.B., to Cunfuegos, Cuba	Schooner	179 At sea	Damaged and loss of sails.	Stress of weather.	Partial	697 cargo 443
June	4 Martha A	5	St. Andrews, N.B.	Windsor, N.S., to New York.	do	180 Cape Cod, U.S.	Collision	Not known	do	250
do	21 Maria	16	Russia	Dalhousie, N.B., to London.	Bark	334 Bryon Island, Magdalen Islands.	Stranded	Hazy and strong current.	Total	10,000 cargo 8,000
May	30 Mabel	5	St. John, N.B.	St. John, N.B., to Belfast.	Brigantine	369 Lat. 42° 39' N., Long. 57° 39' W.	Collision	Thick fog	do	7,000 cargo 350
Feb.	1 Maria Stoneman	6	Yarmouth, N.S.	Philadelphia to Dublin.	Ship	359 Lat. 56° 38' N., Long. 71° 50' W.	Dismasted	Stress of weather.	do	3,000 cargo 10,000
Aug. 24	Marie Joseph	13	Aricbat	Margaree, C.B., to Chititcamp, C.B.	Schooner	25 Chititcamp Beach	Stranded	Parted chains.	do	700 cargo 50
Unkno'n	Maud Hiclen	11	Belfast	Belfast to Quebec	Bark	701 Lat. 56° 11' N., Long. 18° 18' W.	Foundered	Stress of weather.	Total	21,000
Aug. 24	Mary B. Gardner	2	Yarmouth, N.S.	St. Martins, W.I., to Yarmouth, N.S.	Brigantine	152 Lat. 27° 0' N.; lon. 64° 30' W.	Loss of sails and leaking.	Stress of weather.	Partial	3,000
July 24	Mistletoe	1	St. John, N.B.	Belfast to St. John, N.B.	Bark	867 60 miles east from Sambro' Light.	Collision	Not known	do	800

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 30	Margaret .....	11	Halifax, N.S.	Fishing voyage .....	Schooner ...	56	Chimney Tackle ...	Stranded .....	Stress of weather.	Total ...	Total ...	\$ 1,000 cargo 1,500
Sept. 23	Mary Durkee ..	15	Yarmouth, N.S.	Quebec to Gloucester, G.B.	Ship .....	880	West Spit, Newport, G.B.	do ...	Not known .....	Partial.	Partial.	Unknown.
Aug. 2	M. R. W. ....	4	St. John, N.B.	Anquilla, W.I., to New York.	Schooner ...	128	At sea .....	Disasted ..	Stress of weather.	Total ...	Total ...	3,200 cargo 1,250
9 Oct. 27	Marchioness of Queensbury.	42	Quebec .....	Quebec to Port Glasgow.	Barque .....	681	Sandy Hill, St. Pierre Miquelon.	Stranded ..	Fog .....	do ...	do ...	12,000
No date.	Minnie Cronan	5	Halifax, N.S.	Bay of Islands, Newfoundland, to Port, N.S.	Schooner ...	86	Not known .....	Disasted and water-logged.	Stress of weather.	5	do ...	2,500 cargo, not known.
Aug. 2	Mary Allan ...	24	Londonderry, Ireland.	Quebec to Port Ma- doe, Wales.	Brig .....	227	Quebec Harbour ...	Collision ..	Fault of other vessel.	Partial.	Partial.	500
Nov. 27	Martin .....	70	St. John, N.B.	Grand Manan to St. John, N.B.	Schooner ...	30	St. John Harbour.	Sank .....	Pressed under sea.	do ...	do ...	100 cargo 37
No date.	Mary A. D. ....	3	Lunenburg, N.S.	Porto Rico to Arrecibo.	do ...	120	Off Porto Rico .....	Foundered ..	Not known ..	5	Total ...	4,800
Aug. 16	Mary .....	2	Charlottetown, P.E.I.	Sydney, C.B., to Charlottetown.	do ...	76	Off Gabarus Head, N.S.	Loss of spars.	Stress of weather.	Partial.	Partial.	700
No date.	Martie B. ....	1	Liverpool, N.S.	In harbour, Arrecibo, Porto Rico.	Brigantine ..	276	Off Porto Rico.	Foundered ..	Hurricane ..	9	Total ...	11,000
Oct. 27	Morning Star ..	15	Yarmouth, N.S.	Sydney, C.B., to Lockport, N.S.	Schooner ...	33	Little Hope, N.S.	Stranded ..	Stress of weather.	do ...	do ...	500



STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port Sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
May 16	Oromocto.....	5	St. John, N.B.	St. John, N.B., to Bristol Channel....	Brigantine...	440	Harbor of St. John	Collision....	Heavy freshet....	Partial..	Partial..	\$ 600
do 26	Ottawa.....	10	Dreivil, Norway.	London to Quebec....	Bark.....	634	Traverse, River St. Lawrence.	do .....	Stress of weather.	do .....	do .....	Unknown.
Oct. 8	Ocean Gem.....	22	Quebec.....	Oporto to Montreal..	do .....	324	Goose Island Flat, River St. Lawrence.	Stranded....	Snow storm....	do .....	do .....	4,000
15 Dec.	Olika.....	3	Yarmouth, N.S.	St. Martins, W.I., to Tusket Ledge.	Schooner...	56	Lat. 38° 25' N., Long. 61° 00' W.	Damaged by sea.	Stress of weather.	do .....	do .....	250
Jan. 26	Peraux.....	3	Windsor, N.S.	Cornwallis, N.S., to Havana.	do .....	147	West Bay, Minas Basin.	Stranded....	do .....	do .....	do .....	200 cargo 2,047
May 30	Prarie Bird.....	9	St. John, N.B.	Cow Bay, C.B., to St. John, N.B.	do .....	149	12 miles south of White Head Light, N.S.	Foundered...	do .....	do .....	Total....	6,000 cargo 750
April 15	Premier .....	4	Yarmouth, N.S.	New York to Yarmouth, N.S.	Brigantine...	293	New York Sound...	Stranded....	Error in judgment.	No loss..	No loss..	.....
July 4	Pampero.....	6	St. John, N.B.	Sackville, N.B., to Queenstown.	Schooner....	130	Bay of Fundy .....	Collision....	Fog. ....	Partial..	Partial..	200
July 6	Pursuit .....	11	do .....	St. John, N.B., to Wickham, N.B.	do .....	59	Grand Bay River, St. John, N.B.	Disasted ...	Squall .....	do .....	do .....	100
May 29	Progress .....	2	Quebec.....	Quebec Harbour .....	Steamer.....	267	Quebec Harbor .....	Collision....	No lights on other vessel.	No loss..	No loss..	.....
.....	Patrius. ....	37	Jersey, Channel Island....	Jersey to Arichat, C.B.	Brig.....	187	Lat. 48° 36' N., Long. 28° 25' W.	Loss of spars and sails.	Stress of weather.	Partial..	Partial..	1,600

July 6	Phœnix	9	Lunenburg, N.S.	Fishing voyage	Schooner	30 St. Peter's Bay, P. E. I.	do	do	Total	750
Aug. 2	President Sverdrup	3	Norwegian	Quebec to Aberdeen	Bark	438 Off Brandy Potts, River St. Lawrence	Collision	do	No loss	
Sept. 9	Pamlico	10	American	Montreal to Liverpool	Brigantine	379 Off Indian Cove, River St. Lawrence	do	Not known	Partial	1,268
July 5	Prince Alfred	24	London	Bristol to Quebec	Ship	805 Quebec Harbor	do	do	do	800
do 2	Pursuit	10	Miramichi	Pugwash, N.S., to Charlottetown, P. E. I.	Schooner	18 Entrance of Wallace Harbor	Sprung a leak	Stress of weather	do	20
Dec. 1	Proteus	12	Liverpool	St. John to Hull, G.B.	Ship	1195 Blond Rock, 4 miles from Seal Island	Stranded	Error of judgment	do	18,085
Oct. ...	Progress	1	Quebec	At anchor at Murray Bay, Riv. St. Lawrence	Schooner	36 Cacouna	Stranded	Crew were all ashore	do	60
Aug. 12	Polino	6	Sunderland	Pictou, N.S., to Montreal	Steamer	524 Near Lightship No. 2, Lake St. Peter, R. St. Lawrence	do	do	do	1,500
Feb. ...	Queen of the Cape	.....	American	Boston to Yarmouth, N.S.	Schooner	55 Not known	Foundered	Not known	Total	1,800
Jan. 23	Quaco	5	St. John, N.B.	St. John, N.B., to Matanzas, Cuba	Brigantine	185 Matanzas Harbour	Stranded	Want of Pilot	Partial	500 cargo 35
May 28	Rising Sun	19	Liverpool	Bristol to Quebec	Bark	864 Lat. 48° 25' N.; Lon 61° 41' W.	Foundered	Cut by ice	Total	18,000
June 3	Ranger	12	Quebec	Riv. St. Lawrence as a tug	Steamer	151 St. Lawrence Point, Isle of Orleans	Collision	Bad steering of bark Rosa	Partial	3,000
do 3	Rosa	17	Norwegian	Flushing to Quebec	Bark	710 Off St. Lawrence Point, Isle of Orleans	do	Bad steering	do	Not known

## STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
May 6	Reviewer.....	new	Yarmouth, N.S.	At Shelburne, N.S.	Bark.....	991	At Shelburne, N.S.	Damaged while launching.	Not known.....	.....	Partial..	\$ 189
July 20	Rainbow.....	20	do	Yarmouth, N.S., to Weymouth, N.S.	Schooner....	36	Cape St. Ledges.	Mary's Strand.	Fog.....	.....	Total....	2,000 cargo 200
Aug. 7	Royal Charter	3	do	Quebec to Liverpool.	Ship.....	1304	Mouth of Mersey River.	Loss of chain and anchor.	Stress of weather.....	.....	Partial..	1,000 cargo 600
Sept. 20	Reliance.....	.....	Gloucester, Mass.	Labrador to Gloucester, Mass.	Schooner....	46	Cranberry Shoal, N.S.	Stranded.	Error of judgment.....	.....	do ...	1,000 cargo 600
Oct. 1	R. B. Mulhall..	9	Liverpool, N.S.	Cardenas, Cuba, to New York.	Bark.....	242	One mile E. of Head, Shelburne Co., N.S.	Foundered.	Stress of weather.....	.....	Total....	7,000 cargo 15,000
Dec. 9	Ruth Groves...	.....	American.....	Fishing Voyage to Gloucester, Mass.	Schooner ...	63	La Have Bank, N.S.	Dismasted....	do	2	Partial..	Not known.
Jan. 6	Sirian Star .....	10	Yarmouth, N.S.	Liverpool to Philadelphia.	Bark.....	610	At sea.....	Sprung a leak.	Batt started .....	.....	Partial..	4,000
May 23	S. N. Collymore.	3	do	Trinidad to St. Johns, N.B.	Brigantine...	221	Lat. 41° 0' N., Lon. 69° 0' W.	Collision.....	Fog .....	4	Total ...	13,000 cargo 12,000
do	Sandringham..	12	Greenock .....	Greenock to Quebec.	Ship.....	1167	9 miles above Brandy Pots.	do	Hawser parted .....	.....	Partial..	750
June 13	S. M. Ryerson.	13	Yarmouth, N.S.	Fishing voyage to Argyle, N.S.	Schooner....	44	Argyle Harbour.....	Burnt .....	Not known.....	.....	Total ..	1,300
July 6	Susan .....	30	Sydney, C.B.	Guysborough, N.S., to Pictou, N.S.	do	40	1/2 mile south of breakwater, Cape George.	Stranded....	Parted chains.....	.....	do ...	1,200



June 1	Speedwell.....	1	Prince Edward Island.	St. Peter's Bay, P. E. I. to Queenstown.	Brigantine...	197 Cape-Spdy, P. E. I.	Loss of rudder and stranded...	Ice .....	do ...	2,170 cargo 425
July 20	Sophia .....	16	Yarmouth, N.S.	St. Martin's, N.S., Yarmouth, N.S.	do ...	92 St. John's Cove, Yarmouth Sound	Stranded....	Fog.....	Partial..	100
Jan. 7	Scotia.....	14	Lunenburg, N.S.	Baltimore to Sligo....	Bark .....	691 Creigh Hill Channel.	Collision.....	Error of judgment.	do ..	1,000
Feb. 7	Samuel Muir...	9	Liverpool, N.S.	Demerara to Queens-town.	Brigantine...	233 Lat. 35° N., Lon. 68° W.	Howe down on beam ends.	Stress of weather.	do ..	8,000 cargo 1,000
July 6	Sparkling Water.	7	Lunenburg, N.S.	Malpeque, P. E. I., fishing voyage.	Schooner....	34 St. Peter's Bay, P. E. I.	Stranded....	do .....	Total ...	1,000
Aug. 15	Swift .....	10	Norwegian ...	Quebec to Montreal.	Bark.....	440 Near Helen's Island.	do .....	Heavy squall....	.....	No damage.
do 26	Snow Bird.....	7	St. John, N.B.	St. John, N.B., to Salem, Mass.	Schooner....	99 White Rocks, Campbell.	do .....	Fog.....	Partial..	300 cargo 460
Sept. 9	Sophonria.....	12	Gloucester, Mass.	Gloucester, on fishing voyage.	do ...	57 Murder Island Ledge.	do .....	Would not steer.	do ..	1,000 cargo 300
do 12	Sophia .....	16	Yarmouth, N.S.	Antigua, W. I., to Yarmouth, N.S.	Brigantine...	92 St. Martin's Bay, W. I.	do .....	Stress of weather.	Total ...	3,000
Oct. 16	Sunbeam.....	1	St. John, N.B.	Alma, N.B., to St. John, N.B.	Schooner....	77 Off Moran's ship yard, St. Martins	do .....	do .....	Partial..	500
do 16	Susie E. Smith	1	Lunenburg, N.S.	Not known, to Bonne Bay.	do .....	69 Gulf of St. Lawrence.	Capsized....	do .....	5 Total ...	2,500
Nov. 28	Sylvia.....	6	Charlottetown, P. E. I.	Casumpec, P. E. I., to Queenstown.	Bark.....	384 Outer Bar, Casumpec, P. E. I.	Stranded....	do .....	Partial..	15,000 cargo 12,000
Aug. 20	Spring Bird.....	6	St. John, N.B.	St. John, N.B., to Boston, U.S.	Schooner....	91 London Rock, off Cape Ann, Mass.	do .....	Error of judgment.	do ..	400
Sept. 14	Search .....	19	Whitehaven, G.B.	St. John, N.B., to Saffi Morocco.	Brigantine...	175 70 miles S. W. from St. John, N.B.	Leaky .....	Stress of weather.	do ..	250
Oct. 16	St. Thomas.....	28	Quebec.....	Métis, P. Q., to Saguenay, P. Q.	Schooner....	33 Trois Pistoles, P. Q.	Stranded....	Stress of weather.	do ..	250

## STATEMENT OF WRECKS AND CASUALTIES TO SEA-GOING VESSELS—Continued.

Date of Casualty.	Name of Vessel.	No.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Register Ton- nage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
June 10	Santa Cruz.....	2	Quebec.....	Matane to Quebec.....	Schooner.....	52	Near Bellechasse Lighthouse, Riv'r St. Lawrence.	Collision.....	Not known.....	.....	Partial..	\$ 500 cargo 123
Nov. 9	St. Lawrence.....	.....	do .....	Chicoutimi to Quebec.....	Steamer.....	869	Cape East, Saguenay River.	Stranded.....	Strong current.....	.....	do ...	100
Dec. 20	Sparkling Water.	8	Halifax, N.S.....	Halifax to Georgetown, P.E.I.	Schooner....	36	Sheetin Island, n'r Halifax, N.S.	do .....	Snow storm.....	.....	do ...	Not known.
Nov. 26	Salacia .....	28	Newcastle, G.B.	Chatham, N.B., to Liverpool.	Bark.....	822	Rifleman Reef, P.E.I.	do .....	Deviation of compass.	.....	Total ...	17,500 cargo 5,000
do	Sarah A. Dudman.	12	Yarmouth, N.S.	Antwerp to Philadelphia.	do .....	490	Winter Shoals, Philadelphia.	Collision.....	Fault of other vessel.	.....	Partial..	450
Jan. 28	Tancook .....	4	do ...	Dublin to Philadelphia.	do .....	873	Lat. 52° 33' N., Lon. 25° 36' W.	do .....	Stress of weather.	.....	do ...	4,000
May 31	Thomas Lee ...	40	Workington, G.B.	Workington to Quebec.	do .....	309	West end of Goose Island, River St. Lawrence.	Stranded.....	Error of judgment.	.....	do ...	1,200
June 12	Terbonne ....	5	Montreal .....	L'Assomption Montreal.	to Steamer.....	55	Isle a la Trine .....	do .....	Fog.....	.....	No loss..	.....
Jan. 10	Three Cheers..	3	Halifax, N.S.....	In port at Halifax.....	Brigantine ..	185	Morin's Wharf.....	Collision.....	Not known.....	.....	Partial..	2,000
June 23	Twilight.....	1	Parrsboro', N.S.	St. John, N.B., to Parrsboro'.	to Schooner....	49	Recd's Point, St. John, N.B.	do .....	Carelessness of tug.	.....	do ...	127

Jan.	7	Trial.....	Pictou, N.S.....	Newfoundland Halifax, N.S.	do	to	do	Indian Brook, C.B.	Stranded.....	Stress of wea- ther.	Total....	2,400
May	11	Thetis.....	14	Halifax, N.S....	Pound Bay, P.E.I., to Harbor de Grace	do	do	78	Channey Point, P.E.I.	Ice .....	Not k'n.	.....
Sept.	9	Templar.....	5	Yarmouth, N.S.	Quebec to Cork.....	Bark .....	do	778	Lat. 44° 30' N., Lon. 56° 0' W.	Stress of wea- ther.	Partial..	12,000 cargo 1,000
do	25	Two Brothers..	new	Port Medway, N.S.	In harbour, Port Medway.	Schooner....	do	7	Port Medway.....	Unknown.....	Total ...	Unknown.
Oct.	14	Torryburn.....	8	St. John, N.B.	Newport, Wales, to St. John, N.B.	Bark .....	do	448	At sea. ....	Stress of wea- ther.	do ...	500
June	4	Thomas Cock- ran.	9	do	London to Boston....	do	do	627	Scatterie Island, C.B.	Fog.....	do ...	2,000
Aug.	13	Urda .....	1	Norwegian ....	Chatham, N.B., to Barrow, G.B.	Brig .....	do	318	West Point of Am- herst Island, Magdalen Is- lands.	Fog .....	Total ...	14,000 cargo, par- tial, 5,000
Oct.	3	Unity .....	new	Chatham, N.B.	Richibucto, N.B., to London.	Bark .....	do	420	South Beach, Richibucto.	Stranded ...	Partial..	trifling.
June	10	Victory .....	34	Aberdeen .....	London to Quebec...	Ship .....	do	1404	Ballast ground, Quebec.	Collision .....	do ...	do
Aug.	13	Valetta .....	11	Montreal .....	Montreal to Sydney, C.B.	Steamer ....	do	507	Between Lavallrie and Flat Island.	Stranded ...	do	No loss.
do	...	Victoria .....	...	Norwegian .....	Limerick to St. John, N.B.	Brig .....	do	374	Ballast ground, St. John.	do	do	535
Sept.	16	Valetta .....	22	Leith .....	Leith to Montreal ...	Bark .....	do	464	Brandy Pots.....	Collision .....	do	500
Nov.	11	Venture .....	...	Sydney, C.B., to Newcastle, N.B.	Sydney, C.B., to Newcastle, N.B.	do	do	337	4 miles N.W. from Eccaminac, N.B.	Stranded ...	Total ...	13,500
do	18	Victor .....	8	St. John, N.B.	At the Wharf, St. John, N.B.	Steamer ....	do	8	Rankin's Wharf, St. John, N.B.	Burned .....	Partial..	600

STATEMENT of Wrecks and Casualties to Sea-going Vessels.—Continued.

Date of Casualty	Name of Vessel.	Age	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
.....	Valiant .....	24	Yarmouth, N.S.	Sydney, C.B. to Tusket, N.S.	Schooner ...	39	Tusket Harbour ...	Damaged.....	Stress of weather.	.....	Partial..	\$ 300
Oct. 5	Volunteer .....	13	Windsor, N.S.	At Seaco, Maine .....	do ...	101	At the Wharf, Seaco, Me.	Stove a plank.	Not water enough.	.....	do ...	750
Dec. 9	Vista.....	5	Yarmouth, N.S.	Yarmouth to Martinique.	Brigantine...	135	20 miles N.W. of Yarmouth.	Loss of sails.	Stress of weather.	1	do ...	500
Oct. ...	Victor .....	12	P. E. Island ...	Glasgow to Charlottetown, P.E.I.	do ...	193	Sand Point, Gut of Canso.	Stranded ...	Fog .....	.....	do ...	Not known.
Jan. 29	W. J. Hatfield.	10	Yarmouth, N.S.	Philadelphia to Bremen.	Ship.....	891	Not known.....	Wat'logged	Stress of weather.	14	Total ...	25,000
April 3	Westwood.....	4	Halifax, N.S.	Porto Rico to Boston	Brigantine...	149	Hedge Fence, Vineyard Haven.	Grounded ...	Not known.....	.....	.....	No damage.
May 3	Wenonah.....	5	Pictou, N.S.	Antwerp to Musquash.	Bark .....	669	Musquash Harbour	Struck a rock.	Error of judgment.	.....	Partial..	400
July 14	W. E. Wier....	5	Liverpool, N.S.	Yarmouth, N.S., on fishing voyage.	Schooner....	45	20 miles W.S.W. of Seal Island.	Loss of spars and sails.	Struck by lightning.	.....	do ...	500
May 17	Winogene .....	8	Shelburne, N.S.	Troon, Ireland, to Greenland.	Brigantine...	399	Lat 60° 28' N., Lon. 48° 52' W.	Foundered...	Cut by ice.....	.....	Total ...	8,000
July 31	William Kendrick.	13	Sydney, C.B.	George's Bay, Nfld., to Halifax.	Schooner ....	53	Kipper Beach, George's Bay, N'd	Stranded.....	Dragged anchors.	.....	do ...	1,500 cargo 3,500
May 2	W. A. Heney...	5	Shelburne, N.S.	Cardenas, Cuba, to New York.	Brigantine...	198	Memory Rock, Little Bahama Channel.	do ...	Unknown current.	.....	Partial..	3,096

Aug. 10	W. E. Heard...	6	Yarmouth, N.S./New York to Monte Video.	Bark .....	587	At anchor off Monte Video.	Collision.....	Bgin. "Moor-hill" drifted across vessel's bows.	do ...	2,500
Aug. 27	W .....	1	Quebec.....	Schooner ...	215	Off Point St. Lawrence.	Stranded.....	Strong current	do ...	800 cargo 140
Oct. 27	W. W. Lord...	10	Pictou, N.S....	Whycocomah to Leith, G.B.	271	Pietre Ledges.	do	Anchor would not hold.	Total ....	7,000
Dec. 16	Wild Horse ....	12	Maitland, N.S.	New York to Halifax, N.S.	do	165	40 miles S.W. of Yarmouth, N.S.	Abandoned..	do ...	2,500 cargo 1,500
do	12 Westwood .....	4	Halifax, N.S....	Turks' Island to Halifax, N.S.	do	149	Herring Cove, Halifax Harbour.	Stranded ....	do ...	13,000 cargo 1,500

A P E N D I X No. 4.

STATEMENT of Wrecks and Casualties reported as having occurred to Inland Vessels, from 1st January, 1876, to 31st December, 1876.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial Loss.	Amount.
May 7	Belle McPhee.	4	Owen Sound, Ont.	Leith to Collingwood	3 masted schooner.	121	Eight miles north from Nottawasaga light.	Foundered	Stove by ice.	.....	Total	\$ 10,000 cargo
.....	City of Sandusky.	.....	Montreal	At Port Stanley	..... Steamer	463	Port Stanley	Burnt	Unknown	.....	do	15,000 cargo
May 4	Galabria	3	Hamilton, Ont	Kingston to Montreal	do	391	1 mile above Iron rock and foundered.	Struck a rock and foundered.	Fog	.....	Partial	2,500
July 13	Champion	.....	Montreal	Chatham to Windsor	do	17	Leake St. Clair	Burnt	Not known	.....	Total	3,000
Aug. 18	Glyde	4	Cobourg	Lying at Harwood Wharf.	do	44	Harwood's wharf.	do	do	.....	do	3,000
Sept. 17	Corinthian	11	Kingston	Kingston to Toronto	do	220	Near Grafton wharf.	Stranded	Stress of weather.	.....	Partial	2,000
April 16	Herald	.....	Montreal	Cleveland to Port Stanley.	Steam barge	461	1 mile south of Port Stanley.	Foundered	Sprung a leak	.....	Total	5,000 cargo
Oct. 9	L. May Guthrie	3	Coseaugh, Michgan.	Alpena to Monroe, Michigan.	Schooner	137	18 miles N.-W. of Goderich.	Dismasted	Stress of weather.	.....	Partial	1,500 cargo
.....	Marysburg	6	Picton	Toronto to Oswego, U.S.	do	150	20 miles from Oswego.	Collision	Fog	.....	do	Not known.
Oct. 26	Maggie Hunter	.....	St. Catharines, Ont.	Oswego to Toronto	do	169	Unknown	Foundered	Unknown	.....	7 Total	10,000
May 17	Thos. O. Street	7	St. Catharines	Port Colbourne to Windsor, Ont.	Barkentine	362	6 miles S.-E. from Long Point, Lake Erie.	from Capsized	Squall	.....	6 Partial	4,000

APPENDIX No. 5.

SUPPLEMENT to the Statement of Wrecks and Casualties which occurred to British, Canadian, and Foreign Sea-going Vessels in Canadian waters, and to Canadian Sea-going Vessels in other waters, during the Calendar Year of 1875.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Register Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 16	Ada, Louisa.....	7	St. John, N.B.	St. Peter's Bay, P. E. I., to Halifax.	Schooner.....	76	St. Peter's Bay.....	Stranded.....	Stress of weather.	.....	Total.....	\$ 2,250
do	Aaron Perkins	7	Salem, Mass.	Boone Bay, Newfoundland, to Salem, Mass.	do ..	45	Russel Point, Cape Breton.	do ..	Misstayd running into harbour.	.....	.....	1,500
do	Astride.....	2	Pictou, N.S.	London, G.B., to New Orleans.	to Ship.....	1000	Andressellen, France.	do ..	Stress of weather.	9	Total ..	Not known.
Oct. 26	Annie Cotter..	2	St. John, N.B.	Little Glace Bay to St. John, N.B.	Schooner.....	145	Near the Beacon, St. John, Harbour.	Collision.....	Error in judgment.	.....	Partial..	600
do	Bee.....	16	Yarmouth, N.S.	Weymouth to Annapolis.	do ..	24	Lower Granville, N.S.	Stranded.....	Stress of weather.	.....	Total ..	200
Nov. 28	Brothers' Pride	9	St. John, N.B.	Bristol, G.B., to St. John, N.B.	Barque.....	412	Near the Beacon, St. John, Harbour.	Collision.....	Neglect of the look-out.	.....	.....	.....
do	Bill Baxter.....	2	Windsor, N.S.	Turks Island to Boston, U.S.	Schooner.....	146	Montank Point, U.S.	Stranded ..	Stress of weather.	.....	.....	Not known.
do	B. W. Cochran	10	do ..	Boston to Windsor, N.S.	Brigantine...	131	On voyage.....	Loss of sails	do ..	.....	Partial..	700
July 1	Belle.....	.....	P. E. I. land.....	Charlottetown to Pictou, N.S.	to Schooner ...	43	Between Pictou Island and Cariboo Island, N.S.	Foundered...	do ..	.....	do ...	Not known.
Sept. 12	Chieftain.....	11	Halifax, N.S.	Kingston, Jamaica, to Halifax, N.S.	Brigantine...	127	Lat. 18° 15' N.; Lon. 74° 50' W.	Thrown on beam ends	do ..	.....	.....	do

SUPPLEMENT to the Statement of Wrecks and Casualties which occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, during the calendar year ending 1875.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Register Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Sept. 12	Chieftain.....	22	Halifax, N.S....	Digby, N.S., to New-Buryport, U.S.	Schooner....	87	On Bar at New-Buryport.	Stranded....	Inefficiency of officer in charge.	.....	No loss.....	\$ .....
Nov. 1	Calliope .....	9	Windsor, N.S.	Philadelphia, U.S., to Antwerp.	Ship.....	1202	Off CapeHenlopen, U.S.	Sprung a leak.	Stress of weather.	.....	Partial..	3,100
Dec. 19	Countess.....	4	Halifax, N.S....	Halifax, N.S., to Liverpool, G.B.	Brigantine...	178	Between Holyhead and Bardsey Island, Irish Channel.	Collision....	Defective light on board the Mary Fraser.	.....	Total ...	7,000
Not known	Dolly Varden..	24	United States..	At Wharf at Dalhouse, N.B.	Schooner....	90	Dalhousie, N.B.....	Stranded....	Error of judgment.	.....	Partial..	Not known.
Dec. 20	Delta .....	22	Glasgow, Scotland.	Little Glace Bay to North Sydney, N.S.	Steamer.....	428	Little Glace Bay...	do .....	do .....	.....	do ...	None.
Nov. 29	Emma.....	15	St. John, N.B.	St. John to Philadelphia.	Schooner....	120	St. John Harbour..	Capized....	Stress of weather.	1	do ...	1,300 cargo 67
do	Emma F. Seccor.	6	do	Antwerp to Baltimore, U.S.	Barque.....	571	Downs, British Channel.	Collision....	While getting under weigh fouled Brig "Assunta."	.....	do ..	900
do	Enterprise .....	8	do	Orapaud, P. E. I., to Boone Bay, Nfld.	Schooner....	42	Side of Allright Island, Magdalen Island.	Stranded....	Stress of weather.	.....	do ..	1,000 cargo 100
Sept. 13	Empress .....	10	Halifax, N.S....	Kingston, Jamaica, to Inagua.	Brigantine...	174	Lat. 19° 13' N., Lon. 74° 57' W.	Dismasted....	do .....	.....	do ..	10,000 cargo



Nov. 10	Emily Raymond.	4	St. John, N.B.	St. John to Wexford, Ireland.	do	290	South Bay Bar, Wexford, Ireland.	Stranded.....	Not sufficient depth of water.	do	2,464 cargo 285
Dec. 11	Ellen F.....	5	Pictou, N.S.	Pictou, N.S., to Cardenas, W.I.	do	180	Key Verde, Cuba.	do	Sagua Light mislead Captain.	Total	7,500 cargo 600
Nov. 26	Gazelle.....	2	Prince Edward Island.	Amsterdam to Sydney, C.B.	Barque.....	499	Port Nova Rocks, B.C.	do	Stress of weather.	do	26,000
do	George Peabody.	5	Gloucester, Mass., U.S.	Not known.....	Schooner	493	Lunenburg Harbour, N.S.	do	Not known.....	Partial..	297
Oct. ...	Gloire.....	14	Windsor, N.S.	Philadelphia to Bremen.	Ship.....	1138	At sea .....	Loss of sails, &c.	Stress of weather.	do	3,000
Mar. 23	Hesperus.....	11	St. Andrews, N.B.	St. Mary's, U.S., to Monte Video.	Barque .....	432	Lat. 37° 30' N., Lon. 57° 51' W.	Abandoned at sea.	Sprung a leak.	Total	8,500
Oct. 17	Haro .....	5	Halifax, N.S.	Gaspé to Esquimaux Point.	Schooner	50	English Bay, Anticosti.	Stranded.....	Stress of weather.	Partial..	300
do	James Duncan	4	Charlottetown P.E.I.	Liverpool to Charlottetown, P.E.I.	Ship..	699	St. Peter's Bay, Charlottetown Harbour.	do	Wearing ship.	do	.....
Nov. 30	Jessie Hoyt.....	3	St. John, N.B.	Waterford, Ireland.	Schooner.....	276	Atlantic Ocean.....	Loss of sails, spars, &c.	Stress of weather.	do	1,700
Dec. 21	J. K. Howard..	5	do	Yarmouth to St. John.	do	99	Sand Point, Yarmouth.	Stranded.....	Missed stays....	1 Total	4,000
Mar. 17	Julia Esson.....	3	Halifax, N.S.	Halifax, N.S., to Porto Rico, W.I.	Brigantine..	126	At sea .....	Foundered.....	Not known.....	8 do	10,000 cargo 12,000
Dec. 6	Lalla Rookh ..	11	St. John, N.B.	Havre to Tybee, U.S.	Barque .....	495	25 miles S. W. of the Bill of Portland.	Collision.....	Too dark to see vessel's light.	Partial	5,493 ballast.
Oct. 28	Lucy A. Nickels.	.....	Searsport, Maine, U.S.	St. John to Liverpool, G.B.	Ship .....	1395	Near the Beacon, St. John Harbour.	do	Error in judgment on part of master of other vessel.	do	50
Aug. 10	Lady Head .....	18	Quebec .....	On lighthouse service,	Steamer .....	169	Quoddy Head, U.S.	Stranded ..	Thick fog .....	do	4,000

SUPPLEMENT to the Statement of Wrecks and Casualties which occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, during the calendar year of 1875.—Continued.

Date of Casualty.	Name of Vessel.	Tonnage.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
July 20	Lord Mayo	4	Liverpool, N.S.	Hayti, W.I., to Boston, U.S.	Schooner	97	Between Hayti and Nassau, N.P.	Strung a leak.	Not known	.....	Partial.	\$ 10,000
Oct. 4	Minnie	3	St. John, N.B.	Dorchester, N.B., to St. John, N.B.	do	72	Sheppody, N.B.	Stranded	Stress of weather.	.....	do	480
Nov. 17	M. S. St. Pierre	.....	do	St. John to Philadelphia.	do	98	80 miles S.E. of Cape Henlopen.	Lost deck load.	do	.....	No loss.	cargo 100
do	Mountain Laurel.	9	United States.	Salem, Mass., to Ellsworth, Me.	do	140	Bond Cove, Bay of Fundy.	Stranded	do	.....	Partial.	1,600 cargo 300
.....	Mary E. Jones	9	Shelburne, N.S.	Not known	Brigantine	132	At sea	Not known	Not known	.....	Total	3,300
Oct. 10	Magdala	8	St. John, N.B.	Liverpool to Sydney, C.B.	do	215	Sydney Harbour	Collision	Other vessel dragged anchor and fouled her.	.....	Partial	1,095
Dec. 31	Mary B. Gardner.	2	Yarmouth, N.S.	New York, U.S., to St. Johns, N.W.I.	do	152	10 miles off St. John's Harbour.	Cut through by ice.	Ice	.....	do	1,600 cargo 700
do	Maria Scamell.	12	St. John, N.S.	Leighorn to New York.	Barque	394	At sea	Strung a leak.	Stress of weather.	.....	do	15,552 cargo 338
Oct. 19	Mary Fraser	.....	Windsor, N.S.	St. John to Liverpool, G.B.	Ship	1174	Near Bardsey Light, Carnarvon Bay.	Collision	Defective lights	.....	do	3,500
do	Mirella	11	Halifax, N.S.	Inaque, W.I., to Halifax, N.S.	Brigantine	139	Trum Cap, near Halifax.	Stranded	Unknown	.....	Total	6,000 cargo 494

Date	Name of Ship	Origin	Destination	Tonnage	Loss of Sails	Stress of weather	Other	Value
Nov. 17	Martha Ann Palmet.	St. John, N.B.	Fayal to Sydney, C.B.	do	300 Atlantic Ocean	Sprung a leak.	Partial	500
do	27 Oyster Bed Lass.	do	Sydney, C.B., to St. John, N.B.	do	155 At sea	Loss of sails	do	3,500 cargo 160
Dec. 13	P. Power	Halifax, N.S.	Sydney, C.B., to Bay St. Lawrence.	Schooner	76 Bay of St. Lawrence.	Stranded	Total	3,000
Nov. 28	Rosebud	St. John, N.B.	St. John to Boston, Mass.	Schooner	47 Off Cape Spencer.	Loss of sails.	Partial	100
Dec. 20	Reaper	do	St. John to Galway, Ireland.	Brigantine	350 Spidal Rock, Galway, Ireland.	Stranded	Total	20,000
do	23 Souvenir	Yarmouth, N.S.	Antwerp to Charleston, S.C.	Ship	977 Stone Inlet, near Charleston.	do	do	40,000
do	25 Santa Cruz	Not known	Cienfuegos to Halifax, N.S.	Schooner	Gray's Island, Shelburne Co.	do	do	Not known.
Nov. 17	Trial	Halifax, N.S.	Sydney, C.B., to Channel Isles.	do	45 Port au Basque, Newfoundland.	do	Partial	400 cargo 1,000
do	27 Transit	new Prince Edward Island.	Point Du Chêne to Mumbles Roads.	Barque	1140 Langlade, St. Pierre Miquelon.	do	Not known	Not known.
Not known	Thrufrang	Mandal	Quebec	do	399 Straits of Belle Isle	do	Partial	2,407
Oct. 20	Tidal Wave	St. John, N.B.	Sunderland, G.B., to St. John, N.B.	do	487 At sea	Loss of sails.	do	250
.....	Tyro	Yarmouth, N.S.	Liverpool, Eng., to St. John, N.B.	to Ship	795 do	Sprung a leak.	do	7,000
Mar. 9	Thomas Bayne	Halifax, N.S.	Aden to Bassein Burmah.	do	1235 Rasmalee, Gulf of Aden.	Stranded	Total	60,000 (ballast)
Nov. 17	Vigilance	Miramichi, N.B.	Port Hawkesbury to Pictou, N.S.	Schooner	90 Grant's Cove, Port Hawkesbury.	do	Partial	400
.....	William Keat.	London, N.S.	Baltimore, U.S., to Berbice.	to Brigantine	209 Not known	Not known	Total	9 6,300

SUPPLEMENT to the Statement of Wrecks and Casualties which occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, during the calendar year of 1875.—Continued.

Date of Casualty.	Name of Vessel.	Tons.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Register name.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Dec. 6	Wanderer.....	6	St. John, N.B.	Ramsgate to Car- denas.	Brigantine...	404	Longsand, North Sea.	Stranded....	Thick snow storm.	.....	Partial..	\$ 6,000
Nov 18	Wolverine.....	17	Gaspé, Q. ....	Fox River to Gaspé Basin.	Schooner.....	40	Indian Cove, Gaspé Bay.	Foundered..	Stress of wea- ther.	.....	do ... Total ...	1,200 cargo 2,000
Dec. 8	Wenonah.....	6	Pictou, N.S....	Falmouth to Ant- werp.	Barque .....	669	English Channel...	Collision....	Improper c'ise of other ves- sel.	.....	Partial..	10,000
Nov. 11	Wawaleuch ...	2	do .....	Queenstown to La Rochelle.	do .....	512	La Rochelle, Fr'nce with dock wall.	Collision	Stress of wea- ther.	.....	do ...	5,000

## APPENDIX No. 6.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, from 31st December, 1875, to 31st December, 1876, for gallant and humane services rendered in saving life from shipwrecked Canadian vessels.

Names and Designations of Persons.	Nature of Services Rendered.	Dates of Services Rendered.	Description of Rewards Granted.
Capt. R. C. Mears, master of the bark "Lepanto," of New York, U.S.	The bark "Hesperus," of St. Andrews, New Brunswick, while on a voyage from St. Marys, State of Georgia, U.S., to Monte Video, was discovered in lat. 37° 4' N., long. 57° 10' W., in a disabled condition, with only one mast standing. The master having asked to be taken off, the "Lepanto" launched a boat, manned by the mate, second mate and a seaman, although the night was dark and thick and a heavy sea on. They soon returned with the boat full of water, but started again at 9 p.m. and came back at 10:30 p.m., with the first mate and three seamen from the wreck, leaving the Captain and five men on board of it. Having lost sight of the wreck, it was not till 3:30 a.m. of the 22nd that the boat could again be launched, but this having been done, the brave crew returned at 4:40 with the remaining six wrecked persons. On 13th April, in lat. 19° N., long. 38 6' W., the Norwegian barquentine "Reidule," bound to Antwerp, was spoken and four of the crew of the "Hesperus" transferred to her; and on 22nd April the Norwegian steamer "Hakon Alstein," bound to Havre, was spoken, when the captain and the remainder of the wrecked crew were taken on board the steamer.	21st Mar., 1875	Gold watch; value \$100, to captain.  Silver watch; value \$40, to 1st mate.  Binocular marine glass; value \$30, to 2nd mate.  \$15 in money to seaman.
Mr. J. H. Simmons, first mate.			
Mr. Charles Jonson, second mate.			
Mr. John Carl, seaman.			
Capt. Leakin Barnes, of the brig "Harry," of Baltimore, U.S.	The brigantine "T. H. Haviland," of Arichat, N.S., while on a voyage from Porto Rico to New York, owing to a heavy swell which lasted for some days, strained her planks and became water-logged, and when on the point of foundering, the brig came up and rescued the shipwrecked crew.	17th July, 1875	Thanks of the Government to captain.
Mr. William Duane, lightkeeper, Green Island, Cape Breton, N. S.	The schooner "James R. Lithgow," of Halifax, N.S., having, during a thick fog, gone ashore on a reef of rocks, immediately fell over on her beam ends. The lightkeeper, hearing the cries of the crew, at the risk of his life, having been washed off several times by the breakers, eventually succeeded in throwing ropes to the vessel and establishing connection with the shore, by means of which the master and crew were landed safely.	July, 1875.....	Silver watch; value \$40.
Capt. Ira Augustus Storer, master of the ship "Carrie Clark," of Boston, Mass.	For rescuing, after much risk and trouble, the lives of Capt. Benjamin Nickerson and crew (nine persons, including the captain's wife), of the brig "Lochinvar," of Nova Scotia, wrecked on the Rocas Reef, in the South Atlantic, while on a voyage from New York to Pernambuco.	26th July, 1875	Gold watch; value \$100.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—*Continued.*

Names and Designations of Persons.	Nature of Services Rendered.	Dates of Services Rendered.	Description of Rewards Granted.
Capt. Thos. Connell, keeper of the Manicouagan lightship, Lower St. Lawrence.	One of the crew of the lightship, a man named Francis Kelly, while bathing, was carried by the strength of the current under the ship, and when in the act of sinking from exhaustion, Capt. Connell jumped overboard, grasped the drowning man, and held fast until a rope was thrown, by means of which, and the captain's assistance, he was hauled on board.	Sept., 1875 ....	Silver watch; value \$40.
Capt. Christen Christensen, of the bark "Camilla," of Arenden, Norway.	The schooner "Athlete," of Digby, N.S., while on a voyage from Digby to Demerara, experienced a hurricane which threw the schooner on her beam ends, dismasted her and swept deck load and everything from the deck. That the crew kept by the vessel for seven days after this disaster, when utterly exhausted, they made signals of distress, and were, at considerable risk, taken from the wreck by the "Camilla" and landed at New York.	15th Sep., 1875	Binocular marine glass; value \$40, to master.  \$20 in money to each of the four men who manned the rescuing boat.
Christian Hansen, Lars M. Larsen, and Carl Johannisson.	The schooner "Athlete," of Digby, N.S., while on a voyage from Digby to Demerara, experienced a hurricane which threw the schooner on her beam ends, dismasted her and swept deck load and everything from the deck. That the crew kept by the vessel for seven days after this disaster, when utterly exhausted, they made signals of distress, and were, at considerable risk, taken from the wreck by the "Camilla" and landed at New York.	15th Sep., 1875	\$20 in money to each of the four men who manned the rescuing boat.
Mr. Eusebe Lussier, of Sorel, Que.	For rescuing a man named Tousignant, the only surviving member of a crew of seven persons belonging to a barge sunk by a storm in Lake St. Peter.	29th Sep., 1875	Silver watch; value \$40.
Don Francisco Martinez, master of the Spanish mail steamer "Gijon."	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Gold watch; value \$100, to master.  Gold watch; value \$100, to 3rd mate.  Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Don Fernando Gutierrez Cueto, third mate.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Gold watch; value \$100, to 3rd mate.
Miguel Bayona y Such, boatswain.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Jose Bendala Florencio, seaman.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Miguel Such Bayon, seaman.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Jose Berez y Garcia, seaman.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Francisco Urizar y Alegria, seaman.	The brigantine "Little Fury," of St. John, N.B., while on a voyage from Sydney, C.B., to Cardenas, Cuba, having encountered a hurricane and sustained very severe damage by her sails, spars, boats and tackle being swept away, sprung a leak, and was in a sinking condition when the Spanish steamer came in sight, which, in response to a signal of distress, sent a boat to the assistance of the wrecked crew. That, owing to the roughness of the sea the boat was unable to board the "Little Fury," but the rescue was effected by means of a line attached to the vessel and floated by a buoy from the brig to the boat, the crew letting themselves down into the sea and being drawn through the waves into the boat.	26th Oct., 1875	Silver watch; value \$40, to boatswain, and one of same value to each of the four seamen.
Mr. Thomas Tinning, Toronto.	For rescuing certain of the crews of the schooners "Olive Branch" and "Fearless," wrecked off Toronto Harbour.	14th Nov., 1875	\$100 in money.
Capt. Amasa C. Sears, of the bark "Smyrniote," of Boston, U.S.	The ship "Jacob V. Troop," of St. John, N.B., while on a voyage from New York to Bristol, laden with grain, having been disabled by a gale and thrown on her beam ends in a helpless condition, her boats broken up and washed away, masts destroyed, and water fast rising in the hold, signals of distress were made, when the "Smyrniote" bore down, stayed by all night, and in the morning, after much risk, accomplished the rescue.	March, 1876 ...	Gold watch; value \$100, to captain.
Mr. J. B. Whitten, mate.	The ship "Jacob V. Troop," of St. John, N.B., while on a voyage from New York to Bristol, laden with grain, having been disabled by a gale and thrown on her beam ends in a helpless condition, her boats broken up and washed away, masts destroyed, and water fast rising in the hold, signals of distress were made, when the "Smyrniote" bore down, stayed by all night, and in the morning, after much risk, accomplished the rescue.	March, 1876 ...	Gold watch; value \$100, to mate.
Geo. Carr, seaman. Lewis Kolmorgan, seaman.	The ship "Jacob V. Troop," of St. John, N.B., while on a voyage from New York to Bristol, laden with grain, having been disabled by a gale and thrown on her beam ends in a helpless condition, her boats broken up and washed away, masts destroyed, and water fast rising in the hold, signals of distress were made, when the "Smyrniote" bore down, stayed by all night, and in the morning, after much risk, accomplished the rescue.	March, 1876 ...	The sum of \$40 to each of the two seamen who manned the boat.

## LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &amp;c.—Continued.

Names and Designations of Persons.	Nature of Services Rendered.	Dates of Services Rendered.	Description of Rewards Granted.
Capt. Gustaf Adolf Antman, master of the bark "Ensimainon," of Borga, Russia.	The vessel "Alice Abbott," of Liverpool, N.S., while on a voyage from Jamaica to Falmouth, was obliged to put into St. Thomas in distress, and that shortly after leaving, small-pox broke out among the crew—the master and steward dying, and three others of the crew being laid up—and that while in this condition, with mainsail gone and much water in the hold, she was fallen in with by the Russian vessel and her crew taken off and carried to Baltimore, where Capt. Antman was detained in quarantine for a period of thirteen days.	5th Mar., 1876.	Gold watch; value \$130.
Capt. Andreas Theodor Nielsen, master of the bark "Daphne," of Arnh Dahl, Norway. Mr. O. Mostad, second mate. Mr.—Smith, seaman. Mr. A. Hansen, do	For rescuing the crew of the brig "Ceres," of St. Andrews, N.B., abandoned while on a voyage from Cardenas, Cuba, to New York.	21st Mar., 1876	Thanks of the Government to captain. Silver watch; value \$30, to 2nd mate. Sum of \$20 to each of the two seamen who manned the rescuing boat.
Messrs. John Fleming, Edward Fleming and Joseph Callahan.	For rescuing, at risk to their own lives, the lives of the crew of the brigantine "Mary," of Halifax, N.S., stranded off Ketch Harbour.	April, 1876 .....	The sum of \$20 each.
Capt. Alex. Pollock, of Port Stanley, Ont. Capt. John Sweeney, of same place. Wm. Barrett, Daniel May, Jno. Landers, Patrick Gorman, John Williams and —. McAlester, all mariners of Port Stanley.	For rescuing the crew of a small boat belonging to the steam barge "Herald," of Montreal, which, while attempting to reach the shore at Port Stanley, was capsized amongst the breakers.	April, 1876 .....	Binocular marine glass; value \$30, to Capt. Pollock. Binocular marine glass; value \$30, to Capt. Sweeney. \$10 in money to each of the six mariners who manned the life boat.
Capt. Luigi Pesce, master of the bark "Rosalia," of Castellamare, Italy.	For taking on board his vessel, with the consent of the master, four of the crew of the brigantine "Sussex," of Windsor, N.S.; the latter having sprung a leak while on a voyage from Wilmington, U.S., to a port in Great Britain.	27th July, 1876	Thanks of the Government to captain.
Capt. Osborne, master of the bark "C. E. Jayne," of New York, U.S.	For rescuing, at great risk to his vessel, the four survivors of the crew of the ship "N. W. Blethen," of Yarmouth, N.S., capsized in a hurricane on 31st July last, when the greater portion of the crew, including the captain, his wife, and three children, seventeen persons in all, were lost. The rescued men were found drifting on a piece of the pilot-house of the lost ship, and had to be hauled on board the bark by ropes, the sea being too high for launching a boat.	2nd Aug., 1876	Gold watch; value \$100.

APPENDIX No. 7.

List of PERSONS, subjects of the Dominion of Canada, to whom Rewards have been granted by the British and Foreign Governments, from 31st December, 1875, to 31st December, 1876, for gallant and humane services rendered in saving life from shipwrecked British and Foreign Vessels.

Names and Designations of Persons.	Nature of Services rendered.	Dates of Services rendered.	Description of Rewards granted.	Governments granting.
<p>Captain R. J. Morehouse, of the schooner "John A. Merritt," of St. John, N.B.</p>	<p>For rescuing two men in a small boat belonging to the American fishing schooner "Ida Thurlo" — these men having left their vessel for the purpose of fishing — and, in consequence of a thick fog setting in, had, for three days, failed to find their vessel.</p>	<p>October 10, 1875.</p>	<p>Thanks.....</p>	<p>United States Government.</p>
<p>Captain Coalfleet, Master of the barque "Montreal," of Windsor, Nova Scotia.</p>	<p>For rescuing the crew — nine persons in all — of the barque "Smile," of Swansea, England, wrecked in North Atlantic, in lat. 44° 12' N., long. 41° W., while on a voyage from Brill River to Swansea.</p>	<p>Sept. 12, 1875.....</p>	<p>Telescope.....</p>	<p>British Government.</p>



## APPENDIX No. 8.

## REPORT ON THE OPERATIONS OF THE HARBOUR COMMISSIONERS OF TORONTO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

## TORONTO HARBOUR.

Secretary of Harbour Trust in account with the Harbour Commissioners for 1876.

Dr.

GENERAL BALANCE SHEET.

Cr.

1876.		\$	cts.	1876.		\$	cts.
Dec. 30	Wharf and Lighthouse property.....	53,574	75	Dec. 30	Suspense account.....	428	00
do 30	Office furniture and fixtures	785	18	do 30	Bank of Toronto overdrawn	6,417	63
do 30	Toronto, Grey and Bruce Railway.....	952	53	do 30	Balance to the credit of profit and loss.....	72,411	75
do 30	Lifeboat.....	486	80				
do 30	East End Harbour Works...	22,915	17				
do 30	Cash on hand.....	542	95				
		79,257	38			79,257	38

Having examined the Books, Accounts and Vouchers, and compared the Balance Sheet as above with the Books, we certify the same are correct, and represent a true statement of the affairs of the Trust to 30th December, 1876.

JOHN CARR,  
*Harbour Master.*

E. G. HELLIWELL,  
*Deputy Harbour Master*

JAMES E. DAY, }  
A. B. CAMPBELL, } *Auditors.*

JAMES G. WORTS, }  
Chairman. }  
GEORGE H. WYATT, } *Harbour Commissioners.*  
JOHN TURNER, }  
RICHARD TINNING. }

TORONTO, 2nd January, 1877.

STATEMENT IN DETAIL.

1876.	PROPERTY ACCOUNT.	\$	cts.	\$	cts.	\$	cts.
Jan. 1	Balance, as per Ledger, page 199.....	66,937	15				
July 27	R. Lewis & Son, garden engine.....		25 00				
				66,962	15		
	<i>Credit.</i>						
Jan. 22	Deduction of 20 per cent. for wear and tear .....			13,387	40		
						53,574	75
	OFFICE FURNITURE.						
Jan. 1	Balance, as per Ledger, page 207.....			757	23		
July 27	H. Graham & Co., account.....				9 00		
Dec. 30	R. Hay & Co., account.....				18 95		
							5 18
	TORONTO, GREY AND BRUCE RAILWAY.						
Jan. 1	Balance, as per Ledger, page 209.....	1,672	53				
Mar. 31	Quarter's rent, Queen's Wharf .....		525 00				
June 30	do do .....		525 00				
Sept. 30	do do .....		525 00				
Dec. 30	do do .....		525 00				
				3,772	53		
	<i>Credit.</i>						
Oct. 27	Payments, as per Special Account.....			2,820	00		
						952	93
	LIFE-BOAT.						
Jan. 1	Balance, as per Ledger, page 223.....	762	70				
Dec. 15	R. Lewis & Son, account for life preservers.....		14 50				
						777	20
	<i>Credit.</i>						
Mar. 18	Current expenses in maintaining boat. Charged profit and loss.....			290	40		
						486	80
	INSURANCE.						
Jan. 22	Premium on Queen's wharf storehouses.....			52	50		
Dec. 30	do Office furniture.....				8 50		
						61	00
	NEWSPAPERS AND ADVERTISING.						
do 30	Sundry items, per Petty Cash Book .....						28 00
	PRINTING, STATIONERY AND STAMPS.						
Jan. 12	Hart & Rawlinson's account.....			12	87		
Mar. 17	Copp, Clark & Co's. do .....				13 00		
July 25	do do .....				39 50		
Dec. 15	Hart & Rawlinson's do .....				24 42		
do 30	Sundry items, per Petty Cash Book.....				8 40		
						98	19
	EAST END HARBOUR WORKS.						
Jan. 1	Balance, as per Ledger, page 241.....			22,896	77		
do 12	Painted Notices for Breakwater.....				18 40		
						22,915	17

## STATEMENT IN DETAIL—Continued.

1876.	INTEREST.	\$	cts.	\$	cts.	\$	cts.
Nov. 30	Upon overdrawn amount with Bank of Toronto.....					1,095	47
	<b>LIGHTS, BUOYS AND BEACONS.</b>						
Mar. 31	Dickey, Neil & Co's. account for buoys, &c.....	100	00				
April 21	do balance of account.....	109	50				
May 2	Captain Jackman, hire of tug.....	12	00				
July 25	A. M. Browne's account for painting.....	80	65				
Dec. 15	Captain Jackman, raising buoys.....	50	00				
do 30	W. H. Sparrow's account for oil, &c.....	67	98				
do 30	Sundry items, per Petty Cash Book.....	152	80				
					572	93	
	<i>Credit.</i>						
Oct. 27	Amount paid by Schooner <i>H. P. Murray</i> , for damage to Range Lighthouse, Queen's wharf.....				2	00	
							570 93
	<b>OFFICE EXPENSES.</b>						
Jan. 12	W. H. Sparrow's account.....				6	10	
July 25	W. Staunton & Co's. do.....				10	50	
do 25	George Hardings do.....				21	94	
Nov. 14	Rent of office for 1876.....				390	00	
Dec. 30	Sundry items, per Petty Cash Book.....				48	06	
do 30	W. H. Sparrow's account.....				9	55	
							486 15
	<b>CHARGES ACCOUNT.</b>						
Jan. 12	Auditors' fees for 1875.....				50	00	
do 12	Commissioners' fees for 1875.....				292	00	
Mar. 31	Captain Kerr, quarter's rent of house.....				36	00	
							378 00
	<b>COAL, WOOD AND GAS.</b>						
Jan. 12	Gas Company's account for quarter.....				16	25	
Oct. 31	William Goodherham, jun., account for wood.....				30	50	
do 31	Snarr & Sons' account for coal.....				27	40	
Dec. 30	Sundry items, per Petty Cash Book.....				113	15	
							187 30
	<b>SALARIES.</b>						
Mar. 17	Captain Kerr, salary for part of year and allowance at death.....				250	00	
Dec. 30	John Carr, Harbour Master.....				1,200	00	
do 30	E. G. Helliwell, Deputy Harbour Master.....				700	00	
do 30	Captain Taylor, do 9 months.....				450	00	
							2,600 00
							84,219 47

## PROFIT AND LOSS.

1876.		Dr.	\$	cts.	1876.		Cr.	\$	cts.
Jan. 12	R. Dennis, repairs to Queen's wharf.....		15	50	Jan. 1	Balance, as per Ledger, page 273.....		79,686	40
do 22	Law coats in re Hood transferred.....		405	81	Mar. 31	Quarter's rent of Queen's wharf.....		525	00
do 22	Allowance for wear and tear on property—20 per cent.....		13,387	40	June 30	do do .....		525	00
Mar. 18	Current expenses credited lifeboat .....		290	40	Sept. 30	do do .....		525	00
Oct. 27	Overcharge Toronto, Grey & Bruce Railway.....		45	00	Oct. 27	Undercharge, Toronto, Grey and Bruce Railway, to balance account.....		45	00
do 31	Items per Petty Cash Book.....		3	09	Dec. 30	Quarter's rent of Queen's wharf.....		525	00
Nov. 30	Tinning Bros., care of lifeboat for 1876.....		60	00	do 30	Harbour dues.....		10,391	10
Dec. 15	Charles Robertson, repairs to Queen's wharf.....		98	51					
do 30	Insurance account.....		61	00					
do 30	Newspapers and advertising..		28	00					
do 30	Printing, stationery, &c.....		98	19					
do 30	Interest.....		1,095	47					
do 30	Lights, buoys and beacons..		570	93					
do 30	Office expenses.....		486	15					
do 30	Charges.....		378	00					
do 30	Coal, wood, water and gas..		187	30					
do 30	Salaries.....		2,600	00					
do 30	Balance .....		72,411	75					
			92,222	50				92,222	50

JOHN CARR,

*Harbour Master.*

E G. HELLIWELL,

*Deputy Harbour Master.*

Audited and found correct.

JAMES E. DAY,

A. B. CAMPBELL,

} *Auditors.*

TORONTO, 2nd January, 1877

COMPARATIVE STATEMENT.—Arriving by Steamers and Vessels for 1875 and 1876.

Description.		1875.	1876.
Merchandise and all unenumerated articles.....	tons.	18,385	13,757
Coal.....	do	150,016	152,319
Wood.....	cords.	8,807	6,553
Stone.....	toise.	3,609½	4,130
Lime, Plaster, &c.....	brls.	12,446	9,280
Fish, Tallow, Oil.....	do	1,536	420
Grain and Pulse.....	bush.	79,110	112,410
Salt.....	bags.	4,597	7,760
Lumber.....		849,500	729,000
Fire Brick.....		71,360	48,000
Common Brick.....		83,000	356,000
Potatoes and other vegetables.....	brls.	1,579	2,083
Fruit.....	do	3,410	9,878
do.....	boxes.	13,203	9,480
do.....	baskets	28,111	14,251
Horses, Carts, &c.....	each.	304	290
Whiskey.....	brls.	63	6
Moulding sand.....	tons.	1,127	1,223
Unwrought Building Stone.....	do	2,624	3,193
Porter, Ale, Cider.....	brls.	547	477
Hay.....	tons.	264½	250
Flour.....	brls.	68	None.
Salt.....	do	186	11
Laths and Hoops.....		1,290,000	404,000

COMPARATIVE Statement of the different kinds of Coal Imported in the Years 1874, 1875 and 1876.

Description.	1874.	1875.	1876.
Hard coal.....	58,390	75,204	97,654
Soft do.....	65,223	73,199	54,394
Blossburgh coal.....	4,828	1,613	271
	128,441	150,016	152,319

To the Board of Harbour Commissioners, Toronto :

GENTLEMEN,—I would most respectfully present for your information this my Annual Report of the operations of the Harbour Trust for the past season of 1876, from the opening of navigation on 11th April to the close on 19th December.

The receipts from Harbour Dues was \$10,391.10, being a deficiency from 1875 of \$230.01. This slight falling off in receipts from this source was caused by the continued dullness in the shipping business, as well as railway competition.

Total Revenue for 1876.....	\$13,297 10
Total Expenditure.....	5,769 99

The indebtedness of the Trust to the Bank in Toronto at the last annual meeting, held 31st December, 1875, was \$13,943.09, since which date the sum of \$7,525.46 has been deposited to the credit of the Trust, leaving a balance due on the 31st December, 1876, of \$6,417.63.

Should the water continue to keep as favourable during next season as during the past, and should no unforeseen expenditure be required on Harbour Works during the coming year, the Trust will be in a position to pay off its present indebtedness, and have a considerable amount to its credit at the end of 1877.

*Importations.*—The total importations of coal during the past season were 152,319 tons, being 2,303 tons in excess of the previous year. There has been a considerable falling off in other importations, viz., wood, hay, plaster, fruit, &c.

The following is a statement of the vessels frequenting the harbour during the season of 1876:—

Steamboats, loaded.....	521
do light.....	130
Propellers, loaded.....	143
do light.....	65
Sailing vessels, loaded.....	1,265
do light.....	154
Total.....	2,278

Showing a falling off from 1875 of 161. There were also a number of tugs employed in towing vessels, &c. ; also four ferry-boats plying to the Island and Humber. The number of vessels wintering in our harbour is 62, being an increase of 15 over 1875, 14 of the largest of which are moored in the Don Channel, giving a total tonnage of vessels wintering here of 12,458 tons, and presenting in our harbour quite a lively appearance in the shipping line.

*State of Water.*—The water in the harbour kept unusually high during the past season, averaging 23 inches higher than in 1875, the highest point registered 41 inches above zero—on the 30th December 10 inches above zero, being 8 inches higher than at corresponding date in 1875; the favourable state of the water during the season permitting steamboats and other vessels to pass in and out through the Eastern Gap Channel, and, as a consequence, interfering less with the operations of dredging and blasting being carried on in the Western Channel.

*Storm Signal.*—The Storm Signal Drum, which appears to give general satisfaction, was hoisted 17 times during the season, under the direction of Prof. Kingston, of the Magnetic Observatory.

*Fog Bell.*—The Fog Bell on Gibraltar Point, on the Island, has, during the past year, been raised several feet higher, and, it is to be hoped, will now meet the requirements of mariners using our Harbour.

*Lighthouse.*—Masters of vessels frequenting our harbour complain of the light on the Island not being sufficient for the purpose for which it was originally

intended, and say the improved lighthouses on other points of Lake Ontario show the great necessity for this light being altered from a fixed to a more modern revolving light, and assert that they usually "pick up" the Queen's Wharf light as soon as that on the Island point. It is to be hoped that the proper authorities will see the great necessity of carrying out this improvement without delay, as it might thereby be the means of preventing shipwrecks and loss of life.

*Harbour Buoys.*—The buoys were placed out to mark the different channels, between the 11th and 19th April, on the opening of navigation, and have since been taken up as follows, viz:—Eastern Gap Channel, on 16th November; Bell buoys and Spar-buoy, Lighthouse Point, on 15th December; and those in the Western Channel on 19th December.

*Lights.*—The lights on the Queen's Wharf were discontinued on the 19th December.

*Lifeboat.*—The lifeboat in charge of Messrs. Tinning & Brothers never having been provided with life preservers, on the approach of the fall and stormy weather, and, fearing similar accidents to those of last fall, I furnished the boat with seven, so that she is now fully equipped for any emergency.

*Government Works.*—The Government works on the Queen's Wharf Channel were commenced on the 23rd June, under the direction of W. Kingsford, Esq., C.E., under the superintendence of Captain Paul. The dredging and blasting operations were carried on till the beginning of December, considerable progress having been made. Should this work be continued to its completion next spring, this channel will give much satisfaction to mariners, and it is to be hoped that the Government, having once made a good commencement, will not relax their endeavours to complete this work, so that at the lowest water mark the largest and deepest laden vessels navigating our inland waters may safely pass through this important entrance to the harbour of Toronto.

*Harbour and Island.*—There have been no very remarkable changes taken place in the position of the harbour and Island during the past year. The water in the different channels has been very satisfactory. The Western Channel averaged 13 feet 8 inches; Eastern Gap Channel, from 7 feet 4 inches to 8 feet 10 inches; Don Channel, from 12 feet 6 inches to 13 feet 6 inches.

As there was no dredging required this season by the Trust in connection with our harbour, the expenditure on harbour works was trifling as compared with previous years, and, in consequence of which, the Trust will be in a condition to considerably reduce their indebtedness.

*Harbour Stock.*—The Queen's Wharf pier and Don Channel breakwater, the property of the Trust, are at present in a remarkably satisfactory condition.

I have much pleasure in being in a position to report that not the slightest accident or casualty has occurred in connection with our harbour during the past season of 1876. At the same time I regret having to notice the loss, in September last, of the schooner Maggie Hunter, belonging to Toronto. She is supposed to have gone down off Oswego, with all hands, when bound for this port laden with a cargo of coal.

Since the last annual meeting of the Board, they have sustained the loss of a trustworthy officer by the death of Capt. Robert Kerr, who faithfully performed the duties of Deputy Harbour Master, in charge of Queen's Wharf premises, lights, buoys and beacons, for upwards of fourteen years, to the entire satisfaction of the different Boards of Harbour Commissioners.

Capt. Archibald Taylor, late of the schooner Annie Mulvey, who was appointed to succeed the late Capt. Kerr, has performed his first year's duties with diligence and satisfaction.

There are many matters of minor detail presented to the Board at their monthly meetings, which I consider unnecessary to mention herein.

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In conclusion, I have again much pleasure in bearing testimony to the efficient manner in which both my deputies have performed their respective duties during the past year—Mr. Helliwell more immediately being connected with the office, and looking after the vessels arriving in the harbour, and Capt. Taylor in charge of the Queen's Wharf, lights, buoys and beacons, and storm-signal drum.

Hoping the management of the affairs of the Trust for the past year will meet with the approval of the Board of Harbour Commissioners of Toronto.

All which is respectfully submitted.

JOHN CARR,  
*Harbour Master.*

HARBOUR MASTER'S OFFICE,  
2nd January, 1877

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APPENDIX No. 9.

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REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1876.SECRETARY'S OFFICE,  
MONTREAL, 3rd February, 1877.WM. SMITH, ESQ.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements showing the receipts and expenditure of the Commissioners for the year ended 31st December, 1876.

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THE RECEIPTS from all sources were as follows, viz:—

	\$	cts.	\$	cts.
<b>INWARDS.</b>				
On goods subject to ad valorem wharfage, \$4,151,854, at $\frac{1}{4}$ per cent...	12,879	64		
do do specific wharfage.....	52,699	24		
Over, received in fractions .....	14	08		
	65,592	96		
<b>OUTWARDS.</b>				
Wharfage collected upon sailing vessels, steamers and their cargoes...	104,539	95	170,132	91
From Collectors of Customs, Ontario:—				
January, February, March.....	1,301	97		
April.....	84	27		
May.....	625	93		
June.....	1,623	59		
July.....	1,855	94		
August.....	3,534	71		
September.....	2,573	27		
October.....	1,627	35		
November.....	598	73		
			13,825	76
<b>LOCAL TRAFFIC.</b>				
Wharfage on goods, inwards.....	7,557	55		
do do outwards.....	817	65		
Harbour dues on barges.....	18,896	14		
do steamers.....	4,046	74		
Commutation on steamers.....	19,224	33		
Received for piling lumber.....	2,788	00		
do do wood.....	3,096	26		
do for services of chain tug.....	165	25		
do from weigh scales.....	520	84		
do for rent of small offices.....	770	20		
			57,882	96
			241,841	63
Less wharfage returned.....			993	29
Net revenue.....			240,848	34
Debentures sold during the year.....			403,000	00
<b>FROM DOMINION GOVERNMENT.</b>				
Received on account of new channel operations:—				
March.....	40,000	00		
July.....	33,000	00		
October.....	55,000	00		
General account.....	76,000	00		
			204,000	00
Interest from City Bank to 30th June.....	3,086	93		
do do 31st December.....	7,317	10		
			10,404	03
Accrued interest on debentures sold.....			1,684	93
Sundries:—				
Received from Harbour Master, cartage to yard refunded.....	14	80		
do J. T. Therien, sale of old timber.....	28	00		
do for coal sold.....	83	55		
do in payment of fines, &c.....	65	00		
do Decker & Co., for rent.....	400	00		
do McLachlan Bros., damage to dredge No. 2.....	398	20		
do Pillow, Hersey & Co., for scrap iron.....	305	35		
do Carbray & Reuth, damage to chain tug.....	15	00		
do Richelieu and Ontario Navigation Co., for elm.....	77	52		
			1,387	42
<b>Total receipts.....</b>			<b>\$861,324</b>	<b>72</b>

THE EXPENDITURE of the year was as follows, viz.:—

	\$	cts.	\$	cts.
Harbour dredging .....			57,372	46
do Repairs .....			35,711	31
do Expenses, including salaries, general management, &c .....			26,845	00
Interest on harbour debt .....			97,407	00
Construction Account:—				
Military Basin .....	27,626	25		
Longueuil Ferry Wharf extension .....	4,731	66		
McNamee, Gaherty & Frechette, balance of contract .....	18,368	21		
Wind-mill Point Wharf .....	14,103	99		
Hochelaga Wharf .....	1,973	66		
			66,803	77
Harbour debentures paid during the year .....			126,066	67
Harbour dues on goods transhipped at Quebec:—				
H. & A. Allen .....	2,415	08		
David Shaw .....	48	60		
Henry Fry & Co. ....	25	45		
Thompson, Murray & Co. ....	26	85		
D. Torrance & Co. ....	473	50		
			2,989	48
Expenses for platforms, &c., during high water in spring:—				
Richelieu and Ontario Navigation Co. ....	520	42		
Anderson McKenzie .....	22	56		
H. & A. Allan .....	1,093	32		
D. Torrance & Co .....	457	60		
			2,093	90
Law costs <i>in re</i> Graham .....			100	00
Chain tug .....			2,764	59
Timber for wharves:—				
J. & B. Grier .....	3,575	00		
Paul Labelle .....	625	53		
John Poupore .....	2,397	08		
John J. Bew .....	296	20		
			6,893	81
Harbour Survey .....			641	90
Dominion Government interest .....			55,671	72
Board of Engineers .....			2,718	82
Buoys and beacons .....			3,549	90
Printing, advertising and stationery .....			1,680	33
New channel operations .....			146,994	28
Lake and river dredging plant:—				
A. Cantin, on account of tug "St. James" .....	4,000	00		
A. Baile, do barge "Caroline" .....	1,350	00		
			5,350	00
New building:—				
J. B. St. Louis & Bros .....	4,419	24		
James Howley .....	203	50		
George Roberts .....	7,979	68		
Hopkins & Wily .....	800	00		
A. C. Hutchison .....	800	00		
Charles Garth & Co .....	2,750	00		
G. Chapleau .....	51	48		
Prowse Bros .....	2,501	67		
Henry Miller .....	1,677	95		
Phillips & Wand .....	3,659	50		
E. Chanteloup .....	2,500	00		
Noel Pratt .....	1,595	00		
R. Foreyth .....	488	00		
E. Reid .....	435	00		
Sundries .....	1,288	46		
			31,149	48
Travelling and incidental expenses .....			830	69
Lamps and lighting wharves .....			866	63
Revetment wall repairs .....			343	78
<b>Total expenditure .....</b>			<b>674,846</b>	<b>54</b>

A comparison of the revenue with the amount of the previous year exhibits a decrease of \$7,000 (and that entirely in the local traffic). In view of the general depression of trade, it is gratifying to find that the difference is not greater.

The full details and descriptions of the repairs to wharves, new constructions and dredging within the harbour, will be found fully set forth in the Chief Engineer's report, a copy of which is enclosed.

I also forward you copies of the following annual reports, viz.:—The Harbour Master's, with comparative statements; the Superintendent of Pilots, giving particulars of the work done in connection with the Buoys and Beacons in the River St. Lawrence between Montreal and Quebec; and Captain Short's, of the Chain Tug.

The Commissioners are still engaged in deepening the ship channel between Quebec and this city. A full report on the subject, up to the close of the fiscal year, was forwarded in due course to the Department of Public Works, under whose supervision this work is being carried out.

The report (with plans) on the boundaries of the harbour, prepared by the Provincial Land Surveyors, Messrs. Rielle, Hopkins and Perrault, to which reference was made last year, has been received, and the Commissioners are taking the necessary steps to obtain the ratification of the same.

The Board of Engineers appointed to consider the best method of improving the harbour, have not yet sent in their report. The delay has been greatly owing to the difficulty experienced in obtaining accurate surveys, owing to the prevailing high water.

A Superintendent of Pilots, for the better supervision of that department and the care of the buoys and beacons, was appointed last season, and the Commissioners consider the appointment a great advantage to the Service.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,  
*Assistant Secretary.*

#### REPORT OF THE HARBOUR MASTER.

H. H. WHITNEY, Esq.,

Secretary of the Harbour Commissioners of Montreal.

SIR,—I have the honour to submit the following as my annual report for 1876.

When January commenced the river was frozen over, and the ice was of sufficient strength as to permit teams to cross in all directions; there was very little snow in and around the city; sleighs and wheels were in requisition up to the 24th, when whells disappeared from the streets; weather changeable. The coldest day of the month was the 13th—thermometer at 8 a.m. 6° below zero. The water in the river fell during the month about three feet. The weather in February was changeable; the 5th was the coldest day—thermometer at 8 a.m. 12° below zero, and the water in the river fell during the month one foot; on the last day of February it reached its lowest point, 25 ft. 10 in. on the lock sill of the Lachine Canal, or 8 ft. 10 in. above the usual summer level.

March commenced with bright mild weather, and the thermometer no day during the month at 8 a.m. marked below zero. As the weather grew milder the water in the river began to rise, and at the end of the month there was 29 ft. 3 in. on the lock sill, or 12 ft. 3 in. above the summer level.

April commenced with changeable and disagreeable weather; the water in the river continued to rise, and on the 24th reached its highest point, 34 ft. 2 in. on the lock sill of the Lachine Canal, or 17 ft. 2 in. above summer level. On the 12th the ice in the river began to show symptoms of decay; on the 16th the first shove took place a short distance below the Victoria Bridge, and daily after kept shoving and

moving downwards until the 26th, when the whole body moved downwards, leaving the harbour free from ice, excepting some small quantities that were deposited upon the wharves. On the 27th fifteen schooners and one brigantine (sea-going vessels) arrived in port from Boucherville, where they had wintered, and on the following day eleven more arrived in port from the same place; also several small steam tugs and river craft; the water was then from three to four feet over the wharves, and gradually receding.

May commenced with disagreeable weather, snow and rain falling at times. On the 6th the water was 7 ft. 5 in. above the summer level, and the tops of the wharves dry; the water then began to rise again, and on the 17th reached its highest point, 28 ft. 8 in. on the lock sill of the Lachine Canal, and from two to three and a half feet over the wharves, and then gradually receded. On the 8th the steamship "Polynesian" arrived in port, the first vessel from sea; after that date vessels from sea arrived daily. On account of the high water it was necessary to erect stages on the wharves alongside of vessels to discharge and receive their cargoes upon, which was done by the Harbour Commissioners at considerable cost, and everything was done that possibly could be done under such circumstances to give vessels despatch and facilitate business.

June commenced with bright fine warm water; the water in the river kept gradually falling; on the 6th, the tops of the wharves were again dry, and a commencement was then made to remove the stages that were erected to land and receive cargo upon. The water kept unusually high during the whole navigable season, which was of great benefit and advantage to those engaged in the trade of the port.

There was a large amount of dredging done in the harbour this season, and considerable repairs to the wharves which sometimes occupied a large and valuable portion of it, but as vessels from the sea arrived regularly, and not many at one time, and getting quick despatch, there was ample accommodation for all, and none put to inconvenience, nor yet delayed. There will be more and better accommodation for vessels of a large class next season than there has heretofore, but for small inland vessels, those carrying brick, sand, hay, wood, lumber, &c., &c., further accommodation is very much needed. The wharves around the King's Basin are in a very dilapidated state, and have been so for the last two years. I would recommend the repairs of these wharves at as early a date as possible, as they are very valuable, central and much sought after.

The extension of wharves at Windmill Point will be of great benefit to those engaged in the coal trade, they are admirably adapted for that purpose, and well located.

The Quebec and Ottawa Lumber Merchants are turning their attention to this port, and begin to find that it is in every respect, convenient and suitable for them to carry on their business. A large number of barges laden with deals, arrived in port last fall from Ottawa, and discharged their cargoes on the wharves between the Longueuil Ferry and Hochelaga, which they found admirably adapted for that purpose; the deals were shortly after shipped to England. I find that as business increases in that part of the harbour, that it is greatly obstructed for the want of ramps to connect with St. Mary Street. I would, therefore, recommend that two be made between the jail and the Longueuil Ferry, and three between the ferry and the old wharf at Hochelaga.

The South-American lumber trade has greatly fallen off the last two or three years, but no doubt will soon revive again.

You will see by the accompanying comparative statement that, although the number of sea-going vessels was less last year than the previous one, the tonnage was greater, clearly showing that the vessels are yearly increasing in size and draft of water; and therefore it is necessary to deepen the channel and improve the harbour so as to meet the growing wants of the trade.

The last vessel for sea, steamship "Flamborough," left port on the 23rd November; and the last inland sailing vessel, on the 2nd December. The Laprairie and Longueuil Ferry Steamers went to winter quarters (Boucherville) on the 10th

December; thermometer at 8 a.m., 10° below zero, and the river full of ice, navigation completely closed, and the water rising rapidly.

On the 18th December the wharves were covered. On the 19th, several persons crossed the ice between Longueuil and Hochelaga on foot, and teams crossed on the 21st; people crossed the ice from St. Lamberts to the city on foot the same day, and teams crossed on the 23rd.

The water in the river, on the last day of the year, was 16½ feet above the summer level, and gradually receding.

I herewith enclose comparative statement showing the classification, number and tonnage of sea-going vessels, and the greatest number in port at one time; also the number and tonnage of inland vessels, and the greatest number in port at one time for the past ten years; also a list of the names of ocean steamers, and the number of voyages made by each that visited the port last season.

Submitting the whole for the consideration of the Harbour Commissioners,  
I have the honour to be, Sir,

Your obedient and humble servant,

(Signed,) A. M. RUDOLF,  
*Harbour Master*]

HARBOUR OFFICE, 4th January, 1877.

#### FRONTAGE OF WHARVES in the Harbour of Montreal at the close of 1876.

Description.	Total lineal frontage.
Wharfage for 24 feet draft.....	5,562 feet.
„ 20 „ .....	11,357 „
„ 10 to 20 .....	5,265 „
Total.....	<u>22,184 feet.</u>
	or 42 miles.

## PORT OF MONTREAL.

COMPARATIVE Statement showing the Number and Tonnage of Inland Vessels that arrived in port the past ten years, and the greatest number in port at one time.

	No. of Vessels.	Tonnage.	Greatest Number in Port at one time.
1867.....	5,248	744,477	244, October 31st.
1868.....	5,822	746,927	297, June 22nd.
1869.....	5,866	712,324	259, November 5th.
1870.....	6,345	819,476	255, October 6th.
1871.....	6,878	824,787	281, October 6th.
1872.....	7,150	936,782	309, October 21st.
1873.....	6,751	833,462	296, June 8th.
1874.....	6,855	956,837	301, June 1st.
1875.....	6,178	811,410	256, August 4th.
1876.....	6,083	786,083	262, November 9th

COMPARATIVE Statement showing the Dates of the Opening and Closing of Navigation, first arrival from Sea, and the last Departure for Sea, the past ten years.

	Opening of Navigation.	Close of Navigation.	First arrival from Sea.	Last departure for Sea.
1867.....	April 22	December 6	May 4	November 29
1868.....	do 17	do 9	do 4	do 27
1869.....	do 25	do 6	April 30	do 24
1870.....	do 18	do 18	do 22	do 27
1871.....	do 18	do 1	do 22	do 29
1872.....	May 1	do 8	May 5	do 26
1873.....	April 25	November 29	do 4	do 21
1874.....	do 25	December 13	do 11	do 21
1875.....	May 3	November 29	do 9	do 22
1876.....	April 27	December 10	do 8	do 23

(Signed),

A. M. RUDOLF,

*Harbour Master.*

HARBOUR OFFICE,  
MONTREAL, 4th January, 1877.

PORT OF MONTREAL

CLASSIFICATION, Numbers and Tonnage of Sea-going Vessels that have arrived in port, the past ten years, and the greatest number in port at one time.

Years.	Steam ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Schoon-ers.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Greatest Number in port at one time.
1867...	106	87,199	55	47,463	81	39,883	18	9,273	64	3,757	140	11,478	464	199,053	59, Oct. 24
1868...	105	101,566	41	36,693	75	31,871	21	7,807	49	4,875	187	16,947	478	198,759	61, June 21
1869...	117	117,865	66	64,484	103	45,710	18	9,243	49	4,735	204	17,726	557	259,863	61, Nov. 4
1870...	144	133,912	78	73,175	157	76,797	16	4,183	62	10,351	223	19,428	680	316,846	62, June 20
1871...	142	146,327	99	92,502	170	82,363	26	6,559	47	7,839	180	15,551	684	351,721	88, Oct. 27
1872...	215	217,713	67	62,775	182	87,199	20	5,221	68	11,504	175	14,388	727	398,800	84, Oct. 30
1873...	242	245,237	72	65,823	184	76,594	18	4,660	59	8,581	147	12,583	702	412,478	84, Aug. 28
1874...	266	262,086	50	46,938	167	80,677	15	3,928	64	10,688	169	19,096	731	423,423	76, July 6
1875...	266	256,435	40	39,895	138	63,167	17	9,801	53	3,833	138	13,981	642	386,112	60, Aug. 18
1876...	240	262,829	40	37,303	146	66,002	18	5,848	35	4,700	123	14,488	602	391,180	61, July 24

(Signed), A. M. RUDOLF,  
Harbour Master.

HARBOUR OFFICE,  
MONTREAL, 4th January, 1877.





(Copy.)

HARBOUR COMMISSIONERS OF MONTREAL,

CHIEF ENGINEER'S OFFICE,  
MONTREAL, 25th January, 1877.

H. H. WHITNEY, Esq.,  
Secretary Harbour Commissioners,  
Montreal.

DEAR SIR,—I beg to submit to the Board of Harbour Commissioners, the following Report upon the works executed in the Harbour of Montreal during the year 1876.

NEW WORKS.

*Mill Street Basin.*—The extension of the new wharf and basin has been carried on vigorously throughout the whole working season; but the great depth and extreme hardness of the dredging have confined the progress to very narrow limits.

The site of the basin, as mentioned in the Report of last year, chiefly consists of a "hard pan" of indurated clay and gravel, tough and firm as ordinary concrete and rendered worse by being mixed with boulders of all sizes. The dredges, though working well, have been unable to take up an average of more than about 156 cubic yards per day, and as the depth of cutting is 20 to 24 feet, the work of a dredge is only equal to the completion of about 20 square yards of the surface of the basin per day. Three to five dredges have been engaged in the work throughout the summer, and a total of 109,417 cubic yards have been raised; equal, if concentrated, to the finishing of about 1,500 square yards of basin, but in reality spread over a much larger area in various stages of progress. In front of the wharf built during the last two summers and extending up to opposite the Canal Waste Weir, the dredging is taken out to 25 feet at low water for a breadth of 25 to 90 feet from the face of the wharf. Outside and above this—extending about 800 feet further up stream and 150 to 250 feet from the line of the wharf—the bottom has been taken out to 9 to 15 feet in depth at low water.

The timber work of the wharf has been extended forward as fast as the dredging permitted. A distance of 349 feet has been built and carried up to an average of 3 feet above low water mark, and the 375 feet built to the same level in the previous year, was this summer finished to the full height and planked. In the extension of this year is included a crib-work race way, or culvert, with an opening of 26 feet wide by 8 feet high and extending back 110 feet from the face of the wharf, for the purpose of connecting with the lower waste weir of the Lachine Canal.

The back-filling of the wharf has been continued forward rather faster than the extension of the timber work, and has been confined to a breadth of 100 feet from the face line of the wharf. All the work has, as before, been done by the Commissioners own men.

The space in rear opposite the Government property and below the lower wastewear, has been to a great extent filled up by the contractors for the canal works, and Messrs. W. P. Bartley & Co. have also deposited a large quantity of earth filling opposite their property.

The expenditures of the year on the basin are:—

Dredging.....	\$44,063 00
Timber, plank, &c., for wharf.....	\$5,828 85
Iron, tools and other materials, do.....	463 46
Wages upon crib-work, do.....	4,013 41—
Wages upon backfilling.....	1,499 55
Total.....	\$55,868 27

*Military Basin.*—One dredge was kept at work the greater part of the summer in preparing the site of the new wharf and deepening the western or inner side of the basin. An aggregate quantity of 19,350 cubic yards were raised, and the greater part of the basin is deepened to 25 feet at low water.

The new timber wharf on the main shore side of the basin, of which 785 feet were built up to an average of 3 feet above low water in 1875, was, during the summer, extended to the lower end of the basin and completed throughout the whole length of 1,406 feet, between the Victoria Pier and the Commissioners Wharf, and at depths varying from 25 to 27½ feet at low water.

The new wharf is finished at a level of 10 feet above ordinary low water and some 3 feet higher than the old wharf, thus involving the raising of the space in rear back to the revetment wall.

About one-third of the distance at the upper end of the basin is already raised and something done upon half the remaining distance, but a large quantity of filling and macadamizing is yet to be done on the wider space at the lower end of the basin.

Both timber work and filling have been done by day work by the Commissioners' men, and great care has been taken in selecting the materials and making the workmanship of the wharf of the very best and most substantial description.

The expenditures upon this work for the past year are :—

Dredging.....		\$4,595 00
Timber and lumber for wharf.....	\$12,420 25	
Iron, tools, &c., do.....	692 34	
Wages upon timber work, do.....	6,533 39	19,645 98
Wages upon filling and backfilling, do.....		3,333 67
Total.....		\$27,574 65

The total cost of the wharf proper, that is the timber work completed, including all materials, labour, purchase of tools, sinking of cribs, &c, but not including the earth filling, is as follows :—

In 1875, from commencement of work.....	\$12,279
In 1876, up to completion.....	19,646
Cost of 1,406 lineal feet, or \$22.70 per foot.....	\$31,925

As compared with similar wharves built under contract, the cost is as follows :—

Wharf recently built by contract, contract price per foot.	\$26 00
Extras—proportion paid per foot, about.....	4 92
Total .....	\$30 92

Deduct for tamarac plank facing, included in this list, but omitted in Military Basin .....

\$1 20

Net price .....

\$29 72

In another wharf the contract price was, price per foot ...

\$25 75

Extras—proportion paid per foot, about.....

4 79

Total .....

\$30 54

Deduct for tamarac plank facing, included in this list, but omitted in Military Basin .....

\$1 20

Net price .....

\$29 34

The lowest *bond fide* tender received for the work just finished, when it was intended to construct it by contract, was \$25 per foot, or about \$24.25 per foot after deducting for a pine face plank included in the tender. It appears, therefore, that besides such advantages as there may be in having the work constructed in the most careful way, both as regards material and workmanship by the Commissioner's own men, an actual saving has been effected of \$2.30 to \$7.02 per foot, or \$3,233.80 to \$9,870.12 on the whole length of 1,406 feet.

*Sections 25 to 28.*—The shoal in the mouth of the Basin in Section 25 (or lower end of Commissioner's Wharf) was partly removed to 24 feet in depth, in the latter part of the summer. The shoal which ran along in front of the wharves from the Basin in Section 25 to the Monarque Street Wharf in Section 27, has been removed, except a small piece in Section 26, and, with this exception, there is now not less than 24 feet depth of water provided from the face of the wharves to the Main Channel. Total quantity of dredging, 7,627 cubic yards.

The extension of the Longueuil Ferry Wharf both above and below the Jail (Sections 27 to 32) was, it will be remembered, left in an unfinished state as regards the backfilling, at the end of 1875. At the beginning of the past summer, filling was resumed, and continued till the whole was completed in the middle of August. Cost, \$4,731.66.

*Sections 30 to 33.*—The removal of the shoal which extended along outside the new ten feet water wharf up to the Timber Basin at the Jail was completed this summer, and the whole space in front of the wharf is now cleared out not less than 10 feet in depth. Total dredging this year, 10,170 cubic yards, at a cost of \$3,021.

The backfilling of the extension of the Hochelaga Wharf, (Sections 35 to 37) which was left in a partially finished state in 1875, was continued during the past summer, and is now completed with the exception of two comparatively small holes between the Quebec, Montreal, Ottawa and Occidental Railway and the old Hochelaga Wharf. Cost, \$1,863.13.

#### HARBOUR REPAIRS.

On the clearing away of the ice in the spring, it was found that a number of the older wharves had suffered damage by the floating up of the top planking or covering. In some places a part of the plank and sills were only lifted vertically from a few inches to two or three feet, but in the worst instances, as at the Queen's Basin and the Richelieu River, a large proportion of the whole cover was lifted up and floated out of place in a body. With the exception of the Jacques Cartier Pier, in which the cover was insufficiently bolted, all the wharves which suffered were very old and the upper timber so much softened as to be unable to hold the rag-bolts by which they were anchored to the sills bedded below.

Nothing faulty in the plan of construction was developed, none of the newer well built wharves suffered, and the failure of so many of the old ones at once is doubtless to be attributed to the fact that in the middle of January and end of February the water in the Harbour fell so low as to allow the ice to rest upon the wharves and probably freeze to them, after which the river rose and floated up the ice, no doubt carrying up all the old and weakest plank covers with it.

*Sections 12 and 13—Queen's Basin.*—The steps at the upper end of the basin having become much decayed were taken up and renewed.

The planking and sleepers under the Allan Line Steamship shed, were to a great extent lifted and floated out of place in the winter or spring and had to be relaid. Nearly all the the material was saved, but much of it especially the sleepers was very old and too much decayed to be worth being put back in place and new timber was used instead.

*Section 15.*—The top planking of the Albert Pier between the main shore and the Island Wharves was lifted in the winter throughout a length of about 130 feet, and moved about 18 inches out of place, manifestly because the sleepers were so old and rotten that the bolts had no longer a hold in them. The disturbed part was re-laid

with new timber in a cheap temporary way, in view of the fact that the whole pier (which is a pile structure built in 1832) will require to be re-built at an early day.

The main shore wharf on the inner side of the King's Basin and the part of the Island Wharf, fronting on the outer side (both of which are dilapidated pile structures built in 1831) were similarly damaged to the extent of 167 and 215 feet in length respectively, and were also repaired temporarily for the same reason.

The outer side of the Island Wharf, which is of crib-work, also suffered some little damage, 170 feet of the back part of the covering having been lifted vertically, but it was easily lowered into place and secured without the use of new material.

*Section 17—Richelieu Pier.*—The upper side of the pier, which is an old and much decayed pile wharf, had the top completely lifted off and carried in shore by the ice. The damaged portion was built up to the standard level of the other wharves and covered anew, and the opportunity was also taken to raise and recover the outer end of the pier.

*Section 18.*—The covering plank of the Jacques Cartier Pier (a crib work wharf only some 2½ years old) was found on the clearing away of the ice to be sprung up in the centre from insufficiency of fastening. The planks were taken up and the sleepers bedded down and well secured, and the planking relaid. Cost, \$844.61.

*Section 19.*—The wharf at the inshore end of Bonsecours Basin, built of crib work about 1844, had become much decayed above water, and it was therefore taken down to the sound timber at low water mark, and built up anew to the present standard height in the latter part of the summer. Length renewed, 403 feet. The space in rear of the wharf was filled up to the new level also.

The cost was as follows :—

For timber work.....	\$2,877 41
For earth filling and back-filling.....	325 69
	3,203 10

The Grand Trunk Railway Company, in order to make their track conform to the new level at the Bonsecours Basin, as also at the Market and Military Basins, raised it up at the Commissioner's request, and placed new planking between the rails.

*Section 20.*—The upper side of Victoria Pier, which was in a weak and decayed state, was damaged during winter, and was rebuilt above water line for a length of 106 feet.

The covering of 142 feet of the outer end of the pier was also disturbed and damaged, and was relaid. Cost, \$856.82.

*Section 32.*—A length of 99 feet of the upper end of the original Longueuil Ferry Wharf was thoroughly repaired and raised to the adjoining wharf and planked anew. Cost, \$905.14.

*Section 37.*—The original Hochelaga Wharf, built of crib work in 1856, had of late become much decayed on the surface above water, and in the latter part of the summer the face and top planking and sleepers, together with two or three courses of face timber, were stripped off and renewed. The opportunity was also taken to extend the superstructure over the crib sunk at the lower end of the wharf in 1873, and the space in rear was filled up in the usual way, thus extending the frontage of the wharf by a length of 112 feet.

The original wharf was, as is known, very strongly built and on stripping off the planking all the timber of the crib work, though twenty years old, was found to be quite sound up to within two or three feet of the top. Cost of the repairs and addition, \$4,481.

The wooden retaining walls of the ramp approaching the wharf are beginning to show signs of decay, and will require early renewal or heavy repairs.

*Section 23 to 26.*—The space in rear of the wharves, from the upper end of the Commissioner's Wharf to Monarque Street, has been carefully re-graded and macadamized throughout the whole distance of nearly half-a-mile.

The flagging of the foot-path along the revetment wall on Common and Commissioners' Streets, from the new Examining Warehouse to end of Section 13 (near Port Street), and from the west end of the Custom House to the ramp opposite Custom House Square, and making a total of 635 square yards, was taken up and re-laid by the Commissioners' own men, at a cost of \$254 or 40c. per square yard.

Besides the above-mentioned larger repairs, the usual patching and light repairing throughout the Harbour has been done on a liberal scale, and the general condition of the wharfrage has been improved rather than allowed to deteriorate. Much heavy work, however, yet remains to be done to place everything in good order. Considerable portions of the revetment wall (as mentioned in last year's Report) require to be re-built, and many of the older timber wharves require more or less extensive renewals at an early date; but all important works of this character are necessarily postponed until the general scheme for the improvement of the Harbour is decided upon, after which they can be carried out so as to form part of the whole.

The expenditure upon Harbour repairs has been very much larger than usual, and amounts in the books of the Secretary to \$35,711 for 1876, as against \$16,449 for 1875. The increase is, however, readily accounted for by the unusually large amount of work necessarily done. The spring floods involved the erection and demolition of platforms requiring considerable quantities of timber and planks, and the services of large gangs of men and teams until 7th June. After the subsidence of the flood, the damage to the wharves by the ice, already described, involved a further large and unusual outlay. The renewals or heavy repairs, as in the case of Bonsecours Basin, Richelieu and Victoria Piers and Hochelaga Wharves, although in the usual course, have been larger and more costly than common.

#### DREDGING.

Dredging has been carried on with the Commissioners plant as before, the harbour fleet consisting of five spoon dredges, three clam-shell derricks (for unloading scows), three screw tugs, and 18 flat scows, and one hopper scow. Occasional assistance has been rendered to the harbour fleet by the tugs of the ship channel fleet, but the tugs of the former have in turn rendered frequent service to the ship channel work.

The dredges, derricks, tugs and part of the scows were wintered in the Lachine Canal. All the dredges were fitted out ready for service at dates between the 4th and 10th of May, and all stopped work to return to winter quarters on the 29th of November, making a working season, or time of service ranging between 174 to 178 days, and making a general average of 176½ days each.

The nominal working time of the dredge is as usual 10 hours per day, but the time in which they were actually dredging after deduction of time lost for repairs, changing position, waiting for scows and all other causes ranges from an aggregate of 1,534 hours or 87 per cent. of the gross time of service in the case of No. 6 dredge, to 1,346 hours or 75½ per cent. in the case of No. 5 dredge, and averages 84.6 per cent for all the dredges during the past summer as compared with an average of 82.3 per cent. in the previous year.

The aggregate quantity of dredging done by all the dredges is 156,082 cubic yards. The gross charges of every kind against the account of "Harbour Dredging" in the books of the Secretary are for the past year \$57,362.46, but this, as is customary, includes certain general expenses and salaries which in part are fairly chargeable to other works. Deducting an estimated sum of \$1,900 for these items, the actual expenses of the whole Harbour dredging fleet for spring outfit, repairs, fuel, stores, wages, &c., would be \$55,462.46. The total quantity of dredging done was 156,082 cubic yards, and the average cost would, therefore, be 35½c. per cubic yard for dredging, towing and unloading the material by steam derricks, and including all expenses of every kind except interest and depreciation of plant.

The corresponding actual expenses in 1875 were \$76,807, which included \$7,828, the proportionate cost of service of No. 1 dredge in the harbour up to 13th September of that year. Deducting this latter sum, and also the work done by Dredge No. 1,

the comparison of cost and work of the same strength of plant in 1875 and 1876 will be as follows:—

1875, cost, \$68,979; cubic yards dredged, 151,719; cost per cubic yard, 45 4·10c.
1876, do \$55,462; do 156,082; do 35 5·10c.
Decrease \$13,517
Increase 4,363

The principal items in which the saving has been effected are in fitting out in spring, the reduced price of coal, and reduced cost of repairs to the machinery.

The system of making the ordinary small repairs of the machinery by the Commissioner's own men, instead of at private establishments, was adopted last year, and for this purpose a barge was fitted up as a small floating machine shop, with forges, steam hammer, and a few machine and other tools. So far the measure has been of great advantage, not only in securing uniformity and thoroughness in the repairs, but in saving of cost and, above all, in saving delays to the dredges by the facility with which repairs can be made upon a shop reached at any moment by a tug, or even placed alongside if necessary, instead of carting the work to places at some distance.

The following are the localities at which dredging has been done in the different parts of the harbour, with the cost of the same, including towage, unloading, &c., as above mentioned:

*Sections 6 to 10.*—(*Windmill Point or Mill Street Basin.*)—Extending the Basin upwards, enlarging and clearing out shallow spots; hard-pan and boulders; 6 to 28 feet water (actual depth at time); 109,417 cubic yards, costing \$44,063 or 40 27·100c. per cubic yard.

*Sections 12 and 13.*—(*Queen's Basin.*)—Clearing out boulders and shallow places in basin; 25 feet water; 1,642 cubic yards, costing \$504, or 30 69·100c. per cubic yard.

*Section 14.*—(*Elgin Basin.*)—Clearing out deposit from Commissioner Street sewer; 25 feet water; 6,502 cubic yards, costing \$1,070, or 16 45·100c. per cubic yard.

*Section 20.*—(*Victoria Pier.*)—Clearing out sand deposited in winter; 27 feet water; 1,373 cubic yards; \$315, or 22 94·100c. per cubic yard.

*Sections 20 to 22.*—(*Military Basin.*)—Deepening basin and preparing sites for crib work; quicksand and mud, &c.; 22 to 31 feet water; 19,351 cubic yards, costing \$4,595, or 23 74·100c. per cubic yard.

*Sections 25 to 28.*—Removing shoals, clay, gravel, and boulders—18 feet to 31 feet water, 7,627 cubic yards \$1,888 or 241<sup>7</sup>/<sub>100</sub>c. per cubic yard.

*Sections 30 to 33.*—(*Extension of Longueuil Ferry Wharf.*)—Removing Shoal—clay, gravel, and boulders; 18 feet water; 10,170 cubic yards, costing \$3,021, or 20<sup>7</sup>/<sub>100</sub>c. per cubic yard.

All the dredging plant has worked well and without any serious casualties.

#### CHAIN TUG "A. G. NISL"

The chain tug was placed at her station in the St. Mary's Current, on the 6th May, and remained there for service until 29th November, when she was sent to winter quarters in the Lachine Canal, making a working season of 199 days (including Sundays).

The actual service required by the shipping from the tug during the season has been insignificantly small, owing, doubtless, to the unusual height of the river and slackness of the Current St. Mary, and in a still greater measure to the abundance in number and lowness in charges of ordinary tugs belonging to private parties. The current has been so weak that many low-powered steamers and vessels in tow which in ordinary years required assistance, have this year required none, while, in cases where such assistance was needed, the services of ordinary tugs have been obtainable at exceedingly low rates, and with the advantage that such tugs assist vessels into their berths in the Harbour while the chain tug can only assist them through the current.

Up to the 30th of August, the tariff of the chain tug was 3 cents per ton register of the vessels assisted, and after that date it was reduced to two cents with the view of inducing those wishing her services to call for them more freely.

The earnings are :—

Up to 30th August,		
6 vessels of 4,679 aggregate tons, at 3 cents per ton.....	.....	\$130 37
After 30th August to 21st November,		
2 vessels of 1,269 aggregate tons at 2 cents per ton.....	.....	25 38
Total.....	.....	\$165 75

The crew and expenses have been kept on the lowest possible scale consistent with efficiency, and the officers and crew have been employed on other services when not actually engaged on the tug. The total outlay for the year has been \$2,986.95 (as compared with \$3,599.21 for 1875 )

Further details will be found in the report of the captain of the boat.

#### NEW OFFICES.

The completion of the new harbour building was delayed somewhat beyond the expected time, but it was at length finished, and the business of the Harbour Commission transferred to it on the 14th September last, the first meeting of the Board being held in it on the 20th September.

The other building in Custom House Square (which had been used by the Harbour Commissioners and Trinity Board from 1855) was offered at auction on the 19th October last, but no satisfactory bids having been received, it was withdrawn.

#### GENERAL.

The valuable report and plans of the Board of Surveyors appointed to determine the boundaries of the Harbour, were received on 16th December, and will doubtless be of great service, not only in settling such questions as have already arisen as to the shore boundaries of the Harbour property, but may be of still greater service in preventing the rise of disputes in future.

Much inconvenience, amounting at times to confusion, having been experienced from the system of designating the wharves and basins by names which in themselves give no indication of locality, it was determined by the Board to adopt the plan of numbering instead.

The great irregularity of the wharfage and the probability of considerable changes in future, prevented the simple numbering by piers, as in New York for instance, and the Harbour front was therefore divided into sections as nearly as possible one-tenth of a mile in length, measured along the general line of the shore, and these are numbered consecutively, commencing at the Victoria Bridge abutment and numbering down stream. The number of any section, therefore, shows at once its distance in tenths of a mile from the Bridge, and its distance from any other section. Each section is understood to comprehend everything, whether pier, basin, or straight wharf, which may be included within it or join the main shore within its limit. A convenient map showing the division, the recent addition to the wharfage and other features of interest in the Harbour, is being prepared to accompany this report.

The extension of the wharves, both upward and downward, required a corresponding increase in the means of lighting at nights, and the opportunity was taken to make careful estimates in conjunction with the officers of the Gas Co., with a view to substitute gas for kerosene lamps. It was found, however, that not only the first cost, but the mere interest and maintenance cost upon a length of nearly two miles of pipe which it would be necessary to lay to supply about sixty lamps, was altogether too great to be entertained, and it was therefore determined by the Board to increase the oil lamps. Twenty were accordingly added; the new lamp posts having been placed in the central part of the Harbour, and the old ones moved to less important positions.



The year has been characterized, as regards the Harbour, by having brought the highest flood known to have arisen from the regular freshets as distinguished from temporary floods caused by the gorging of the ice below the city.

The Great Lakes and the St. Lawrence were higher throughout the spring than usual, and the Ottawa rose 10 inches at Ottawa city above the flood of 1846, which was the highest previously known, the effect of the meeting of the high water of both the rivers at the Island of Montreal being to raise the harbour 1ft. 8in. and 1ft 6in. higher than the floods of 1854 and 1861 respectively, which were the highest before shown in official records.

I am, Sir,

Your obedient servant,

(Signed) JOHN KENNEDY,  
*Chief Engineer.*

ABSTRACT of Work done in different parts of the Harbour of Montreal in 1876.

Places where Dredges worked.	Dredges.	Quantities dredged at each place.	Total Dredged.	Remarks.
		Cub. yds.	Cub. yds.	
Section 6 to 10, Windmill Point .....	No. 2.....	19,080		
do do .....	do 4.....	29,362		
do do .....	do 5.....	13,276		
do do .....	do 6.....	18,517		
do do .....	do 7.....	29,182		
			109,417	Hard pan and boulders.
Sections 12 and 13, Queen's Basin.....	do 5.....	1,642	1,642	Mud, gravel and boulders.
Section 14, Elgin Basin.....	do 4.....	270		
do do .....	do 5.....	6,232		
			6,502	Sewage deposit and gravel.
Section 20, Victoria Pier.....	do 5.....	1,373	1,373	Winter d. posit of sand, &c.
do 20 to 22, Military Basin.....	do 5.....	19,351		
			19,351	Quicksand, mud, &c.
do 25 to 28.....	.....	.....		
do 25 to 27.....	No. 2.....	6,277		
Monarque Street.....	do 4.....	135		
Section 27 and 28.....	do 5.....	1,215		
			7,627	Clay, gravel and boulders.
Section 30 to 33, Longueuil Ferry wharf .....	do 2.....	10,170		
			10,170	do do
Total .....	.....	.....	158,082	

ABSTRACT of Work done by each Dredge in the Harbour of Montreal in 1876.

Dredges.	Commenced working.	Stopped working.	Time of Service.	Places at which work was done.	Quantities dredged at each place.	Dredged Totals.	Remarks.
Spoon Dredge No. 2.....	6th May .....	29th Nov. ....	Days. 177	Sec. 6 to 10, Windmill Point .....	Cubic yds. 19,080	.....	Hard pan and boulders.
do	10th do .....	29th do ...	174	Sec. 30 to 33, Longueuil Ferry Wharf .....	10,170	.....	Clay, gravel and boulders.
do	10th do .....	29th do ...	174	Sec. 25 to 27 .....	6,277	.....	do
No. 4.....	10th do .....	29th do ...	174	Sec. 6 to 10, Windmill Point .....	29,362	.....	Hard pan and boulders.
do	10th do .....	29th do ...	174	Sec. 14, Elgin Basin.....	270	.....	Sewage deposit and gravel.
do	10th do .....	29th do ...	174	Sec. 27, Monarque St. Wharf.....	135	.....	Clay, gravel and boulders.
No. 5.....	4th do .....	29th do ...	178	Sec. 6 to 10, Windmill Point.....	13,276	.....	Hard pan and boulders.
do	4th do .....	29th do ...	178	Secs. 12 and 13, Queen's Basin .....	1,642	.....	Mud, gravel and boulders.
do	4th do .....	29th do ...	178	Sec. 14, Elgin Basin .....	6,232	.....	Sewage deposit and gravel.
do	4th do .....	29th do ...	178	Sec. 20, Victoria Pier .....	1,373	.....	Winter deposit of sand, &c.
do	4th do .....	29th do ...	178	Sec. 20 to 22, Military Basin .....	19,351	.....	Quicksand, mud &c.
do	4th do .....	29th do ...	178	Secs. 27 and 28.....	1,215	.....	Clay, gravel and boulders.
No. 6.....	8th do .....	29th do ...	176	Sec. 6 to 10, Windmill Point.....	19,517	.....	Hard pan and boulders.
do	8th do .....	29th do ...	176	do do .....	29,182	.....	do
No. 7.....	8th do .....	29th do ...	176	Gross Total .....	.....	.....	.....
						156,082	

HARBOUR COMMISSIONERS OF MONTREAL.

Harbour Commissioners' Dredging Plant employed in the Harbour of Montreal in 1876.

Description of Vessels.	Hull.			When Built.	Engines.					Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
	Length Over all.	Breadth of Beam.	Depth of Hold.		Kind of Engine.	No. of Cylinders.	Diameter of Cylinders.	Length of Stroke.	Pressure of Steam.			
<i>Dredges.</i>												
Spoon No. 2 .....	Ft. in.	Ft. in.	Ft. in.									
do No. 4 .....	77 0	26 6	6 3	1875	Horizontal non-condensing	1	12	16	60 to 70	40		
do No. 5 .....	77 3	27 0	6 6	1872	do	1	14	16	60 to 90	40		
do No. 6 .....	77 6	27 0	6 6	1873	do	1	14	16	60 to 90	40		
do No. 7 .....	77 0	27 0	7 6	1874	do	1	14	16	60 to 90	40		
do No. 8 .....	77 3	27 0	7 0	1874	do	1	14	16	60 to 90	40		
<i>Derricks.</i>												
Clam-shell Derrick, No. 1 .....	56 8	23 9	5 9	.....	do	1	8	12	60 to 70	.....		
do do No. 2 .....	57 0	23 6	5 9	1872	do	2	7	12	60 to 90	.....		
do do No. 3 .....	61 9	24 0	5 9	1875	do	1	10	12	60 to 90	.....		
<i>Tug Boats.</i>												
John Brown .....	.....	.....	.....	.....	Vertical non-condensing	1	18	30	60 to 70	.....		
St. Peter .....	68 0	16 6	8 6	1875	do	1	20	22	80 to 90	.....		
St. Paul .....	65 5	15 0	8 0	1875	do	1	16	18	80 to 90	.....		
<i>Scows.</i>												
1 Dumping Scow .....	80 0	16 0	7 6	1874								
3 Flat do .....	70 0	18 0	5 0	1875								
2 do do .....	75 0	20 0	5 9	1876								
13 do do various sizes and ages .....	.....	.....	.....	.....								

HARBOUR COMMISSIONERS OF MONTREAL,  
SUPERINTENDENT OF PILOTS' OFFICE,  
MONTREAL, 9th January, 1877.

J. KENNEDY, Esq.,  
Chief Engineer,  
Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit the following report of work performed in connection with the Buoys and Beacons during the summer of 1876.

My appointment as Superintendent of Pilots was made by the Commissioners on the 15th June, though for some time previous I had been temporarily employed in replacing buoys in the spring.

From 8th to 11th May, twenty-eight buoys were put down, viz:—Sixteen at the most important points on Lake St. Peter, seven at Isle Plates near Lavaltrie, two at Verchères and three at Varennes, and, at Point aux Trembles, the buoys that had been disturbed by the ice were replaced.

From 12th to 15th May, thirteen buoys were put down, viz:—Six at Becanœur, two at Champlain, two at Cap Levrard and three at Cap La Roche, and some which had moved from their proper position by the ice, were replaced.

From 17th to 24th June, ten buoys were put down, two at Cap La Roche, two at Cap Charles, one at the Batture de Grondine, a new one on the shoal at Cadieux, and three new ones on rocks in the Richelieu Rapids.

On 25th June, a large number of buoys between Isle Plates, Lavaltrie and Montreal which had been moved by the ice were replaced and two new ones were put down, one at Longue Point and one at Hochelega.

From 15th to 24th July, the beacons at Becanœur were repaired, and one new buoy was placed on the Batture at Cadieux, one at Grondine Shoal, and three on the rocks in the Richelieu Rapids.

From 1st to 5th August, Lake St. Peter was inspected, and buoys which had been disturbed replaced in position.

From 12th to 16th August, the buoys at Cap La Roche were re-adjusted, and the anchor chains shortened to suit the low summer water in the river.

From 19th to 23rd August, soundings were taken at and between Cap Charles and Cap La Roche, the results of which have already been submitted to the Commissioners in a joint Report, made by Captain Armstrong and myself. After which the buoys and beacons between Cap Charles and Sorel were inspected and re-adjusted where necessary.

On 12th September, nine white buoys and five black ones were put down in Lake St. Peter, in the place of old ones removed.

On 24th September, a gauge was placed alongside Lightship No. 2, on Lake St. Peter, and some buoys which had been disturbed by rafts were replaced. A buoy at Becanœur which had been carried away was replaced, as also one at Batiscan, and another at Cap La Roche on the poullier razer.

On 2nd October, removed the damaged buoys at Isle Plates (Lavaltrie), put one new buoy at Cap St. Michel in place of one that was carried away or removed.

On 24th October, accompanied the Commissioners and Officers to Cap La Roche on the investigation into the touching of the steamer "Stelvio" and "Colombo" between this point and Cap Charles.

On 7th November, at Lavaltrie and points above lifted ten anchors and old buoys which had become visible from the continued subsidence of the water in the River, shortened up the chains of the buoys between Lavaltrie and Champlain, and at Cap La Roche placed balises on the buoys in order to make them more easily distinguished during stormy weather in the autumn.

On 23rd November. Lifted twenty-seven anchors and buoys between Champlain and Becanœur, in order to save them from being carried away by ice in winter; between Portneuf and Montreal eighty-eight wooden buoys and nine iron ones were left to winter in position. The steamer "Sarmatian," in coming up the river on the 3rd July,

got aground on the Becancœur Shoal, but was fortunately got off the next day without damage. From inspection and enquiries made on the spot, it was learned that the accident happened through the thick weather, the Pilot having mistaken the buoy on the north side of the channel for that on the south. In order more fully to guard against similar mistakes in the future, a very large buoy was placed on the north side of the Channel.

In conclusion, I respectfully beg to draw attention to a letter addressed to the Commissioners suggesting that buoys be placed in Lake St. Peter at Nicolet, Cap Lavrard and Cap La Roche, in order to make out a separate course for tugs towing rafts, and thus avoid their interfering with the use of the main ship channel by large vessels.

I am, Sir,  
Your obedient servant,

(Signed),

JOS. LEVEILLÉ,  
*Superintendent of Pilots.*

MONTREAL, January 6th, 1877.

JOHN KENNEDY, Esq.,  
Chief Engineer Harbour Commissioners,  
Montreal.

SIR,—I have the honour to submit my Annual Report of the Chain Tug for the year 1876.

The boat went into commission on the 6th May last, but owing to the spring freshets, the river rose to such a height that the Current St. Mary was reduced so as to offer no more obstacles than many other parts of the river.

The services of the tug were, therefore, not required until the 17th July; and in fact from that date up to the end of the season her assistance was required only upon very few occasions, on account of the unusually high water, which continued throughout the season.

The crew of the tug and myself were not, however, idle, as when not occupied with our duties on board, we were engaged in other occupations connected with the interests of the Trust.

The establishing of the signal to call out the tug has proved to be a saving to the Commissioners, and, as far as I am aware, satisfactory to others.

The boiler plate with which you allowed us to line the chain through, answers the purpose admirably.

The annexed table will show what vessels we assisted through the current, their tonnage, draught of water, and to whom they were consigned; also the name of the tug by which they were towed, and the amounts collected for the services rendered.

The report will also be found to contain the quantity of coal consumed, which is very small compared with other seasons, but as our services was not often called upon, the consumption of coal and engine stores were, of course, in proportion. The only item worth mentioning which we received in the way of supplies during the season, was a new tow-rope.

I may add that the boat and engines are in such an efficient state that they only require fitting up and painting to make them ready for the coming season.

## VESSELS assisted by the Chain Tug during the Summer of 1876.

Date.	Name of Vessel.	Tonnage.	Draught of Water.	Cowagee.	Name of Tug.
1876.			ft. in.		
July 17	Ship Glenbervie.....	799	18 0	H. & A. Allan.....	Meteor.
do 26	do Abeona.....	979	18 9	do.....	do
Aug. 1	Barque Harriet Upham.....	351	15 0	Anderson & McKenzie.....	Conqueror, No. 7.
do 4	Ship Gleniffer.....	799	18 0	H. & A. Allan.....	Rocket.
do 11	Barque Dripell.....	488	16 0	Munderloh & Co.....	Conqueror, No. 2.
do 23	Ship Ravenscraig.....	1,263	18 6	H. & A. Allan.....	Rocket.
Oct. 5	do Abeona.....	979	16 5	do.....	do
do 13	Steamship Commodore.....	290	16 0	Lord, Magor & Munn.....	.....

## AMOUNTS collected for the above Services.

Messrs. H. & A. Allan.....	\$134 78
Owners of Tug Conqueror, No. 1.....	10 53
do do No. 2.....	14 64
Messrs Lord, Magor and Munn.....	5 80
<b>Total.....</b>	<b>\$165 75</b>

## COAL consumed during the Season.

May 6th.....	10 tons.
October 5th.....	6 do
November 8th.....	3 do
<b>Total.....</b>	<b>19 do</b>

On the 30th August I received instructions from the Harbour Commissioners, through the Secretary, to reduce the tariff from three to two cents per ton, upon the registered tonnage of vessels requiring our assistance, which instructions I immediately carried out to the great satisfaction of owners, masters and agents.

I have the honour to be, Sir,

Your most obedient servant,

(Signed,) W. H. SHORT,  
Captain and Chief Engineer.

## APPENDIX No. 10.

REPORT OF THE CHAIRMAN OF THE HARBOUR COMMISSIONERS OF  
 QUEBEC FOR THE CALENDAR YEAR ENDED  
 31st DECEMBER, 1876.

To the Honourable  
 The Minister of Marine and Fisheries,  
 &c., &c., &c.,  
 Ottawa.

The Quebec Harbour Commissioners have the honour to submit their Report for the year 1875, under the fourteenth section of the statute, 38 Victoria, chap, 55.

This Commission was re-organized under the said statute by the appointment by the Government, on the 20th March last, of five Commissioners, and by the election of another member in addition to the one already elected, to represent the shipping interest, under the 39th Victoria, chap, 39.

This Commission has, on the 21st of April last, elected for its Chairman the Hon. P. J. O. Chauveau, one of the Commissioners appointed by the Government, and fixed the salary of the Chairman to the sum of two thousand dollars per annum, as they were empowered to do by the statute, 39 Victoria, chap, 39.

Under the statute above-mentioned, in the first place, the Commissioners have, on the 29th April, taken possession of the books, papers and other property of the late Trinity House, and of the seal of the said Quebec Trinity House which, according to the provisions of said statute, was broken by the Chairman.

The only funds in the possession of the Trinity House, those of the Decayed Pilots Fund, had been previously delivered to the Corporation of Pilots, in accordance with the said statute.

The services of Mr. Frs. Gourdeau, the Harbour Master, have been retained by the Commissioners, under the tenth section of the statute first above-mentioned, and a salary of eight hundred dollars allowed him. The Commissioners have also retained the services of Mr. Sullivan, the Deputy Harbour Master, at an annual salary of five hundred dollars.

That portion of the duties of the Trinity House, which has devolved on the Harbour Commissioners, has taken a considerable part of their time, and has involved considerable expense out of their revenue.

Out of fifty-nine meetings held by the Commissioners since the re-organization of the Commission, twenty-eight have been wholly or in a great measure occupied by the examination and licensing of pilots, or the trials of pilots or of captains under the Trinity House laws or regulations.

Four captains of ships have been tried for refusing to obey the orders of the Harbour Master, and fined to the amount of ten and fifteen dollars respectively with costs.

Complaints have been made by the Corporation of Pilots against four pilots for infringements of their regulations, and defendants who have been found guilty have been fined twenty dollars each, with costs.

Complaints have been made in six cases against pilots for having, for due want of care and skill, caused ships to be thrown ashore or caused collision between ships. Three of them have been suspended for one month, one for nine months, and another, who had already been suspended for one month, has been further suspended for one year. In another of those cases the defendant has been acquitted.

Three of these judgments have been carried into appeal before the Superior Court. One of them has been confirmed with costs, another modified as to the time

of its coming into force, and the third case is still pending. In the case of the "Nyanza," a steamer which had been brought into collision with another vessel, the Commissioners have called the attention of the Corporation of Pilots to the fact, and recommended that the most efficient pilots be selected in future for the piloting of steamers.

Nine pilots have been licensed, and all of them have passed a very satisfactory examination on the pilotage matters; but some of them, having been found at first deficient in the elementary branches of education in English and in French, required by law, their admittance has been postponed, and the attention of the Corporation of Pilots has been called to the fact, with a view of notifying the apprentices that the Commission will insist on due proficiency in these branches.

Four young men have passed the preliminary examination, and have been allowed to enter as apprentices.

Twenty-two aged pilots have submitted to the annual examination for the renewal of their branch, and have obtained the temporary certificate, with the exception of two, who have been found incompetent.

The President of the Corporation of Pilots, who is a member of the Commission on all pilotage matters, has been regularly notified of all meetings when such matters have been brought before the Board, and, with his consent, the valuable assistance of Mr. Gourdeau, the Harbour Master, has been secured for the examination of pilots and of apprentices.

The expenses, which the duties thus devolved on the Commissioners have caused, are considerable. They consist, 1st, of \$1,300, salary to the Harbour Master and his deputy; 2nd, of legal and other incidental expenses of between \$800 to \$1,000.

In addition to this, it is but just that the salaries of the officers of the Commission be increased in consequence of the additional duties they have to perform, and the Commissioners have recommended such increase, amounting altogether to \$500.

It is also very probable that when the works for the improvements of the harbour will have been commenced, the present officers will have so much to do that the appointment of a clerk, specially charged with the late Trinity House business, will be necessary. It is also only during Mr. Gourdeau's term of office that the Commission can expect to pay so low a salary. It is respectfully submitted that the payment of all these expenses out of the revenue of the Commission, which has been created for a special purpose, that of the improvement of the harbour, constitute a burden of which they ought to be relieved.

The Government, by the new law, has been relieved of an annual vote for the salaries of the officers of the Quebec Trinity House, and the contingent expenses of the same which, for the years 1874-75, reached the sum of \$8,222.

It is true that against that sum must be placed the amount of pensions very properly granted to those officers, but of which the Government will also be gradually relieved.

It is also respectfully submitted that an allowance of \$6,000 should be made to the Commission towards defraying its expenses as a pilotage authority.

The whole Dominion is greatly interested in the safety of the navigation below Quebec, and the due supervision of pilots is essential for that object.

The question of the harbour improvements by the building of wharves and the construction of wet docks, tidal basins and of a graving dock, engaged the attention of the Commission immediately after its organization. After much consideration and renewed discussions, the following resolution was unanimously adopted on the 27th June last:—

"That this Commission having already approved of that part of Messrs. Kinipple & Morris' plans for harbour improvements, known as Sections 1 and 2, called the South Tidal Harbour and the Southwest Dock, the same having been also submitted to the Government, and received their sanction, coupled, however, with a report from Government Engineer, that cost of such aforementioned work had been underestimated, and yet whereas from any other information at present



“ before this Board, the amount already appropriated will enable this Commission to  
 “ construct proposed works, therefore be it

“ *Resolved*, That tenders for their construction be asked in the usual manner at  
 “ the earliest possible day, and that Messrs. Kinipple & Morris be cabled, requesting  
 “ them to send out the necessary specifications or other data to enable this trust to  
 “ solicit tenders.”

In virtue of the said resolutions a correspondence by letters and by telegrams has been entered into between the Chairman and Messrs. Kinipple & Morris, the result of which has been that, on the receipt of very elaborate plans and specifications from the above named Engineers, the Commissioners have on the 20th of November last advertised extensively in Canada, in the United States and in Great Britain for tenders to be opened on the 1st February, next; copy of which advertisements is annexed to the present report.

The said plans and specifications provide for the following works:—

- 1st. A wall and an embankment forming the North Quay of the proposed South Tidal Harbour.
- 2nd. A wall and an embankment forming the North Quay of the proposed South-West Dock.
- 3rd. The dredging out and the formation of a channel-way parallel to both walls.
- 4th. The construction of crib-works at the end of the embankment next to the Gas Works.
- 5th. Crib-work and retaining walls adjoining the Ballast Wharf.
- 6th. The construction of a bridge over proposed eighty (80) feet entrance in the North Wall of the South Tidal Harbour.

On the subject of the Graving Dock the Commissioners have frequently urged on the Government a decision of the question of the site of the said improvement, and, on the 15th of December, the Commissioners, having been requested by the Honourable the Minister of Public Works to submit plans showing the mode of construction of a Graving Dock either at Quebec or at Levis, immediately telegraphed to Messrs. Kinipple & Morris, and alternative sketch plans were received from these gentlemen by the following mail and were immediately transmitted to the Honourable the Minister of Public Works.

The Commissioners have also given the greatest attention to the improving of the Harbour, by the removal of nests of anchors, boulders, wrecks and other obstructions. Immediately after their organization, they have named a Select Committee to superintend the management of the lifting barge, built under the former Commission; the operations of which begun towards the end of the preceding season, had met with partial success. On the recommendation of the said Committee they had engaged, on the tenth of May, Mr. Claude Giguire, as Captain of the said barge, at a salary of \$1,200 for the season, with the promise of a bonus of \$400 if they considered that the operations had been prudently and successfully conducted. They are happy to say that such has been the case, and that several obstructions have been removed during the summer; among which, three nests of anchors and chains, one of them containing no less than 47 anchors with a large quantity of chains.

The Commissioners have been authorized by the Government to dispose of these chains and anchors in the manner which they would judge the most profitable, have advertised for tenders, but no tender was accepted: none having been considered sufficient. Eight anchors and 15 fathoms chain have been sold to private individuals at the rate of 2½ cents, 3 cents and 3½ cents, and have yielded the sum of \$839.98.

There remain 48 anchors and about 1,425 fathoms of chains to be disposed of.

The expenditure of the lifting barge during the last season has been, as per account rendered, of fifteen thousand three hundred and one dollars and seventy-nine cents (\$15,301.79).

The regulations of the Harbour as to the depositing of ballast have also been under the consideration of the Commissioners. A new by-law for that object has been

adopted, sanctioned by His Excellency the Governor General in Council on the 25th of August, and published in the *Official Gazette*.

Several captains of ships have been sued under the old by-laws and fined for refusing to deposit the ballast of their ships as directed by the Harbour Master; but it is to be feared that the penalty to which they are liable under the present by-law, only \$20, will not in general secure a compliance with the Harbour Regulations.

A certain number of ships, thirty-one altogether, have deposited their ballast, as directed, in the breakwater at Point à Carcy, which has contributed towards its being filled up; much remains to be done.

The Harbour Master reports that, in his opinion, vessels which proceed further than Mr. Gilmour's Cove, at Point Levis, ought not to be allowed to discharge their ballast into the lower ballast ground.

The total revenue of the Commission for the year, compared with that of 1875, stands as follows:—

	1875.	1876.
Tonnage dues .....	\$26,111 40	\$34,869 02
Imports " .....	2,898 04	4,001 02
Exports " .....	8,604 79	12,999 47
Harbour " .....	3,486 25	4,041 73
Property revenue.....	22,680 00	22,680 00
Other sources.....	2,534 87	2,534 87
Total .....	\$66,316 44	\$81,126 11

The total expenditure, apart from that of the lifting barge, has been \$31,252.97 inclusive of \$21,690 interest and sinking fund paid to the Government on debentures.

The sinking fund account, as received from the Minister of Finance, stands as follows: \$20,991.77.

Repairs have been made to the property belonging to the Commissioners, as usual; but one of the properties, the north part of the East India Wharf and the stone store on the said wharf required considerable repairs, and it has been thought necessary to extend the wharf alongside of the said store and behind. Tenders for those works have been asked for, and a contract has been entered into with Messrs. Piton & Co., for the amount of \$1,760, out of which \$1,516 has been paid, the work being nearly completed.

The whole respectfully submitted.

P. J. O. CHAUVEAU,  
*Chairman.*

OFFICE OF THE HARBOUR COMMISSION,  
QUEBEC, 31st January, 1877.

REVENUE AND EXPENDITURE.

CR.

1876.		1876.	
Dr.	\$ cts	Cr.	\$ cts
To Beach and Deep Water Lots, Grantees .....	2,492 87	By Office expenses.....	8 26
Loan of a winch.....	40 00	Sundries, pay lists, repairs, &c.....	24 35
Reynat's Wharf, rent.....	12 00	do do.....	66 55
Atkinson's Wharf, rent.....	1,000 00	do do.....	291 60
East India Wharf, rent.....	3,410 00	do do.....	50 88
Point-a-Carey, rent.....	3,560 00	do do.....	172 53
Wellington Wharf, rent.....	12,000 00	do do.....	131 48
Jackcrews, loan of two.....	4,140 00	do do.....	60 76
Tonnage dues.....	0 75	do do.....	68 14
Imports do.....	34,869 02	do do.....	253 47
Exports do.....	4,001 02	Assessments and reporters, &c.....	1,631 20
Harbour do.....	12,996 19	Timber, wood, smiths' work, &c.....	767 14
	4,032 73	M. J. Bell, salary.....	166 65
		Salary, J. B. Martel.....	1,600 00
		do U. Binet.....	400 00
		do V. H. Leclaire.....	200 00
		do Jos. Nadeau.....	50 00
		do Frs. Gourdeau.....	799 92
		do Hon. P. J. O. Chauveau.....	1,371 78
		do Jas. Woods.....	637 16
		do Corn. Sullivan.....	333 28
		do John Auld.....	100 00
		do J. G. Waters.....	175 00
		Picking up two anchors.....	48 00
		Fines account, paid sundries.....	56 88
		Insurance during year.....	502 78
		Interest, sundries.....	19,561 73
		Ballast, &c.....	236 75
		Repairs, Atkinson's Wharf.....	35 64
		do Point-a-Carey.....	899 11
		do Wellington Wharf.....	107 31
		Less received for wood.....	31,268 32
		Balance.....	5 35
	82,484 58		31,252 97
			51,231 61
			82,484 58

Certified correct.

J. B. MARTEL,  
Secretary-Treasurer.

QUEBEC, 30th December, 1876.

Dr.

ASSETS AND LIABILITIES.

Cr.

Assets.	\$ cts.	Liabilities.	\$ cts.
Office furniture .....	1,178 26	Quebec Harbour Bonds .....	723,000 00
Grantees of beach and deep water lots .....	47,793 22	Sundry deposits for specifications .....	199 50
Lessees of wharves and war-house .....	19,377 50	Balance .....	214,232 79
Reynar's Wharf .....	8,452 70		
Salt warehouse .....	6,734 34		
Atkinson's Wharf .....	50,945 20		
East Indian Wharf .....	46,250 10		
Grain store .....	14,122 47		
Point-a-Carcy .....	248,048 37		
Breakwater .....	213,632 36		
Wellington Wharf .....	84,605 75		
Jack-screws .....	394 87		
Hon. Receiver-General .....	120,434 68		
Graving dock .....	2,577 58		
Dominion Government, lifting barge .....	14,381 66		
Cash on hand .....	104 35		
La Banque National .....	55,254 14		
Harbour improvements .....	11,244 74		
	\$937,432 29		\$937,432 29

(Signed), J. B. MARTEL,  
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 30th December, 1876

DR.	BALANCE SHEET of 30th December, 1876.		CR.		
	\$	cts.	\$	cts.	
To Office furniture .....	1,178	26	By Beach and deep-water lots .....	43,932	50
Amounts at debit of grantees of beach and deep-water lots.....	47,793	22	Harbour Debentures .....	723,000	00
Amount at debit of lessees of wharves and warehouse.....	13,377	50	Coupons .....	99,442	91
Salt warehouse .....	6,734	34	Sinking Fund .....	20,991	77
Reynar's Wharf.....	8,452	70	Jas. Boyd .....	50	00
Atkinson's Wharf.....	50,945	20	F. B. McNamee .....	50	00
East India Wharf .....	46,250	10	Jas. Worthington .....	50	00
Grain store .....	12,122	27	Quigley & Son.....	49	50
Point-a-Carcy .....	248,048	37	Simon Peters .....	50	00
Breakwater.....	213,532	36	C. J. Coursol .....	50	00
West India and Wellington Wharf	84,605	75	Chs. H. Reynor .....	50	00
Jack-screws (30) .....	394	87	Excess of Revenue over Expendi- ture .....	51,231	61
Hon. Receiver-General.....	120,434	68			
Graving Dock .....	2,577	58			
Dominion Government .....	14,381	66			
Cash on hand.....	104	35			
La Banque Nationale .....	55,254	14			
Harbour Improvements .....	11,244	74			
Piton & Co.....	1,516	00			
	938,948	29		938,948	29

J. B. MARTEL,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 30th December, 1876.

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 APPENDIX No. II.
 

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 REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, NOVA SCOTIA,  
 FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

PICTOU, N.S., January, 1877.

SIR,—The Commissioners of Pictou Harbour beg to submit the accompanying attested account of their receipts and expenditure for the year ended 31st December, 1876.

During the past year they imported an iron travelling crane, at a cost of \$856.65, for the use of the Public Wharf.

They also expended \$565.98 on a wharf-block at New Glasgow.

The wharf at South Market Street has not yet been built, but will be proceeded with during next season.

We have the honour to be, Sir,  
 Your most obedient servants,

(Signed),

"

"

R. P. GRANT,

J. A. GORDON,

JAMES D. MCGREGOR,

 } *Commissioners.*

To the Honorable  
 The Minister of Marine and Fisheries,  
 Ottawa.

ACCOUNT of Moneys Received and Expended by the Commissioners of Pictou Harbour and Public Wharf for the Year ended 31st December, 1876.

Moneys Received.	\$ cts.	Moneys Expended.	\$ cts.
Cash in Commissioners' hands 1st January.....	2,711 52	Paid John Smith, bushing East River in 1875.....	3 00
Cash received from Collector of Customs for harbour dues, less \$600 paid to Harbour Master for salary and boat's crew....	1,500 00	do Harris, printing harbour regulations.....	8 00
Cash received from Wharfinger for wharf dues.....	749 72	do J. Matheson & Co., sinkers for buoys.....	112 87
do for interest on bank deposits.....	94 66	do James Bowman, for wharf at New Glasgow.....	565 08
		do Dawson, Gordon & Co, for crane.....	856 75
		Wharfinger, expended on wharf.....	154 99
		Harbour Master, expended on harbour.....	123 44
		Wharfinger's salary for 1876.....	200 00
		Commission expending \$2,024, at 5 per cent.....	101 20
		Secretary's salary.....	100 00
		Balance in Commissioners' hands.....	2,830 57
	5,055 90		5,055 90

R. P. GRANT,  
 J. A. GORDON,  
 JAMES D. MCGREGOR, }  
*Commissioners*  
*of*  
*Pictou Harbour.*

Sworn to before me at Pictou this Sixth day of January, 1877.

A. J. PATTERSON, J.P.

## HARBOUR MASTER'S REPORT.

Pictou, 3rd January, 1877.

SIR,—I have the honour to report that the following vessels have entered the Harbour of Pictou during the year ended 31st December, 1876 :

	Tons.
337 Steamers.....	179,014
3 Ships.....	2,104
17 Barques.....	9,793
7 Barquentines.....	2,542
30 Brigantines.....	9,668
860 Schooners.....	55,743

Of the above were foreign :

	Tons.
30 Steamers.....	27,014
22 Sailing Vessels.....	7,379

There are no fees collected from shipping, except the Harbour dues paid into the hands of the Collector of Customs, out of which fund my salary of four hundred dollars as Harbour Master, and two hundred dollars for expenses of boat and crew, are paid.

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

(Signed), JOHN GUNN.  
*Harbour Master.*

To WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries.  
Declared before me at Pictou, this third day of January, }  
A.D., 1877.

R. P. GRANT, J.P.



## APPENDIX No. 12.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GODERICH,  
ONT., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

HARBOUR MASTER'S OFFICE,  
GODERICH, ONT., 3rd January, 1877.

SIR,—I have the honour to enclose for your information my Annual Report of fees collected during the season and the year ended 31st December, 1876.

There have been complaints made by several captains arriving at this port, that the red light on the end of the pier has not given satisfaction, having gone out several times, or the glass so blackened that it could not be seen. I do not think it is the fault of the keeper, but the lamp is insufficient.

I have also to report that the snubbing posts in the dock have not been sufficiently fastened, as several of them have been partially drawn out of place during the last fall.

I am, Sir,  
Your most obedient servant,

(Signed),            THOMAS N. DANCEY,  
                                 *Harbour Master, Port of Goderich.*

To the Honorable,  
The Minister of Marine and Fisheries,  
Ottawa.

## APPENDIX No. 13.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SOUTHAMPTON,  
ONTARIO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

	Numbers.	Reg. Tonnage.	Fees Collected.
Schooners.....	16	1,200	\$6 00
Steamers.....	9	3,400	5 50
			\$11 50

SIR,—I have the honour to submit my Second Report as Harbour Master for the year ended 31st Dec., 1876. The enclosed record of vessels entering this port, forms but a small portion of the tonnage frequenting this Harbour, the majority of them coming to an anchor under the lee of the Island. I only collected fees from those that made use of the Landing Dock, the greater number of them have paid no fees to me, having two receipts for previous payment out of Goderich Port. The Sarnia and Lake Superior Line of Steamers called regularly on the way up and down, also the Windsor and Lake Superior Line, making in all one hundred and twenty calls.

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

(Signed), D. CASCADEN,  
*Harbour Master.*

The Honorable  
Minister of Marine and Fisheries.  
Ottawa.

PROVINCE OF ONTARIO, }  
County of Bruce. } *To wit.*

I, David Cascaden, of the Village of Southampton, in the County of Bruce and Province of Ontario, Harbour Master of said Port, make oath and say that the annexed Schedule shows the amount of money received by me in the year ending eighteen hundred and seventy-six (1876).

D. CASCADEN.

Sworn before me this twenty-second day of December, A.D. 1876,

T. ADAIR, J.P.

## APPENDIX No. 14.

REPORT ON THE BUOYS IN ST. JOSEPH'S CHANNEL, SAULT STE. MARIE, ONT., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

SAULT STE. MARIE,  
19th December, 1876.

SIR,—I have the honour to submit to you herewith the following report in relation to the buoys and beacons in the St. Joseph's North Channel, &c.

On the 9th of May last I left this port with the Custom House boat and crew, on board a steam lighter to lay down the buoys. Next day we were stopped by the ice near Bruce Mines; saw two Canadian steamers fast. I then returned up the river to lay down the buoys, which, with the exception of that on Cedar Island Rock, I completed and returned to Sault Ste. Marie on the 11th.

The first boat for the season arrived here on the 7th of May, passing by the open Lake Detour and Mud Lake.

The beacons on the "Sister Rocks" had both been washed away during the heavy gales in November, and that on "French Island Reef" was, as usual, destroyed by ice.

On the 6th of June I left the Sault, with the Custom House boat, for the purpose of rebuilding the beacons that had been washed away, and constructing some new ones, viz.: one at the lower entrance of "Spanish River Channel," and another on the north end of "Strawberry Island," at both these points beacons or lights being much required. I intended to have erected more, but my boat could only carry sufficient material to build five. I was absent on this duty twelve days.

On the 12th July I again left, with the Custom House boat's crew, on board a steam lighter, and laid the buoys down on "Cedar Island Rock." We returned to the Sault on the 14th. The delay was occasioned by my not being able to get the lighter sooner.

No buoys or anchors were lost during the past season.

The last Canadian steamer for the season passed down on the 22nd November.

I have the honour respectfully to recommend the examination and buoying of the "Clapperton" and "Spanish River" Channels, in both of which there are dangerous rocks. Two steamers pass weekly through these channels. One of these steamers got on the rocks last September, and lost her screw. I may remark that these channels are between Sault Ste. Marie and Killarney, to which district your instructions to me of the 30th of March, 1873, had reference. Until an examination has been made of these channels, I am unable to say correctly how many buoys will be required; but I am of opinion that I have now in store more than sufficient anchors for the purpose. The spars for the new anchors will be made early in spring.

I have the honour to enclose to you herewith a Return showing the number, &c., of Canadian steamers navigating Lake Superior during the year 1876.

I have the honour to be, Sir,

Your most obedient servant,

(Signed), JOS. WILSON.

W. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

## APPENDIX No. 15

**REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. JOHN'S, P.Q.  
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.**

ST. JOHN'S, P.Q., 20th December, 1876.

SIR,—I have the honour to address you my first report as Harbour Master for the Port of St. John's, P.Q. There is nothing particular to which I have to call the attention of the Department, except that I have been specially requested by a great number of vessel owners to state that, on account of a great portion of the wharf and canal land property being occupied by the authority of Mr. Sippel, they meet with difficulty in loading and unloading their vessels.

The amount of fees collected in the Port of St. John's from the 24th of July last, (date of my nomination) up to the 31st of December, instant, is two hundred and ninety-seven dollars and fifty cents (\$297.50), which appears by my previous report.

I remain, dear Sir,

Your most obedient servant,

J. N. BOURASSA.

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

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 APPENDIX No. 16.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF SOREL FOR  
 THE CALENDAR YEAR OF 1876.

HARBOUR MASTER'S OFFICE,  
 SOREL, P.Q., 22nd January, 1877.

SIR,—I have the honour to submit my annual report, being that for the year ended 31st December, 1876.

I am very glad to be able to inform you that no serious accidents have occurred within the limits of my jurisdiction, either to mariners or ships of all kinds which visited the Port of Sorel during the past season.

The amount of fees received during the year is five hundred and ten dollars<sup>8</sup>

I have the honour to be, Sir,

Your obedient servant,

P. BELLEFEUILLE,  
*Harbour Master.*

The Honorable A. J. SMITH,  
 Minister of Marine and Fisheries,  
 Ottawa.

Sworn before me at Sorel, P.Q.,  
 This 22nd day of January, 1877, }  
 C. L. ARMSTRONG, J.P. }

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 APPENDIX No. 17.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF THREE  
 RIVERS FOR THE CALENDAR YEAR OF 1876.

TROIS RIVIÈRES, 28th December, 1876.

SIR,—I have the honour to send you herewith the Annual Report of my transactions as Harbour Master for Three Rivers for the current year.

My report is sworn to, as required by law.

I send enclosed an account for the time and service of an assistant, as well as for the price of a boat, which I am obliged to use to visit the vessels anchoring at the mouths of the River St. Maurice, and even at the point of Cape Magdalen. This distance is more than a mile and a half, and I am obliged to travel it once, and even twice, each day.

Mr. Charles Lajoie, M.P., will give you all explanations that you may desire.

I am, &c.,

(Signed),

U. F. LANGLOIS,  
*Harbour Master for Three Rivers.*

To the Honourable  
 The Minister of Marine, &c.

## APPENDIX No. 18.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GASPE, P.Q.,  
FOR THE CALENDAR YEAR OF 1876.

PORT OF GASPE, 9th December, 1876.

HONOURABLE SIR,—The season of navigation having now closed at this port, I beg to forward for your information a list of vessels entered at this office, and which have paid Harbour Master's fees, there being one hundred and thirty-nine entries, as follows :—

5 Steamers,  
1 Barque,  
5 Brigs,  
13 Brigantines,  
15 Topsail Schooners,  
100 Schooners.

An increase of two vessels during this season over 1875, and of two dollars over amount collected this season, the whole amount collected being \$129, one hundred and twenty-nine dollars.

I beg to remark that the trade of the port has increased this season, there having been a number of steamers and sailing vessels which entered the port but did not report here, having paid their fees in other ports before reaching here.

I beg to remain,

Honourable Sir,

Your most obedient servant,

JOSEPH EDEN,  
*Harbour Master.*

Honourable A. J. SMITH,  
Minister of Marine and Fisheries,  
Ottawa.

## APPENDIX No. 19.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CARAQUET, N.B.  
FOR THE YEAR OF 1876.

CARAQUET, 6th December, 1876.

SIR,—Enclosed I send you herewith a statement of the vessels that entered in this port, and from which I could by law collect the fee of Harbour Master. The amount, as you will see, is very small. Permit me, Sir, to call your attention to the point that if the law was amended in order to have every vessel pay one fee every time they enter any Harbour, it would pay me better—according to the present law, there is half the number of vessels that come in the harbour on which I cannot claim any fee—for they have paid their two fees in other harbours. You will please consider that this sum is not sufficient to pay me for my commission or for the buoys.

I am, Sir,  
Your most obedient servant,

GERVAIS B. POULIER,  
*Harbour Master.*

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



## APPENDIX No. 20.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CHATHAM, N.B.,  
FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

CHATHAM, 8th January, 1877.

SIR,—I have the honour to enclose my Annual Report for the year ended 31<sup>st</sup> of December, 1876.

You will see by my returns that the trade of the Port of Chatham is largely increasing every year.

The greatest difficulty in my office duties was the necessity of having good ballast wharves, but this difficulty, to a great extent, has been overcome by private enterprise, and I trust that next year the Port of Chatham may boast of having good ballast wharves.

I further beg to state the presentment of the Grand Jury in reference to the mills in my District. They could never have examined those mills or they would have seen large furnaces built at a great expense to burn all saw dust and rubbish made at said mills.

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

WM. JOHNSTON,  
*Harbour Master, Port of Chatham, N.B.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

CHATHAM, 28th December, 1876.

STATEMENT of Harbour Dues collected for the Port of Chatham for the year ending the 31<sup>st</sup> of December, 1876 :—

Harbour Dues collected.....	\$754 00
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## EXPENSES.

Amount of Salary .....	\$300 00	
Printing.....	10 50	
Paid James Nowlan for picking up drift buoy and bringing to Chatham .....	6 50	
Paid Robert Williston for picking up drift buoy and bringing to Chatham.....	5 00	
Paid Mitchel Martin for making and placing spar buoy .....	5 00	
	—————	\$327 00
Deposited in the Bank of Montreal to the credit of the Receiver-General of Canada.....	427 00	
	—————	\$754 00

WM. JOHNSTON,  
*Harbour Master, Port of Chatham, N.B.*

APPENDIX No. 21.

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REPORT OF THE HARBOUR MASTER FOR THE PORT OF DORCHESTER,  
N.B., FOR THE CALENDAR YEAR OF 1876.

DORCHESTER, 27th December, 1876.

SIR,—I have the honour of placing before you, for your consideration, a Report in duplicate of the harbour dues collected at this port for the year ended the 31st December, 1876.

The harbour dues are comparatively small, as a large portion of the coasters pay their dues before entering this port.

Buoys are safely placed on railway wharf.

I have the honour to be,

Your obedient servant,

JOSHUA KING,  
*Harbour Master.*

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

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## APPENDIX No. 22.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HILLSBORO',  
N.B., FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

LOWER HILLSBORO,  
ALBERT COUNTY, 30th December, 1876.

SIR,—Agreeably to your request, I have much pleasure in forwarding my Report, with Returns, for the year 1876. I sent you a statement under date of 3rd December, which I hope you have received, respecting the fining of Capt. McAllop, of the American schooner "Carl D. Lorthrup," of Eastport, for violating the navigation laws of the Port of Hillsboro by depositing his ballast into the River of Hillsboro on his way up the river. I went up to the wharf, found them putting ballast over the side of the vessel into the river below half tide. I stopped the mate; said they had my regulations on board. Mate said foreman of the mills gave him leave. I saw the foreman of the mill. He said he gave leave. I said I had stopped him. Went ashore and saw the captain. I said as they only had about three tons left, why not keep it on deck? He said he would not have it on deck. On my way home, found they had been putting ballast in the river, and complaint made to me by different persons. On Bliss Carlislé's making oath of the same, I arrested the captain, and proved him guilty before John Marshall, Esq., of Hillsboro. The captain paid complainant eight dollars, and gave bonds for the Government half. I now send you the bond for your approval and orders in the matter. I also arrested Capt. Wood, of the brigantine "Maggy Wood." I also stated my reasons for not collecting the fine, as Collector Wallace cleared the brigantine after I forbade him. The constable said he could not find him. Since I wrote you, I hear Capt. Wood is in St. John, having left his vessel in Halifax.

Mr. Tomkins, Manager of the Albert Manufacturing Company, of Hillsboro, N.B., says they are prepared to furnish good and sufficient space for all vessels coming to us to discharge their ballast without damaging the navigation of the Port of Hillsboro, and I understood him to say he would apply to Government for that purpose. I said to him he might as well put it in the river as outside of his wharf, unless it was kept from washing away with the tide and ice in the winter. In my opinion, and in that of other seafaring men, it is better to stop all ballast from being deposited in the tide-way in future, as there is much less water in our river now than was years ago. I have seen eight vessels this season in our river at one time from the bay below for harbour. We think our railroads will increase the trade and shipping interest of this port, &c.

You will please notice that since I received the Harbour Regulations at first a change has taken place in the law, making a deficiency in the fees. As I have used nearly all the old copies by putting them on board vessels arriving in the port, it would save trouble to have new ones to agree with the law.

You will please notice, as you are fully acquainted with the locality of Hillsboro, that the distance from the anchor grounds to the wharves is about four to five miles, which distance I have to walk, in order to look after their ballast, and see things are right, and why my fees are so small, on account so many vessels running

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the season only pay once in Hilsboro, all our own coasters pay in St. John and Dorchester, as they go there to load the first ship in the spring.

You will please excuse for troubling you with so long an epistle.

I have the honour to remain,

Your obedient servant,

NEHEMIAH BENNETT,

*Harbour Master.*

Hon. A. J. SMITH,

Minister of Marine and Fisheries,

Ottawa.

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We hereby agree to indemnify Nehemiah Bennett of all claims that the Dominion Government may have against him, the said Bennett, on account of a fine imposed on Captain Davis McAllop for discharging ballast contrary to the laws of the Harbour at the Port of Hillsborough.

DAVIS McALLOP.

WILLIAM WALLACE, *Collector.*

HILLSBOROUGH, 11th July, 1876.

## APPENDIX No. 23.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. GEORGE,  
N.B., FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

HARBOUR MASTER'S OFFICE,

ST. GEORGE, N.B., 31st December, 1876.

SIR,—I have the honour to submit my Annual Report for the year ended 31st December, 1876.

The Port of St. George extends some 20 miles to the eastward of St. George and some 12 miles to the westward of same place, and as many of the vessels are engaged in fishing and enter the outports, it involves a good deal of trouble for very small remuneration to visit these harbours for the purpose of preventing the throwing of ballast to the permanent injury of such harbours; the fee is a very small remuneration, as you can readily see, having received only forty dollars this year. The cause of that is a falling off of lumber vessels going to the United States—and so far the vessels engaged in taking frozen herrings have not been as numerous as formerly. Another cause of reduction is the alteration made so that instead of paying twice at every port they visited they now only pay twice in each year no matter how many ports they visit. The port under my charge has a great many buoys and wants many more. I have already lifted 18 buoys, and leave nine for outside where they are required to be in position all the year round.

I have the honour to be, Sir,

Your obedient servant,

JAMES DICK,  
*Harbour Master.*

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

## APPENDIX No. 24.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SHEDIAC, N.B.,  
FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

SHEDIAC, 30th December, 1876.

SIR—On entering upon my duties as Harbour Master for the Port of Shediac, I find that there is no proper place for the deposit of ballast. The wharf that is built and formerly used for the purpose had sufficient water to allow vessels drawing 13 feet of water to lie alongside and discharge ballast, but was so shaken and injured by the storm in August, 1873 (since which time it has not been repaired), that the ballast has washed and filled up the channel until there is now only eight feet of water alongside at high water, and therefore cannot be approached by any vessel of the class that usually discharge ballast in the port; and before it can be used for that purpose it will require a breast-work built in front of it, not less than 20 feet wide, when vessels drawing 13 feet would lie alongside.

In addition to the ballast wharf required above, it has been customary for all vessels drawing over 13 feet of water to discharge on what is called the ballast wharf, which is on the bank of the channel about 80 fathoms outside of the railway bank, and the ballast so deposited always washes down into the channel and is rapidly filling it up to the railway wharf.

Since I have been in charge the railway officials have allowed me to deposit stone and other ballast, except sand and rubbish, on the railway wharf, but it is getting so filled up that they cannot do so after this season—while there is no proper place for vessels with sand ballast. It is therefore absolutely necessary that some proper place be built at once otherwise the harbour must be destroyed and will require dredging constantly to enable the class of steamers now trading in the port to approach the railway wharf, while vessels in the lumber trade will not be able to load in the port. I would therefore advise that a breast-work be built from the railway wharf to the breakwater and by that means protect both the wharf and breakwater.

The buoys were taken up in December and placed upon the wharf, and in doing so I found two of them, viz.: the black one on the entrance of the channel on the Zephyr Rock and the red buoy on the S.E. turn of the channel in a bad condition being partly filled up with water, which I had drawn off on being placed on the wharf. I have not as yet ascertained the cause of this, but think them old and worm eaten, for I am informed they were not so bad on the previous year but leaked a little.

I would also beg to state that the duties of the Harbour Master are numerous, and the faithful discharge of them is not easily accomplished without a great deal of trouble and responsibility, because the said port has no place of loading and discharging except at the railway wharf, and the Harbour Master has to provide room for every craft requiring either.

I must also state the German barque "The Lord Dalhousie," 840 tons, loaded in this harbour with deals, dragged her anchor in the gale of September 6th, 1876, and is a total wreck, having struck on the Media Rock on which she is now lying. Her bow and all of her top sides are gone, and if the ice does not remove the wreck it will be dangerous for vessels as they have been in the habit of going on both sides of the rock.

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In conclusion, I have the pleasure of stating that I have had no trouble in collecting the fees, and enclosed you will find a list of all the vessels liable to Harbour Master's fees which entered this port from 16th May to 9th December.

I have the honour to be, Sir,

Your most obedient servant,

ALEXANDER McQUEEN,  
*Harbour Master.*

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

COUNTY OF WESTMORELAND }  
*To wit.*

This is to certify that the abovenamed Alexander McQueen personally appeared before me and made oath that the above report is true and correct.

D. HANINGTON, J.P.

SHEDIAC, 1st January, 1877.

## APPENDIX No. 25.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SHIPPEGAN,  
N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

SHIPPEGAN, 30th December, 1876.

SIR,—You will please find enclosed a copy of the list of vessels which is short and the fees small; although there are many small schooners which occupy the harbour as well as those schooners, but they are under the tonnage, and they are mostly all engaged in the fishing trade. But, still, they have got the use of the harbour buoys and beacons as well as the others.

At the same time, when there is a buoy or a beacon out of place by a storm, they are the first to tell me to replace it as soon as possible. The distance is very considerable, there being about twenty miles from the first buoy to the last.

I have, &amp;c., j

PETER DEGRACE,  
*Harbour Master,*

Sworn to before me at Shippegan, this 30th day of December, A.D. 1876.

HENRY A. SORMANY, J.P

To the Minister of Marine and Fisheries  
Ottawa.



## APPENDIX No. 26.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TRACADIE  
N.B., FOR THE CALENDAR YEAR OF 1876.TRACADIE, NEW BRUNSWICK,  
30th December, 1876.

SIR,—I have the honour to enclose, for your information, my second report as Harbour Master for the Port of Tracadie, for the present year.

The new buoys which were made this spring were properly placed in June, and kept in place until the latter end of September, when, about that time and the first part of October, they have been carried away, I believe, by rafts of deal.

Those rafts are generally drawing from four to six feet of water, and are of considerable width and length, so that it is almost impossible for a raft of such dimensions to go out of the harbour without carrying away the buoys, especially when going out at night. I have made several enquiries, but I could not find any proof sufficient to prosecute the parties.

I could not recommend the construction of new buoys to replace those lost while deals are taken away from this Port to the Port of Miramichi in raft; but for the benefit of mariners, I would recommend a single buoy to be placed outside the bar in deep water.

The amount of fees collected at this Port for the year 1876, as stated in detail, is only five dollars.

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

VITAL ARCENO,  
*Harbour Master.*

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

I, Vital Arseno, of Tracadie, New Brunswick, farmer, do make oath and say that all the facts, statements and things set forth in the above and foregoing report are true.

VITAL ARCENO.

Sworn to before me, at Tracadie, N.B., this 30th day of December, 1876.

WM. DAVIDSON, J.P.

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 APPENDIX No. 27.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF BEAR RIVER,  
 N.S., FOR THE CALENDER YEAR ENDED 31st DECEMBER, 1876.

BEAR RIVER, N.S., 31st December, 1876.

SIR,—In my letter of 25th July, I reported the fine incurred upon schooner  
 “J. G. Hall,” and now make returns of how disposed :

To half moiety to informant, per receipt.....	\$20 00
To removing ballast, boat-hire and expense.....	20 00
	\$40 00

I beg to report that vessels now building at this port are of a large class ; our exports being now principally deals to Europe, consequently our vessels require all the depth of water in the river to get out, and any ballast hove on either side of said river has to be immediately removed. And I am in hope that the fines incurred will be the means of no more trouble in this matter. I have had the weirs in the river removed from the channel, which have been standing there for years accumulating mud banks three and four feet high, which I have had a great deal of trouble in getting them removed, and would desire to know if I can give permission to rebuild them in the spring, to be removed as soon as the fishing season is over.

I remain, Sir,

Your obedient servant,

 WILLIAM F. HENNIGAR,  
*Harbour Master.*

To Honourable  
 Minister of Marine and Fisheries,  
 Ottawa.

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Personally appeared before me, W. F. Hennigar, Harbour Master for Port of Bear River, and maketh oath and sayeth that the within report is a just and true account of the monies received by me of the fine imposed on schooner “J. G. Hall,” expeditures, together with the fees collected for Harbour dues.

31st December, 1876.  
 WM. F. HENNINGAR.

 S. B. HENNIGAR, J.P.
 

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## APPENDIX No. 28.

## REPORT OF THE HARBOUR MASTER FOR THE PORT OF BRIDGEWATER, FOR THE CALENDER YEAR 1876.

BRIDGEWATER, 31st December, 1876.

SIR,—I have the honour to submit my Annual Report of vessels arriving at this port liable to pay Harbour Master's fees.

The amount of fees are small in proportion to the number of vessels. Owing to the fact that there are Harbour Masters appointed for most of the ports in Nova Scotia and New Brunswick, also there being one at the entrance of this river, at Getson's Cove, who keeps a bright lookout for the fees, as some of the vessels belonging to the lower part of this river have shown me two receipts from the Harbour Master at Getson's Cove, on their first arriving at this port in the spring before having entered at any custom house (this looks pretty sharp).

There has been quite a falling off in the number of vessels of all classes this season; owing, no doubt, to the hard times, which I hope will soon be past. Our river closed about the middle of December, and is still frozen. There will be nothing further done in the way of navigation until the ice passes out.

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

JOS. R. WYMAN,  
*Harbour Master.*

The Honourable  
Minister of Marine and Fisheries,  
Ottawa.

Port of Bridgewater, County of Lunenburg, N.S., Harbour Master's Statement of receipts and disbursements from 1st January to 31st December, 1876, of Vessels entered under Acts 36 Vic., chap. 9, and amendments.

Number.	Rig.	Register Tonnage.	Fees Collected.
115	Schooners .....	8,311	\$ cts. 43 50
14	Brigantines .....	2,442	16 50
	Brigs .....	1,354	7 50
4	Barques .....	1,699	13 50
	Total .....		81 00

BRIDGEWATER, 5th January, 1877.

I hereby certify that Joseph R. Wyman, Harbour Master for the Port of Bridgewater, whose signature is appended to the foregoing report, appeared before me and made oath that the said report was, to the best of his knowledge and belief, true and correct.

J. WHITEFORD, J. P.

## APPENDIX No. 29.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CAPE CANSO,  
NOVA SCOTIA, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER,  
1876.

CAPE CANSO, 3rd January, 1877.

SIR,—I have the honour to submit my first Report as Harbour Master for the Port of Cape Canso, N.S., for the year ended 31st December, 1876.

I have to state that very little has been done with regard to my office, as the most of the vessels frequenting this port are fishing vessels from the United States and the Provinces, with some small coasters, and as they seldom come to the wharves, I require a suitable boat for the purpose of boarding them. Not having such boat is the principal reason for my having done so little. I have now in course of building a suitable boat for the present year. I have not been instructed as to what time to take up the buoys in the harbour, and as the harbour is clear of ice and several vessels are daily passing, the taking up of the buoys as yet would be a serious inconvenience to many.

The amount of fees collected by me, as shown in my list of vessels, was one dollar and fifty cents.

I remain, honorable Sir,  
Your obedient servant,

WILLIAM WALSH,  
*Harbour Master of Cape Canso.*

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

Sworn to before me this 3rd day of January, 1877.

S. COBURN, J.P.

## APPENDIX No. 30.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CHETICAMP,  
C. B., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

HARBOUR MASTER'S OFFICE,  
CHETICAMP, C. B., 31st December, 1876.

SIR,—I have the honour to submit my Annual Report, being that for the year ended this date.

The date of my appointment was on the 25th April last.

As soon as the dredge got through her job on July 27th, I took charge of the channel and placed the spar buoys.

This is a very long channel, 700 yards in length and 60 feet in width, which makes the labour of my office very hard and gives me a great deal of work to do.

The spar buoys were properly placed, kept in place and carefully attended to during the entire season. The channel is very much agitated by the currents, and the eel-grass and sea-weed in it require continual attention.

I beg to enclose statement of vessels arriving at this port liable to pay Harbour Master's fees. Many of them have paid no fees to me, having two receipts for previous payments. Those mentioned in the list enclosed form but a small portion of vessels frequenting this port. Many of these were American fishing vessels, and many others tried to get in but could not, as the channel was narrow and not dredged deep enough.

I am glad to be able to inform you that nothing in the way of irregularities has transpired during the year to which I have to call your attention.

I have not to report the reception of any fees whatever, excepting \$3.50. However, I am in hopes that next year will show a much greater collection of fees.

During last summer the dredge partially dredged the channel, and I hope it will return on the opening of navigation and complete the work.

I require two beacons for the Port of Cheticamp, for saving vessels; beacons can be placed so to allow vessels to pass in and out, and would be a decided benefit to mariners, and a great boon to strangers making this port.

On November 22nd the schooner-packet "Gane," Capt. Thomson, arrived from Halifax, and as it was in the night, the captain did not risk the vessel by trying to put into the mouth of the channel, there being no beacons. Next morning it was blowing a gale from the south-west, which prevented the vessel sailing into the Harbour. In the afternoon the vessel put into the channel but could proceed no further, so she anchored there. Next night, on the 24th, a gale blew from the west accompanied by snow and hail. At two o'clock, a.m., while blowing a heavy gale the vessel began to strike, and this induced the captain to run the vessel ashore to save the crew and cargo; no lives were lost. It was on the rocks that the vessel struck, and the crew came ashore in the morning by slipping themselves along a rope through the water; the goods were saved, but were all damaged. Most of the goods belonged to the habitants.

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I intend to have a boat built this winter for the purposes of the service, and my fees that I collect from vessels are not going to do much, therefore, I would respectfully suggest that you would be pleased to give this clause you special attention.

I have the honour to be, Sir,

Your most obedient servant,

FULGENCE AUCOIN,

*Harbour Master.*

Hon. A. J. SMITH,

Minister of Marine and Fisheries,  
Ottawa.

— —

I, Fulgence Aucoin, of Cheticamp, in the county of Inverness, Harbour Master of the Port of Cheticamp, make oath and say as follows:—I say that the various statements contained in the foregoing report are true and correct. I say that the paper-writing hereunto annexed, marked , purporting to be a list of the vessels which entered the Port of Cheticamp liable to Harbour Master's fees, from 15th April to 31st December, 1876, contains a true and correct account of such vessels liable as aforesaid, as far as deponent could ascertain.

FULGENCE AUCOIN,

*Harbour Master.*

Sworn to at Cheticamp, this 31st day of December, A.D. 1876, in the County of Inverness, before me.

ANSELM AUCOIN, J.P.

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## APPENDIX No. 31.

## REPORT OF THE HARBOUR MASTER FOR THE PORT OF GETSON'S COVE, N.S., FOR THE CALENDAR YEAR, ENDED 31st DEC., 1876.

HARBOUR MASTER'S OFFICE,

PORT OF GETSON'S COVE, 3rd Jan., 1877.

SIR,—Below you will find report and statement of vessels that have arrived at this port and paid fees during the year 1876. Many vessels, however, call at this port, from which I collect no fees, for instance, vessels that anchor here on their way to the Port of Bridgewater, and vessels from which fees have been collected at other ports, which, you will perceive, are not included in my list.

The vessels anchoring here bound for the Port of Bridgewater generally cause me the most trouble. I have to be very watchful to prevent them from violating the regulations of this port.

I am happy to be able to state that I have been enabled to perform my duties without any interruption or unpleasantness.

I have the honour to be, Sir,

Your obedient servant,

GEORGE H. ZWICKER,

*Harbour Master.*

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

Receipts and expenditure of the Harbour Master from 1st January to 31st December, 1876.

Number.	Rig.	Register Tonnage.	Fees Collected.	
			\$	cts.
74	Schooners .....	4,861	63	50
5	Brigantines .....	932	8	50
3	Barques.....	1,797	11	50
Total receipts.....			83	50
Amount paid for stationery, &c.....			2	50
Balance in favour of the Harbour Master.....			81	00

GEORGE H. ZWICKER,

*Harbour Master.*

Sworn before me, one of Her Majesty's Justices of the Peace in and for the County of Lunenburg, at La Have, January 3rd, 1877.

D. B. HIMMELMAN, J.P.

## APPENDIX No. 32.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HALIFAX, N.S.,  
FOR THE CALENDAR YEAR ENDED, 31st DECEMBER, 1876.HARBOUR MASTER'S OFFICE,  
HALIFAX, N.S., December 30th, 1876.

SIR,—I have the honor to submit my Annual Report, being that for the year ending 30th December, 1876.

Nothing of importance has transpired during the year to which I have to call your attention.

Annexed please find a copy of the receipts and expenditure of the office.

I have the honour to be, Sir,

Your obedient servant,

ELIJAH WOOD,  
*Harbour Master.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

RECEIPTS and EXPENDITURE of the Harbour Master from 1st January to 31st  
December, 1876.

No.	Reg.	Register Tonnage.	Fees Collected.
66	Steamers.....	77,876	290 50
4	Ships.....	3,602	20 00
33	Barques.....	17,498	112 50
3	Barquentines.....	840	6 50
6	Brigs.....	1,469	11 50
146	Brigantines.....	23,967	228 00
847	Schooners.....	52,638	694 50
Total Receipts.....			1,363 50
By paid Assistant.....		\$ 200 00	
" Stationery.....		25 00	
" Office expenses, etc., etc.....		146 00	
			371 00
Amount reverting to Harbour Master.....			\$992 50

ELIJAH WOOD,  
*Harbour Master.*

Sworn before me at Halifax, N.S.,  
this 30th day of December, 1876. }

WM. MCKERRON,  
Notary Public.



## APPENDIX No. 33.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF LUNENBURG,  
N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

SIR,—I have the honour to submit my Annual Report for the year ended 31st December, 1876.

The can buoys have been placed in the spring by Capt. Burns, and taken up, spar buoys placed again in the fall by Capt. Burns. The dredge has been a benefit to our harbour. The captain of the dredge, has tried to deepen the harbour shoal, called Brick Shoal, but did not succeed, being one solid cliff of blue stone. The owners and captains of vessels, think it advisable to have a spare buoy placed on Battery Point Reefs. I would recommend same being done next season.

I have the honour to be, Sir,

Your obedient servant,

WILLIAM BEGG,  
*Harbour Master.*

The Honorable A. J. SMITH,  
Minister of Marine and Fisheries, &c.,

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 APPENDIX No. 34.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF MCNAIR'S COVE,  
 N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

McNAIR'S COVE, 30th December, 1876.

SIR,—I have the honour to submit my Report as Harbour Master for McNair's Cove, for the year ended 31st December, 1876. I am sorry to have to state that the wharf here is badly damaged by the storm of the 9th December, instant. The outer block (or ell so called) is completely destroyed. I would recommend repairs at as early a date as possible. The wharf is highly appreciated by all parties as a public benefit. I have also to state that McNair's Cove is fast increasing in importance. There are now three large stores making a profitable business besides seven small stores for fish and salt. I have also to state that from two to three vessels come in here for shelter daily during the season.

RONALD McEACHEN,

The Honorable A. J. SMITH,  
 Minister of Marine and Fisheries, &c., &c.,

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I, Ronald McEachen, Harbour Master for McNair's Cove in the County of Antigonish and Province of Nova Scotia, do make oath and say that all the facts, statements and things set forth in the above, and foregoing report are true in fact and substance.

RONALD McEACHEN,

Sworn to before me,  
 the 2nd day of January, 1877. }

L. McISAAC, J.P.,  
 for the County of Antigonish.

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## APPENDIX No. 35.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HAWKESBURY,  
N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

## HARBOUR MASTER'S OFFICE,

PORT HAWKESBURY, 31st December, 1876.

SIR,—I have the honour to submit my Annual Report, being that for the year ended 31st December, 1876.

I am glad to be able to inform you that nothing in the way of irregularities has transpired during the year to which I have to call your attention.

Annexed please find a copy of the receipts and expenditure of the office for the year.

I have the honour to be, sir,  
Your obedient servant,

DANIEL W. HENESEY,  
*Harbour Master.*

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

RECEIPTS and Expenditure of the Harbour Master from 1st January to 31st December,  
1876.

Rig.	Number.	Register Tonnage.	Fees Collected.
Schooners .....	251	15,530	\$75 00
Brigs .....	25	4,535	18 50
Barques .....	8	3,758	6 50
Ship .....	1	966	.....
Steamers .....	26	28,036	10 00
			\$110 00
Paid for use of boats and assistants .....		\$14 00	
Printing receipts.....		0 75	14 75
			\$95 25

I declare that the foregoing, with account, is just and true in every particular, to the best of my knowledge and belief.

Signed and declared before me at Port Hawkesbury, }  
This 6th day of January, 1877.

M. McDONALD, J.P.

D. W. HENESEY.

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 APPENDIX No. 36.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF PORT HOOD,  
 C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

PORT HOOD, 2nd January, 1877.

SIR,—I have the honour to submit to you the following Report for the calendar year ended December 31st, 1876:—

On the 15th May last I proceeded with boats and crew to lay down the buoys in and at the entrance to Port Hood Harbour, and that of Indique Shoal, which I completed in three days. I also painted and refitted all the buoys before laying them down.

On the 13th November I proceeded to take in the Indique Shoal buoy. But owing to a squall of wind that came up at the time I was obliged to slip the chain and put a small buoy on the buoy I succeeded in landing at Indique. On the 27th I again gave it a trial, but found them foul and could not start them. On the 14th of December I again made fast to them. Having previously provided grapnels and other gear to trip them out of hold, but the weather did not permit a fair trial. The ice having commenced to form my only alternative was to secure them so that I might be able to hook them in the spring.

I took up all the buoys at Port Hurst on the 28th and 29th November, and stored them on Smith's Island.

There has been considerable repairs and improvements made in the harbour this year, and the wharves generally have been put in better repair.

In July, Mr. I. B. Hegan, Civil Engineer, made a thorough survey for the construction of a breakwater across to the island, which, it is hoped, may be commenced at an early date.

I have the honour to enclose a return showing the number of tonnage and of vessels entering this port.

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

JOHN H. MURPHY,  
*Harbour Master.*

WM. SMITH, Esq.,  
 Deputy Minister of Marine and Fisheries,  
 Ottawa.

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I, John H. Murphy, of Port Hood, in the County of Inverness, Harbour Master, make oath and say that the various statements contained in the foregoing report are true and correct.

JOHN H. MURPHY,  
*Harbour Master.*

Sworn to before me at Port Hood in the County of Inverness, this 2nd day of January, 1877.

DONALD M'DONALD, J.P.

## APPENDIX No. 37.

## REPORT OF THE HARBOUR MASTER FOR THE PORT OF MULGRAVE, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

PORT MULGRAVE, N.S.

SIR,—I have the honour to submit my first Report as Harbour Master for the Port of Port Mulgrave for the year ended 31st December, 1876. There has been quite a falling off of Dominion and American vessels at this port this year on account of the fisheries failing in the Gulf of St. Lawrence, and about the Magdalen Islands. Previous years upwards of five hundred vessels frequented this port bound on a mackerel fishing voyage, this year only sixty-five schooners were engaged in that branch of fisheries. I have to state with pleasure that fees collected by me on vessels arriving or leaving this port have been paid very willingly by the masters of those vessels, and I met with no difficulty in the execution of my duty in collecting the fees. Many vessels anchored in this port only for shelter of which I did not collect any Harbour Master's fees.

The Port of Port Mulgrave is a thoroughfare for small vessels bound to the fishing grounds in the Gulf of St. Lawrence, and as it is the safest harbour in the Strait of Canso when the ice is running, vessels in the spring are obliged to anchor in this port for safety, and remain until the ice passes out of the strait. The port not being commodious on account of accumulation of mud on the best of the anchorage ground, it is difficult to accommodate the large early fleet that require safe anchorage.

The service of a dredge a short time to clear away the obstruction would make this a good winter port, and would be very beneficial to P. E. I. vessels that cannot get to their ports of destination late in the fall. Herewith enclosed you will please find a list of vessels that paid Harbour Master's fees at this port for the year ended 1876. The amount of fees collected in the port of Port Mulgrave for the year 1876, as stated in detail, is two hundred and one dollars.

	Number.	Regular Tonnage.	Fees Received.
Brigantines.....	2	418	\$3.50
Barques.....	2	793	6.00
Ships.....	1	966	5.00
Schooners.....	219	13,678	186.50
	224	15,855	\$201.00

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

ANGUS H. McDONALD,  
*Harbour Master.*

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

Sworn before me this  
3rd day of January, 1877. }

Wm. S. WYLLAC, J.P.

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 APPENDIX No. 38.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF PUGWASH, N.S.  
 FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

PUGWASH, 3rd January, 1877.

SIR,—I have the honour to submit my Annual Report ended 31st December, 1876; also a list of vessels paying Harbour dues.

Previous to the present year the spar buoys were used, secured by anchor. These buoys were frequently displaced in stormy weather, and eventually, during a heavy storm in the fall of 1875, two of them were lost with anchors and chains. Last spring I was furnished by the Department at Halifax, with casks for buoys and chains. The casks I had securely bound and secured by stone kedges of about 300 lbs. each, and have had no trouble with them this season, except with one held by an anchor being displaced twice. I consider the cask buoys better than the spar. There has been quite a large number of schooners in this port last summer, but you will see by my return that dues have been collected from very few, they having generally paid twice before arriving here. I require a small scow very much, for the purpose of placing and lifting the buoys, as it is difficult to get over; and I hope you will give the matter due consideration.

I am, Sir,  
 Your obedient servant,

JAMES BENT,  
*Harbour Master.*

To Wm. SMITH, Esq.,  
 Deputy Minister of Marine and Fisheries

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 APPENDIX No. 39.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF TUSKET, N.S.,  
 FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

 TUSKET, COUNTY OF YARMOUTH,  
 31st December, 1876.

SIR,—I herewith send you statement in duplicate of payable vessels entering the port of Tusket during the year 1876.

It will be necessary to have a flat-bottom boat made this winter, sufficiently large to enable me to put down and replace buoys next spring, as soon as the ice breaks up.

The ice very frequently carries these buoys for quite a distance, consequently they have to be raised and replaced. We have a strong current in Tusket River, some places not less than six miles per hour, often with heavy sea.

It is almost impossible to hire a suitable boat, and the cost would be a great deal more than the interest with wear and tear.

Some of these buoys are ten miles below Tusket, in a large open bay, where the sea, with a southerly wind, has full force.

The probable cost of a suitable boat and gear will be from seventy five to one hundred dollars.

I am, Sir,  
 Your obedient servant,

FORMAN HATFIELD,  
*Harbour Master.*

To WILLIAM SMITH, Esq.,  
 Deputy Minister of Marine and Fisheries,  
 Ottawa.

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 APPENDIX No. 40.
 

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## REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. MARGARET'S BAY, N.S., FOR THE CALENDAR YEAR ENDED 31st DEC., 1876.

St. MARGARET'S BAY, N.S., 1st January, 1877.

SIR,—I have the honor to enclose my annual report with statement of vessels arriving at this port liable to pay Harbour Master's fees. Many of the vessels arriving at this port I collect nothing from, they having two receipts for previous payments. I am happy to inform you that nothing has transpired during the year of which I have to complain. I have to state with pleasure that fees collected on vessels arriving at said port have been paid without any trouble by the captains of said vessels.

I appointed a place to deposit ballast last year, and have made all vessels strictly to comply with the regulations.

Please send me a few copies to be given to pilots.

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

PETER F. BOUTILLIER,  
*Harbour Master.*

To WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

Sworn before me this 1st day of January, 1877, }  
at St. Margaret's Bay. }

GEO. DAUPHINEE, J.P.

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## APPENDIX No. 41.

## REPORT OF THE HARBOUR-MASTER FOR THE PORT OF WHYCOCOMAH, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

WHYCOCOMAH, 2nd January, 1877.

SIR,—Enclosed please find Report for the year ended 31st December, 1876. The fees collected is but small; and I beg to ask your kindness to inform me particularly if I am not entitled to receive the salary mentioned in my instructions, although the fees collected in this port do not come near up to it. Our harbour, it is true, is a good harbour and worthy of particular notice and attention, and by every appearance will be visited by more vessels hereafter, owing to resources heretofore unattended to; and, besides, the best of our harbour channel used to be very much spoiled and heaped up with ballast stuff from vessels coming into this harbour, before I got my appointment, which cause would result in endangering our harbour if timely caution were not taken against such doings. Now I find that in my furnishing myself with necessary equipments, such as boat, &c., to fill my position as Harbour Master with, only the bare fee that I collect is a matter of expense and trouble to me, without getting the appointed salary, but I look forward to the time when this port may be more paying than its mere salary.

Hoping that you will please see to securing me the proper salary for my duty and service, and will ever feel.

Your obedient servant,

NEIL MCKINNON,  
*Harbour Master.*

## APPENDIX No. 42.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF YARMOUTH,  
N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.YARMOUTH, NOVA SCOTIA,  
1st January, 1877.

SIR,—I have the honour to report that since my appointment to the office of Harbour Master for the Port of Yarmouth, Nova Scotia, on the 26th July, 1876, the vessels as shown in the accompanying statement have entered this port up to the 31st December liable to harbour dues. I am glad to inform you that everything seems to have gone on satisfactorily.

The steam dredge "Canada" has made very good improvement during her stay at this port; but it will require considerable length of time to dredge out the channel as per plan, as her carrying capacity is small and the distance of deposit is upwards of four miles. But the following season her distance of deposit can be shortened more than a mile with a small expense—by laying down a few temporary buoys, which will also enable her to continue on her work in thick foggy weather.

The spiles and buoys of this harbour are in a very good condition, excepting in the upper part of the harbour. There they will require to be straightened up and some of them renewed in the following spring, as by age and the wear of ice they have become almost useless.

I have the honour to be,  
Your obedient servant,

GEO. E. CANN,  
*Harbour Master.*

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

Sworn before me this 1st day of January, 1877.

NATHAN B. LEWIS, J.P. }

RECORD OF vessels entering the Port of Yarmouth, Nova Scotia, liable to  
payment of Harbour Master's fees, under the Act 38 Vic., chap. 30. :—

Rig.	Number.	Register Tonnage.	Fees Collected.
			\$ cts.
Ships .....	3	4,157	15 00
Barques .....	2	1,547	9 00
Brigs .....	2	489	4 00
Brigantines .....	10	1,312	14 50
Schooners .....	131	5,176	91 00
Total number of ships .....	148		
Total amount of register tonnage.....		12,681	
Total amount of fees collected.....			\$133 50

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 APPENDIX No. 43.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF CRAPAUD,  
 P.E.I., FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

CRAPAUD, P.E.I., 8th January, 1877.

SIR,—The report of Wesley Myers, Harbour Master of the Port of Crapaud, in the Island aforesaid, as follows:—

That the buoys at Crapaud Harbour were duly placed, in the spring, in their proper places, and kept so until the close of navigation, and then had them all safely landed in the month of December.

I have also attended to the duties of my office according to the Act and instructions furnished to me.

I also send you an account of all vessels that have paid their harbour dues this season, which I hope you will find correct.

WESLEY MYERS.

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

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I, Wesley Myers, of Crapaud, Queen's County, P.E.I., farmer, make oath and say, that all the facts, statements and things set forth in the foregoing report are true in fact and substance.

Sworn to before me, at Crapa.

P.E.I., this 8th Jan 1877.

OMON LEARD, J.P.

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## APPENDIX No. 44.

**REPORT OF THE HARBOUR MASTER FOR THE PORT OF GRAND RIVER,  
P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.**

GRAND RIVER, December 31st, 1876.

SIR,—I enclose to you the list of vessels that I boarded this last season. These were not all that came to this port. There were several vessels of small size that I did not board; it would be lost time to do so, for it would not pay anybody in this port for what he collects; they all pay at other ports, and I cannot force no new vessel that is built in this port to pay, for the Act does not bind them to do so.

The buoys were placed at the opening of the navigation, but on the 28th of May the ice came in, and we were obliged to take them up; and they received considerable damage, with some loss. They were placed immediately afterwards and kept so; and on the 16th of December, there commenced a gale of wind, and the ice carried them all away, and I have not heard any account of them yet.

Yours truly,

RONALD S. McDONALD,

*Harbour Master for the Port of Grand River.*

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

## APPENDIX No. 45.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF MURRAY  
HARBOUR, P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER,  
1876.

SIR,—Hereunder please find Report of Vessels having entered at the Port of Murray Harbour during last year, and statement of fees collected by me, which, though small, is more than treble what I collected last year. The increase is owing to the alterations in the law with reference to small vessels. I hope there will be a similar increase next year, as what is now collected is not at all a sufficient remuneration for the labour performed.

	Number.	Registered Tonnage.	Fees Collected.
Schooners .....	67	2,342	\$8 50
Brigs .....	6	1,194	5 50
Total.....	73	3,536	\$14 00

WILLIAM MILLER,  
*Harbour Master.*

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

Sworn before me this 10th day of January, 1877.

ANDREW MILLER, J.P.

## APPENDIX No. 46.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF PINETTE,  
P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

SIR,—Owing to the trade being carried on by a fleet of small vessels belonging to this harbour, the amount of fees collected has not increased, besides there are a great many which are provided with the two receipts before entering the harbour. The trade of this port is greatly on the increase this year on account of the pains taken with the channel by keeping it well bushed, besides the buoys have been kept in their proper places. I beg to remind you that Murchison's time has expired on the 20th of November, 1876, according to contract. He lifted the buoys on that day, the same time there were two brigs and six schooners loading in the harbour that had to go out, I then placed three temporary buoys out to guide them and they all got away without any trouble, some of them came and took the second load and came back before the close of navigation. Please let me know what will be done about buoys next season. I have a great deal of trouble for very little pay as you see by the above list which is a just and true account to the best of my knowledge.

NIEL McLEOD,  
*Harbour Master.*

Sworn before me this 10th day of January, 1877.

ALEX. WILLIAMS, J.P.

## APPENDIX No. 47.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. PETER'S  
HARBOUR FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

ST. PETER'S HARBOUR, P.E.I., 2nd January, 1877.

SIR,—I have the honour to submit my Annual Report for the year ended 31st December, 1876.

There were three buoys placed in the harbour last spring as soon as it was cleared of ice, and they were well kept there during the season. They were taken up this fall. There was a part of the breakwater carried away in the November gale of 1875, and it has not yet been replaced.

For about two months in the summer there are, on an average, from about twenty to thirty small fishing vessels from Nova Scotia in and out of the harbour. The depth of water on the bar is nine feet at average low tides.

There were only two vessels sailing from this port during the season that I could exact any fees from, and when I exacted payment they told me they had to go to the port of Georgetown to finish loading and clearing. So I have not to report the reception of any fees; I have received none.

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

JAMES McDONALD,  
*Harbour Master.*

To Wm. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

Sworn before me this 3rd day of January, 1877.

JAMES HAGAN, J.P.

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 APPENDIX No. 48.
 

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 REPORT OF THE HARBOUR MASTER FOR THE PORT OF SUMMERSIDE,  
 P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

SUMMERSIDE, P.E.I., 31st December, 1876.

SIR,—I beg to transmit my Annual Report for the year ended 31st December, 1876.

That the buoys were properly placed, and kept in place, and carefully attended to the entire season.

I have also to state that, in the month of August and September, there were two schooners grounded on McCallum's Point Reef, at the entrance of this harbour. The reason alleged by the captains was, that the buoys were not painted according to Dominion law, of which I never had any notice, and I therefore followed the local regulations in that respect; but last spring, after placing the buoys, Mr. Mitchell informed me of the new order of painting buoys. We then came to the conclusion to let them remain for the season to save expenses of replacing them.

The captains of the above schooners stated that they could not get a pilot when off this harbour, which I believe to be true, as there are no pilots appointed here under Dominion laws.

The schooner "Brave," is still sunk in the channel as formerly stated by me. The contractor has not succeeded in raising her as yet, but will try as soon as possible in the spring.

I would suggest to the Department the placing of three anchors to the west side of the Railway Wharf, for vessels to haul off by from the wharf, as vessels have sustained damages to the amount of about three thousand dollars this fall and last fall for the want of means to haul off by in gales of wind.

I have the honour to be, Sir,

Your most obedient servant,

(Signed), RONALD CAMPBELL,  
*Harbour Master.*

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I also attach to the foregoing statement the number of vessels which entered the Port of Summerside, liable to payment of Harbour Master's fees, the number being sixty-three. The amount of fees collected was sixty-five dollars, for which I had to pay five per cent. for collecting to the Collector of Customs, as it was much easier for him to collect it than for me.

Yours, &c.,

(Initialed), R. C.

Sworn to before me, this 9th day of January 1877,

COLIN McLENNAN, J.P.



## APPENDIX No. 49.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TRACADIE,  
P.E.I., FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

GRAND TRACADIE, PRINCE EDWARD ISLAND,  
30th December, 1876.

SIR,—I have the honour to submit to you my Annual Report for Tracadie Harbour for the year, 1876.

That the two buoys belonging to this Harbour were placed by me in their respective positions when I took the proper soundings of the channel in the spring, the said buoys being deposited in the deepest part of the said channel; and the said buoys remained in their positions until the close of the navigation in this port when I took them up. I wish also to state that I erected the beacons in their proper localities, which, after this year, will not be required, as the Tower lights built here this summer will answer the purpose of beacons by day and light by night. The above mentioned were not lit this season owing to the want of lamps, which I trust will be placed in the towers before the opening of the navigation next spring.

I received the sum of one dollar for harbour fees in the entire summer.

I also desire to bring to your notice the necessity for a breakwater as the harbour is so shoally that no vessel of any large tonnage can enter, and moreover, that said harbour with about five feet more water on it would afford shelter and good anchorage for a considerable number of vessels which would frequent the vicinity of this harbour; but on account of the shoal water at present, and a bend forming in the Gulf at this point which renders it very dangerous in case of heavy gales of northerly wind that frequently visits this coast during the summer season, and having no safe place in such cases, they wholly have deserted the place.

I have the honour to remain,  
Your obedient servant,

(Signed), HUGH CAMPBELL,  
*Harbour Master.*

To the Hon. ALBERT J. SMITH,  
Minister of Marine and Fisheries,  
for the Dominion of Canada.

I, Hugh Campbell, of Tracadie, in Queen's County, in Prince Edward Island, farmer, do make oath and say that all the facts, statements, and things set forth in the above and foregoing report are true in fact and substance.

(Signed), HUGH CAMPBELL.

Sworn before me at Charlottetown, Prince  
Edward Island, this 8th day of January, }  
A.D., 1877. }

H. F. CALLBECK, J. P.  
*for Queen's County.*

APPENDIX No. 50.

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REPORT OF THE HARBOUR MASTER FOR THE PORT OF SUMMERSIDE  
FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

SIR,—Above please see report of vessels, arriving at this port, liable to pay Harbour Master's fees. About four-fifths of those arriving pay me nothing, having two receipts for previous payment; therefore my receipts are small. I have to row a boat about three miles to the wharves, down the river, which takes up a good deal of my time and unless I am better paid for my services than I have been heretofore, it will be impossible for me to do justice as Harbour Master. We have had the Steam Dredge "Prince Edward," for about six weeks removing the banks out of the channel that were left in the fall of 1874. She did good work; it has greatly improved our shipping place. We have now fifteen feet of water in the shallowest part of the channel at ordinary spring tides, which will greatly increase the traffic in our Harbour.

I would also call your attention to the fact that now our farmers are about beginning to dig mud on the edges of the channel that was dredged this summer. I will have to lay off and stake the ground for them, otherwise they will injure the channel as they did last winter. I stated the matter to your agent, Mr. Mitchell (Charlottetown); he ordered me to attend to it, and report to you. I would, therefore, most respectfully ask you to give those matters due consideration.

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

(Signed), JOHN FURNESS,  
*Harbour Master.*

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

## APPENDIX No. 51.

TABLE shewing the names of Ports proclaimed under the Dominion Acts, 36 Vic., chap. 9, 37 Vic., chap. 34, and 38 Vic., chap. 30, for the appointment of Harbour Masters, the dates of proclamation, the names of the Harbour Masters appointed under the Acts named, and the Acts 35 Vic., chap. 42, and 36 Vic., chap. 12 and 63, the dates of the appointment of the Harbour Masters, the amount which each of their salaries is not to exceed, the amount of fees collected by each of them during the calendar year ended 31st December, 1876, and the overplus, if any, paid into the credit of the Receiver-General.

## PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1876.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Goderich .....	28 April, 1876.	Thomas Dancy .....	22 April, 1876.	300 00	283 00	.....
Southampton ...	23 Sept., 1875.	David Cascaden .....	13 Sept., 1875.	100 00	12 00	.....

## PROVINCE OF QUEBEC.

Gaspé .....	25 Sept., 1874.	Joseph Eden .....	22 Sept., 1874.	500 00	129 00	.....
St. Johns. ....	} Within the harbor of Montreal.	Julien Napoleon Bourassa ..	21 July, 1876.	400 00	297 50	.....
Sorel .....		Pierre Bellefeuille .....	20 April, 1875.	300 00	510 00	210 00
Three Rivers .....		Uldoric Frederick Langlois.	14 June, 1875.	300 00	367 00	57 00

## PROVINCE OF NEW BRUNSWICK.

Bathurst .....	30 May, 1873.	Peter J. Hachey .....	12 Dec., 1874.	200 00	47 50	.....
Bay Verte .....	30 May, 1873.	No appointment .....	.....	.....	.....	.....
Buctouche .....	30 May, 1873.	John Keswick .....	20 April, 1876.	100 00	40 50	.....
Campbelltown...	30 May, 1873.	William Mott .....	9 July, 1873.	200 00	3 50	.....
Campobello ....	30 May, 1873.	John Benjamin Beatty .....	7 July, 1873.	100 00	13 00	.....
Caraquet .....	30 May, 1873.	Gervais Basil Paulin .....	30 April, 1874.	150 00	43 00	.....
Chatham .....	30 May, 1873.	William Johnston .....	7 July, 1873.	300 00	754 00	454 00
Cocagne .....	30 May, 1873.	John Brooks .....	7 July, 1873.	100 00	16 50	.....
Dalhousie .....	30 May, 1873.	John Urquhart Campbell .....	8 July, 1874.	200 00	103 00	.....
Dorchester .....	30 May, 1873.	Joshua King .....	9 July, 1875.	200 00	52 00	.....
Fredericton .....	30 May, 1873.	No appointment .....	.....	.....	.....	.....
Grand Manan....	18 Sep., 1876.	James A. Pettis .....	18 Sept., 1876.	100 00	.....	.....
Great Shemogue	17 May, 1875.	John Avaré .....	10 May, 1875.	100 00	4 50	.....
Harvey .....	30 May, 1873.	Joseph McAlmon .....	10 April, 1875.	100 00	11 50	.....
Hillsborough ..	30 May, 1873.	Nehemiah Bennett .....	30 April, 1874.	150 00	32 50	.....
Ledge of St. Stephens .....	30 May, 1873.	Charles Young .....	22 April, 1876.	100 00	11 00	.....
Moncton .....	30 May, 1873.	No appointment .....	.....	.....	.....	.....
Musquash .....	26 Mar., 1874.	Samuel Hayward .....	26 Mar., 1874.	100 00	44 00	.....
Newcastle .....	30 May, 1873.	John Niven .....	7 July, 1873.	300 00	192 50	.....
North Joggins ..	30 May, 1873.	No appointment .....	.....	.....	.....	.....
Richibucto .....	30 May, 1873.	James Alexander Jardine .....	11 May, 1874.	200 00	149 00	.....
Rockland .....	30 May, 1873.	No appointment .....	.....	.....	.....	.....
Sackville .....	30 May, 1873.	No appointment .....	.....	.....	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &amp;c.—Continued.

## PROVINCE OF NEW BRUNSWICK.—Continued.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1876.	Amount paid over to Receiver-General.
				\$	cts.		
St. Andrews.....	30 May, 1873..	John Balson.....	7 July, 1873..	100 00	44 50	.....	.....
St. George .....	30 May, 1873..	James Dick .....	7 July, 1873..	100 00	42 00	.....	.....
St. Martins .....	14 May, 1874..	Joseph Carson .....	14 May, 1874..	100 00	6 00	.....	.....
Shediac .....	30 May, 1873..	Alexander McQueen .....	19 May, 1876..	300 00	301 00	.....	1 00
Shippegan.....	30 May, 1873..	Peter DeGrace .....	1 June, 1876..	100 00	6 00	.....	.....
Tracadie .....	17 May, 1875..	Vital Arceno .....	9 July, 1875..	100 00	5 00	.....	.....

## PROVINCE OF NOVA SCOTIA.

Annapolis .....	12 Mar., 1875..	Jacob Troop Starratt .....	25 Feb., 1875 .	200 00	49 00	.....	.....
Baddeck .....	23 Sept., 1875..	Stephen Atwater .....	15 Sept., 1875..	100 00	7 50	.....	.....
Bear River .....	25 Sept., 1874..	William Fenwick Hennigar .....	22 Sept., 1874..	400 00	38 00	.....	.....
Bridgewater .....	6 May, 1874..	Joseph Robins Wyman .....	6 May, 1874..	100 00	81 00	.....	.....
Bras d'Or, including New Campbelltown	6 May, 1874..	Francis Dunlap .....	6 May, 1874..	200 00	5 00	.....	.....
Cape Canso .....	6 June, 1876..	William Walsh .....	6 June, 1876..	100 00	1 50	.....	.....
Cheticamp .....	20 April, 1876..	Fulgence Aucoin .....	15 April, 1876..	100 00	3 50	.....	.....
Getson's Cove.....	12 Mar., 1875..	George Henry Zwicker .....	25 Feb., 1875..	300 00	83 50	.....	.....
Halifax.....	No proclamation required by Act.	Elijah Wood .....	7 Oct., 1872..	1600 00	1424 00	.....	.....
Indian Bay .....	25 Oct., 1876..	Matthew Dripps McKenzie .....	25 Oct., 1876..	150 00	.....	.....	.....
Little Glace Bay	3 Aug., 1874..	Henry Mitchell .....	23 July, 1874..	200 00	162 00	.....	.....
Lunenburg .....	3 Dec., 1875..	William Henry Begg.....	3 Dec., 1875..	150 00	69 00	.....	.....
McNair's Cove... 12 Mar., 1875..	12 Mar., 1875..	Ronald McEachen .....	8 Mar., 1875..	150 00	5 50	.....	.....
Margaret's Bay ..	16 July, 1875..	Peter Francis Boutilier .....	9 July, 1875..	100 00	26 50	.....	.....
Neil's Harbour ..	28 April, 1876..	Angus Buchanan .....	11 April, 1876..	100 00	1 00	.....	.....
North Sydney ...	9 April, 1874..	George Bennett Ingraham .....	9 April, 1874..	500 00	430 00	.....	.....
Northwest Cove, Coleman's Cove and Aspotogan Harbour.	29 Dec., 1876..	William Murphy.....	29 Dec., 1876..	200 00	.....	.....	.....
Parrsborough.....	22 Oct., 1873..	Edward Walter Beaty .....	22 Oct., 1873..	100 00	6 50	.....	.....
Pictou .....	No proclamation required by Act.	John Gunn .....	14 Aug., 1875..	400 00	1500 00	.....	.....
Plaster Harbour..	6 May, 1874..	Donald Fraser.....	6 May, 1874..	200 00	17 00	.....	.....
Pt. Hawkesbury..	16 July, 1875..	Daniel Henesey .....	9 July, 1875..	200 00	110 00	.....	.....
Port Hood .....	16 July, 1875..	John Murphy, jun. ....	9 July, 1875..	200 00	32 00	.....	.....
Port Mulgrave... 8 Mar., 1876..	8 Mar., 1876..	Angus H. McDonald .....	23 Mar., 1876..	200 00	.....	.....	.....
Pugwash .....	22 Oct., 1873..	James Bent .....	22 Oct., 1873..	100 00	63 00	.....	.....
Sheet Harbour... 14 May, 1874..	14 May, 1874..	William Hall .....	14 May, 1874..	150 00	18 00	.....	.....
Tusket .....	18 Mar., 1875..	Forman Hatfield.....	1 Mar., 1875..	100 00	22 50	.....	.....
Wallace .....	22 Oct., 1873..	William McNab .....	22 Oct., 1873..	100 00	6 50	.....	.....
Windsor .....	24 Sept., 1874..	James Smith Wiley .....	22 Sept., 1874..	400 00	253 00	.....	.....
Whycocomah .....	29 Oct., 1875..	Neil McKinnon .....	8 Oct., 1875..	100 00	10 50	.....	.....
Yarmouth .....	18 Mar., 1875..	George Edward Cann .....	21 July, 1876..	250 00	193 50	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &amp;c.—Continued.

## PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1876.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Bay Fortune .....	10 April, 1875..	William R. Dingwell .....	10 April, 1875..	200 00	1 00	.....
Cardigan Bridge	15 July, 1874..	George Alley .....	4 Nov., 1874..	200 00	No re- turn...	.....
Cascumpec .....	15 July, 1874..	George Wells .....	17 June, 1874..	200 00	28 50	.....
Charlottetown .....	15 July, 1874..	William White .....	17 June, 1874..	400 00	136 50	.....
Crapaud .....	15 July, 1874..	Wesley Meyers .....	17 June, 1874..	200 00	23 00	.....
Egmont Bay .....	15 July, 1874..	Alexander McArthur .....	17 June, 1874..	200 00	No re- turn...	.....
Georgetown .....	15 July, 1874..	John Bradshaw Howlett .....	17 June, 1874..	200 00	84 00	.....
Grand River .....	10 April, 1875..	Ronald S. McDonald .....	10 April, 1875..	200 00	4 00	.....
Malpeque .....	10 July, 1874..	Vacant .....	.....	.....	.....	.....
Montagu Bridge.	15 July, 1874..	Daniel C. Campbell .....	17 June, 1874..	200 00	17 00	.....
Murray Bridge...	15 July, 1874..	William Millar .....	17 June, 1874..	200 00	4 00	.....
New London .....	15 July, 1874..	George Mackenzie .....	17 June, 1874..	200 00	6 00	.....
North Pinette .....	15 July, 1874..	Niel McLeod .....	17 June, 1874..	200 00	8 50	.....
Port Hill .....	15 July, 1874..	James Ellis .....	17 June, 1874..	200 00	7 00	.....
Rollo Bay .....	10 April, 1875..	Charles Deagle .....	10 April, 1875..	200 00	.....	.....
Rustico .....	17 May, 1875..	William McNeill, jun. ....	5 May, 1875..	200 00	No re- turn...	.....
St. Peter's Bay ..	10 April, 1875..	James McDonald .....	10 April, 1875..	200 00	.....	.....
Souris .....	10 April, 1875..	Alexander Halloran .....	10 April, 1875..	200 00	.....	.....
Summerside .....	15 July, 1874..	Ronald Campbell .....	17 June, 1874..	200 00	65 00	.....
Tracadie .....	17 May, 1875..	Hugh Campbell .....	5 May, 1875..	200 00	1 00	.....
Vernon River Bridge .....	19 July, 1874..	John Furness .....	17 June, 1874..	200 00	12 50	.....
West River .....	17 May, 1875..	Ewan McMillan .....	5 May, 1875..	200 00	.....	.....

## PROVINCE OF BRITISH COLUMBIA.

Burrard Inlet ...	4 Dec., 1876.	Isaac Johns .....	4 Dec., 1876..	400 00	.....	.....
Nanaimo .....	10 April, 1875..	Thomas Eric Peck .....	25 April, 1876..	500 00	275 00	.....
Victoria and Es- quimalt .....	20 Mar., 1875..	Jeremiah Nagle .....	8 Mar., 1875..	600 00	636 50	.....

WM. SMITH,  
Deputy Minister of Marine, &c

OTTAWA,  
1st January, 1877.

## APPENDIX No. 52.

STATEMENT of amounts of Collections and Expenditure on account of Harbour Improvements, at the undermentioned Ports, at which Tonnage Dues have been imposed by Proclamation, for the fiscal year ended 30th June, 1876.

## COLLECTIONS IN PROVINCE OF QUEBEC.

	No. of Tons.	\$ cts.	\$ cts.
House Harbour.....	934	93 40	
Amherst.....	4,348	434 80	
Cape Chatte, Gaspé.....	204	20 40	
			548 60

## COLLECTIONS IN PROVINCE OF NEW BRUNSWICK.

Richibucto .....	20,602	2,060 20	
Bathurst .....	9,720	972 00	
			3,032 20
			3,580 80

Expenditure on account of Harbour Improvements, for the fiscal year ended 30th June, 1876.

Richibucto, N.B., for building breakwater ..... \$10,862 42

WM. SMITH,  
Deputy Minister of Marine, &c

OTTAWA,  
1st January, 1877.

APPENDIX No. 53.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

25th January, 1877.

SIR,—I have the honour, by desire of the Harbour Commissioners of Montreal, to transmit herewith for the information of the Honorable the Minister of Marine and Fisheries, the following report for the year ended 31st December, 1876, in accordance with the provisions of the 24th section of the Act respecting pilotage.

There were no new pilots licensed in this District in 1876.

NAME and age of each pilot acting under the authority of the Harbour Commissioners of Montreal :—

Name	Age.	Service for which Licensed.	Name.	Age.	Service for which Licensed.
Onesime Naud .....	72	} To pilot any vessel within the Pilotage District of Montreal.	Pierre Gagnon .....	48	} To pilot any vessel within the Pilotage District of Montreal.
Zephirin Mayrand .....	68		Onesime Naud .....	35	
P. Marcel Mathieu.....	56		Joseph O'Hamelin.....	42	
François A. Mayrand.....	56		Joseph Chamondet.....	35	
Joseph Leveille.....	58		Louis A. Bouillé.....	36	
Hector Hamelin.....	58		Prudet Beaudet.....	34	
Joseph Dussereau.....	68		Elzear Belisle.....	41	
Leandre Mayrand.....	53		George Belisle .....	36	
Zephirin Bouillé.....	47		Joseph Pleau.....	38	
Placide Gallardet.....	60		Celestin Brunet .....	33	
Joseph Barnabe de Lafreniere	65		Louis Belisle.....	30	
Cyrille Belisle.....	48		Damas Caien.....	35	
Adolph Lise.....	46		Ulric Groleau.....	28	
G. Raymond.....	46		Alfred Frenette .....	36	
Eusebe Toupin.....	51		Alfred St. Amand.....	32	
Augustin Rand.....	49		Phillipe Belanger.....	37	
Hubert A. Belisle.....	45		Victor Gagnon.....	57	
Athanase Dufresne.....	42		Narcisse Perrault.....	38	
Jean B. Dorval.....	44	Trefle Toupin.....	28		
Louis N. Bouillé.....	49	Cleophas Auger .....	29		
Edouard Naud.....	33				

NAME and age of each apprentice serving his time under the authority of the Harbour Commissioners of Montreal :—

Name.	Age.	Name.	Age.
Ferdinand Pilote.....	33	Aubert Raymond.....	21
Joseph Toupin .....	23	Nestor Arcand.....	19
Alexis Gauthier .....	27	Gedeon Groleau.....	23
Leon Croteau .....	35	Wilbrod Gauthier.....	23
Trefle Gosselin .....	34	Nere Belisle .....	23
Jean Arcand .....	22	Louis N. Bouillé.....	26
Alphonse Cossette.....	26	Louis Mayrand .....	28
Deleve Nault.....	22	Hubert Perrault.....	28
Norbert Arcand.....	22	Odilon Protelance .....	24
Ulric Toupin.....	21	Laurent Gauthier.....	26

There have been several casualties during the past year, as mentioned below, but none of them of a serious character, and none of the cases referred to the Commissioners and fully investigated, did, in the opinion of the Commissioners, call for the infliction of any penalties upon the pilots complained against.

On the night of the 13th June, the steamship "Polino" ran into and sank an unknown barge; no lives were lost nor complaints made.

On the 26th July the steamship "Stelors," Bradley master, in charge of Pilot Alfred St. Armand, while on her way to Quebec touched several times, especially at Cap à la Roche. On the return of the steamer in October, Captain Bradley laid a complaint against the pilot for incompetency. The Commissioners investigated into the matter, together with the case of the steamship "Colombo," Tate, master, which vessel grounded under similar circumstances 27th September, when in charge of Pilot Hector Hamelin. After hearing evidence on both sides, the Commissioners, together with the Chief Engineer and other officers of the Trust, and the pilots, proceeded to Cap à la Roche, where soundings were taken and other information obtained. Owing to the absence of the complaining parties the Commissioners have not been able to complete the investigation. It is probable that the vessels may have grounded on boulders brought down to the edge of the channel by the ice, as alleged by the pilots; if so, the dredges have fully removed the obstructions.

On the 15th August the steamship "Circassian," in going out of the harbour collided with the steamer "Berthier," but no damage of any consequence was done.

During a violent gale on the same day the Norwegian bark "Swift," in changing position in the harbour was blown on the shoals near St. Helen's Island; she was got off without much difficulty.

On the 30th August the ship "Lake Ontario" came into collision with the steamer "Canadian," towing a raft, and did considerable damage. The owners of the ship paid \$1,000 for damages by mutual agreement between the parties.

On the 3rd November the steamship "Quebec" ran into the tug "C. J. Brydges," with a tow of barges in St. Mary's Current, and sank one barge. The accident was said to have been caused by the captain of the tug endeavouring to cross in front of the steamship.

The Commissioners have experienced great difficulty in obtaining thorough investigations into some of the cases brought before them, as it is almost impossible to have all the interested parties present at one time, more especially as regards steamships whose stay in port is generally very short.

I have to report that one pilot, David Mathieu, died on the 13th July last.

Two pilots, Zephirin Mayrand, aged 68, and Joseph Dussereau, aged 68, were licensed for one year, in conformity with the 36th section of the Pilotage Act of 1873.

There are forty-four acting pilots.

Tariff of pilotage now in force in the Pilotage District of Montreal:—

Pilotage of vessels in tow of a steamer, for each foot of draught of water, upwards or downwards.....	\$2 00
Pilotage of vessels propelled by steam, for each foot of draught of water, upwards or downwards.....	2 50
Pilotage of vessels under sail, for each foot of draught of water, upwards.....	4 20
Pilotage of vessels under sail, for each foot of draught of water, downwards.....	2 80
Moving a vessel from one wharf to another in the Harbour of Montreal, or from foot of current into the Harbour.....	5 00

The amount received for poundage being 5 per cent. of the earnings of the pilots, was \$1,737.43, from which it would appear that the gross earnings of the pilots were about \$34,740; besides this there was received a further sum of \$1 644.58, being interest on investments, making a total of \$2,382.01.



The disbursements were \$1,245, paid as pensions to old and infirm pilots and the widows of deceased pilots.

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

H. H. WHITNEY,  
*Secretary, Harbour Commissioners, Montreal.*

To Wm. SMITH, Esq.,  
Deputy Minister Marine, &c.,  
Ottawa.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, 27th February, 1877.

SIR,—I have the honour to acknowledge the receipt of your letter of the 21st inst., asking for certain information relating to the Pilotage District of Montreal.

I beg to state, in reply, that since the abolition of the Trinity House, when the Pilotage affairs were transferred to this Trust, there has been nothing paid to the Secretary out of the Pilotage funds, neither is there anything paid to the pilots, as the money earned by them is paid direct, less 5 per cent. retained, which is placed to the credit of the "Decayed Pilot Fund" for the relief of old and infirm pilots and the widows of pilots.

The following is a statement of the fund on the 1st January, 1877, viz. :—

Montreal Harbour Bonds, 6½ per cent. interest .....	\$21,000 00
do Waterworks Bond, 6 do .....	2,000 00
Dominion Stock, 6 do .....	1,620 00
Cash in City District Savings Bank, 5 per cent. interest.....	\$4,079 20
Cash in Treasurer's hands.....	17 66
	4,096 86
Total.....	\$28,716 86

I also enclose copy of our By-laws. Articles Nos. 72 and 91, inclusive, refer to pilotage matters; and Article No. 128 gives the tariff of pilotage now in force, but which, as you are aware, the Commissioners are about having amended.

I am, Sir,  
Your most obedient servant,

H. D. WHITNEY,  
*Assistant Secretary.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

## APPENDIX No. 54.

BRANCH PILOTS for and below the Harbour of Quebec, According to Seniority, with their Distinguishing Numbers, which they are bound to take from the Secretary-Treasurer of the Quebec Harbour Commission, under a Penalty of £10 Currency.

No.	Names.	Age.	Residence.
1	Edouard Petitgrew.....	72	Green Island.
2	Alexis Delisle.....	67	St. John, Orleans.
3	Joseph Pepin.....	68	do do
4	Jean Bourget.....	69	Notre-Dame, Levis.
5	Frs. Jos. Pouliot.....	70	Rimouski.
6	Frédéric Bernier.....	73	Quebec.
7	Charles Nolet.....	69	do
8	Ives Silvestre.....	68	do
9	Maximilien Caron.....	68	do
10	Ls. Jos. Lavoie.....	67	Notre-Dame, Levis.
11	Thomas Couillard Després.....	67	Bienville do
12	Vital Chamberland.....	66	Lauzon do
13	Laurent Tremblay.....	67	Bienville do
14	Dominique Girard.....	63	Green Island.
15	Edward Marcoux.....	70	Ste. Petronille, Orleans.
16	Charles Pouliot.....	63	St. Laurent, do
17	Thomas Simard.....	63	Quebec.
18	Jean-Bapt. Turgeon.....	65	do
19	Jean Audit dit Lapointe.....	64	St. Michel, Bell.
20	Edouard Antil dit St. Jean.....	62	Quebec.
21	George Sansterre.....	66	St. Michel, Bell.
22	Laurent Larochelle.....	65	do do
23	Frs.-Xav. Pepin dit Lachance.....	62	St. John, Orleans.
24	Paul Gautron dit Larochelle.....	65	St. Michel, Bell.
25	Charles Bernier.....	63	Cap St. Ignace.
26	Régis Ménard.....	62	St. Valier.
27	George Laplante.....	64	Quebec.
28	Jean Dufresne.....	62	do
29	Jean Pouliot.....	63	St. John, Orleans.
30	Frs. Vézina.....	63	Quebec.
31	Hélie Normand.....	62	do
32	Alexandre Vaillancourt.....	68	St. Laurent, Orleans.
33	Hilarie Raymond.....	64	Kamouraska.
34	Jean Frs. Lamarre.....	64	St. Valier.
35	Hilarie Jovin.....	61	Ste. Luce, Rimouski.
36	Jean-Bte. Bernier.....	62	L'Islet.
37	Pierre Peltier.....	66	St. Michel, Bell.
38	Frs. Thivierge.....	62	Quebec, St. Sauveur.
39	Joseph Pouliot, 1st.....	55	St. John, Orleans.
40	Marcel LeBel.....	64	Kamouraska.
41	Jacques Tremblay.....	69	St. John, Orleans.
42	Jean Dugas.....	61	Quebec.
43	Cyprien Raymond.....	59	do
44	Damien Boulanger.....	63	do
45	Wm. Russell.....	60	do
46	Louis Laprise.....	61	do

## BRANCH PILOTS for and below the Harbour of Quebec, &amp;c.—Continued.

No.	Names.	Age.	Residence.
47	Pierre Pepin.....	62	St. John, Orleans.
48	Charles Dumas.....	61	Green Island.
49	Louis Cottin Dugal.....	67	St. Michel, Bell.
50	Edouard Genest.....	60	Ste. Petronille, Orleans.
51	Pierre Lapierre.....	60	Notre-Dame, Levis.
52	Anselme Marmen.....	61	Quebec.
53	Magloire Delisle.....	61	Green Island.
54	Jean-Bapt. Talbot, 1st.....	60	Berthier.
55	Frs.-Xav. Delisle, 1st.....	59	St. John, Orleans.
56	Joseph Dick.....	58	do do
57	Frs. Noël.....	67	Ste. Petronille, Orleans.
58	Paul Langlois.....	62	Ste. Agathe.
59	Marcel Côté.....	62	Green Island.
60	George Audet dit Lapointe.....	57	Lauzon, Levis.
61	Gabriel Lachance.....	58	St. John, Orleans.
62	Isaie Marticotte.....	57	Quebec.
63	François Dallaire.....	60	St. Laurent, Orleans.
64	Laurent Godbout, 1st.....	60	Quebec, St. Sauveur
65	Pierre Roy.....	62	do do
66	Clovis Antil.....	57	St. Jean Port Joli.
67	Pierre Ruelland.....	67	St. Michel, Bell.
68	Hubert Dumas.....	58	Trois-Pistoles.
69	Damase Babin.....	60	St. Jean Port Joli.
70	Jos Boucher dit Morency.....	60	Quebec.
71	Maurice Pepin dit Lachance.....	64	do
72	David Bouffard.....	58	St. Laurent, Orleans.
73	Pierre Curodeau.....	55	do do
74	Edouard Iabrègue.....	57	do do
75	Bart. Pepin dit Lachance, 1st.....	56	St. John do
76	Antoine Lapointe.....	56	Quebec, St. Sauveur.
77	Jean Chassé.....	61	Cacouna.
78	Narcisse Forgues.....	56	Lauzon, Levis.
79	Frs. Dumas.....	59	Green Island.
80	Dominique Verreault.....	57	Méchin.
81	Michel Guénard.....	54	Notre-Dame, Levis.
82	Jean Coulombe.....	56	St. Laurent, Orleans.
83	Thomas Connel.....	54	Quebec.
84	Alexis Vézina.....	59	Crane Island.
85	Gilbert Baillargeon.....	55	Ste. Petronille, Orleans.
86	Jean Giroux.....	55	Notre-Dame, Levis.
87	Jos. Phil. Couillard.....	56	Quebec.
88	Nicholas Fortin.....	54	do
89	Magloire Mercier.....	61	do
90	Louis Olivier Leclerc.....	63	St. Michel, Bell.
91	Pierre Gourdeau.....	60	Ste. Petronille, Orleans.
92	Jean-Bapt. Tremblay, 1st.....	61	Quebec.
93	Julien Dion.....	58	Green Island.
94	Pierre Lemieux.....	53	Quebec.
95	Edouard Rousseau.....	62	Trois-Pistoles.
96	Louis Fontaine.....	57	Notre-Dame Aux., Buckland.
97	Abraham Couillard Després.....	62	St. Michel, Bell.
98	Frs. Godreau.....	54	Cap. St. Ignace.
99	Jérémie Dufresne.....	59	Quebec, St. Sauveur.
100	Joseph Blouin.....	63	do
101	Antoine Gobeil.....	49	St. John, Orleans.
102	Pierre Fontaine.....	49	do do
103	Joseph Lavoie.....	63	St. Luce, Rimouski.
104	Victor Demers.....	52	Lauzon, Levis.
105	Joseph Plante.....	47	Baie St. Paul.
106	Louis Thivierge.....	48	St. John, Orleans.

## BRANCH PILOTS for and below the Harbour of Quebec, &amp;c.—Continued.

No.	Names.	Age.	Residence.
107	Charles Francis Brown.....	49	Quebec.
108	Paul Paquet.....	56	St. John, Orleans.
109	Joseph Pouliot, 2nd.....	50	do do
100	George Normand.....	47	Crane Island.
111	David Damour.....	45	Trois-Pistoles.
112	Charles Vézina.....	43	St. Michel, Bell.
113	Ovide Dick.....	46	Quebec.
114	Michel Nil Asselin.....	47	St. Michel, Bell.
115	Numa Lachance.....	43	do do
116	Annibal Paquet.....	42	Quebec.
117	Joseph Gravel.....	48	do
118	Auguste Couillard Després.....	41	Bienville, Levis.
119	Eustache Doiron.....	44	Lauzon do
120	Jean-Bapt. Pouliot.....	36	St. John, Orleans.
121	Jean Gobeil.....	36	do do
122	Joseph Paquet.....	41	do do
123	Louis Edmond Morin.....	39	Quebec.
124	Moïse Lachance.....	40	St. John, Orleans.
125	Joseph S. Brown.....	43	Quebec.
126	Hubert Raymond.....	38	St. John, Orleans.
127	Achille Damour.....	38	Trois-Pistoles.
128	Cyrille Lapointe.....	38	St. Laurent, Orleans.
129	Joseph Pouliot, 3rd.....	34	St. John do
130	Edmond Larochelle.....	34	St. Michel, Bell.
131	Amable Fournier.....	66	St. Laurent, Orleans.
132	Ant. Thomas Chouinard.....	43	Pointe-aux-Pères.
133	Siméon Plante.....	42	Quebec.
134	Laurent Godbout, 2nd.....	34	St. John, Orleans.
135	Pierre S. Laprise.....	34	Ste. Petronille, Orleans.
136	Adelme Pouliot.....	38	St. Laurent do
137	Bart. Pepin dit Lachance, 2nd.....	32	St. John do
138	Frs.-Delisle, 2nd.....	32	St. Romuald.
139	Jos. Pepin dit Lachance.....	43	Quebec.
140	Damien Eugène Boulanger.....	34	Lauzon, Levis.
141	Cyprien Langlois.....	33	St. John, Orleans.
142	Jean Delisle.....	32	do do
143	Nazaire Curodeau.....	30	Quebec.
144	Charles Normand.....	31	do
145	Napoléon Rioux.....	32	Ste. Petronille, Orleans.
146	Jean-Bte. Tremblay, 2nd.....	34	Quebec.
147	Ray. Baquet dit Lamontagne.....	32	St. Michel, Bell.
148	Frs.-Xav. Lamarre.....	31	St. Valier.
149	Moïse Pouliot.....	29	St. John, Orleans.
150	Paul Gobeil.....	31	do do
151	Chs. Alarie Raymond.....	29	Quebec.
152	Victor Vézina.....	32	do
153	Louis Honorius Lachance.....	39	St. Michel, Bell.
154	L. B. O. Gautron dit Larochelle.....	31	do do do
155	Chas. Hermie alias A. Bernier.....	32	do do do
156	Louis Robert Demers.....	31	St. André.
157	Vital Ephrem Chamberland.....	37	Lauzon, Levis.
158	Joseph G. Dupil.....	30	Ste. Petronille, Orleans.
159	Chas. Edouard Nolet.....	29	Quebec.
160	Jean-Bte. Talbot, 2nd.....	32	Berthier.
161	Louis Fortunat Lavoie.....	32	Ste. Luce de Rimouski.
162	Joseph Fortier.....	33	St. John, Orleans.
163	Nestor Lachance.....	32	do do
164	Cyrille Audet dit Lapointe.....	32	St. Michel, Bell.
165	Edouard Turgeon.....	31	St. John, Orleans.
166	Joseph Lapeinte.....	34	St. Laurent do
167	Léandre Raymond.....	29	St. John do

BRANCH PILOTS for and below the Harbour of Quebec, &c.—*Continued.*

No.	Names.	Age.	Residence.
168	Pierre Pepin dit Lachance.....	28	Ste. Anne Lapocatière.
169	Théophile Gourdeau.....	33	Ste. Petronille, Orleans.
170	Isiode Noël.....	27	St. John do
171	Jean Evariste Adam.....	33	L'Islet.
172	Alfred Larochelle.....	27	Notre-Dame, Levis.
173	Théophile Corriveau.....	30	Quebec, St. Sauveur.
174	Elzéar Godbout.....	29	do do
175	George Couillard Després.....	29	Bienville, Levis.
176	Pierre Gobeil.....	29	St. John, Orleans.
177	Thos. Alfred Antil.....	27	L'Islet.
178	Théodule Pepin dit Lachance.....	32	Quebec.
179	Achille Trefflée Simard.....	31	Rivière-du-Loup.
180	Jean-Bte. Patonie.....	26	Bienville, Levis.
181	Narcisse Lavoie.....	28	Ste. Luce de Rimouski.
182	Alfred Turgeon.....	25	St. John, Orleans.
183	Joseph Emilio Couillard.....	26	Quebec.
184	Louis Albert Royer.....	32	St. John, Orleans.
185	Adélar Sansterre.....	27	St. Michel, Bell.
186	Onézime Noël.....	25	St. John, Orleans.
187	Napoléon Baillargeon.....	27	Ste. Petronille, Orleans.
188	David F. Pelletier.....	25	Lauzon, Levis.
189	Joseph Frs.-Xav. Bernier.....	25	L'Islet.
190	Frs.-Xav. Demeule.....	25	St. John, Orleans.
191	Louis Honoré Lapierre.....	27	Notre-Dame, Levis.
192	Joseph Eugène Lachance.....	23	St. John, Levis.

SCALE of pensions allowed to sick Pilots, or to the widows of Pilots, according to the Resolution of the Trinity House of Quebec, dated 31st January, 1860, viz:—

A Pilot having served as such, less than 10 years .....	£10
do do do 10 years and less than 15..	16
do do do 15 do 20..	20
do do do 20 do 25..	25*
do do do 25 do 35..	30*
do do do 35 do 44..	35*
do do do 44 years and more .....	40*
Widow of a Pilot whose husband has served as such, less than 10 years .....	£10
do do do 10 years and less than 15...	12
do do do 15 do 20...	16
do do do 20 years and over .....	20

To Pilots sick during the season of navigation, provided it be previous to the 1st September, £2.00 per month from beginning of their illness until they resume their duties.

If a Pilot be sick for more than a year he is then to be pensioned.

Mr. Primrose's opinion is that children of Pilots (infirm) have a right to a pension—*Vide* Volume II, page 251, 10th April, 1860.

(Signed), C. R. MICHAUD,  
*Secretary.*

HARBOUR COMMISSIONERS OFFICE,  
QUEBEC, 30th December, 1876.

(Translation.)

STATEMENT from the Board of the Corporation of Pilots for and below the Harbour of Quebec, for the Year 1876.

Pilots actually on the list.....	189
do superannuated.....	6
do died during year.....	4
do suspended <i>pro. tem</i> .....	2
do sick, relieved.....	2
do in charge of Dominion Steamers.....	2
do in charge of other vessels .....	2
do in charge of light-ships.....	2
Number of apprentices .....	49
do do under indentures .....	8

Total receipt of the Corporation, \$148,224.22; Paid by 281 Foreign vessels, \$30,475.59; Paid by 835 British vessels, 117,748.63. Total expenditure, \$25,638.94.

(Signed) C. R. MICHAUD,  
*Secretary.*

(Signed) J. B. MARTEL,  
*Secretary-Treasurer.*

## APPENDIX No. 55.

REPORT OF THE PILOTAGE COMMISSIONERS OF ST. JOHN, N.B., FOR  
THE CALENDAR YEAR, ENDED 31st DECEMBER, 1876.OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,  
DISTRICT ST. JOHN, N.B., 8th December, 1876.SIR,—I have the honour herewith to forward you the returns of our transactions  
for the year ended this day.I am, Sir,  
Your most obedient servant,(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*WILLIAM SMITH, Esq  
Deputy Minister of Marine, &c.,  
OttawaRECEIPTS and Expenditure of Office from 31st December, 1875, to 31st De-  
cember, 1876.

	\$	cts.	\$	cts.
By Balance last account, \$795.14; error \$8.....			803	14
7 licenses to Pilots, \$5 each .....			35	00
1 license to schooner "Tormentor".....			10	00
Received from sundry vessels leaving Port for one year to date, 25 cents per foot on outward draught of water.....			1,944	56
Received on two ships leaving Musquash from Pilot House.....			7	50
			2,800	20
To paid A. C. Fairweather, taking evidence .....	10	00		
S. J. King, auditing accounts, 1875.....	60	00		
J. & A. McMillin, printing.....	8	50		
C. W. Weldon, attending court.....	12	80		
do opinion on law.....	25	00		
Salary of Secretary, 12 months.....	800	00		
Office rent, fuel and gas, 12 months.....	200	00		
Alexander Watson, filling out licenses.....	1	85		
			1,118	15
Balance to credit of Pilot Fund .....			\$1,682	05

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*OFFICE OF COMMISSIONERS,  
PILOTAGE AUTHORITY,  
30th December, 1876.

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,  
DISTRICT ST. JOHN, N.B., 30th December, 1876.

RETURNS of all vessels coming under the direction of the Pilotage Authority from  
31st December, 1875, to 31st December, 1876:—

Ships and barks.....	235
Brigs and brigantines.....	106
Schooners.....	195
Steamers .....	10
Total.....	546

Amount of pilotage earned ..... \$26,112 68

*British.*

Ships and barks.....	190
Brigs and brigantines.....	94
Schooners .....	70
Steamers .....	10
Total.....	364

Amount of pilotage earned..... \$18,539 17

*Foreign.*

Ships and barks.....	45
Brigs and brigantines.....	12
Schooners .....	125
Total.....	182

Amount of pilotage earned..... \$7,573 51

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,  
DISTRICT ST. JOHN, N.B., 30th Dec, 1876.

RATES OF PILOTAGE PORT OF ST. JOHN.

INWARDS.

1st District from Partridge Island to Musquash Head bearing north-west, per foot.....	\$1 00
2nd District from Musquash Head to Point Le Preaux, north-west, per foot.....	1 25
3rd District from Point Le Preaux to North Head, Grand Manan, north-west, or North Channel, south-east, per foot.....	1 50
4th District from North Head of Grand Manan or North Channel as aforesaid, to Machias Seal Island South or Brier Island, south-east, per foot.....	1 25
5th District shall be from the outside limit of the fourth district to a bound ranging with Mount Desert and Cape Sable Seal Island leaving north-west, and south-east being the outside limits of the Pilotage District, per foot.....	2 25



## OUTWARDS.

From the Harbour of the Port of St. John to outside Partridge Island, \$1.25 per foot.

Down the bay when required shall be \$2 per foot over and above the Harbour Pilotage outwards.

Musquash District 1 and 2 of the Port or Harbour St. John, shall be No. 1 Harbour Musquash, and districts No. 3, 4 and 5 of the said Harbour of St. John shall be 2, 3 and 4 of the Harbour of Musquash.

The rates of pilotage inwards into the Harbour of Musquash shall be No. 1 District, \$1.75 per foot, draft of water at 75 cents additional per foot; each district bounded beyond the said 1st district.

Outward pilotage within the 1st district shall be \$1 per foot.

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,  
DISTRICT ST. JOHN, N.B., 30th December, 1876.

RETURNS of Pilots Licensed for the Pilotage District of St. John, N.B.

	Name.	Age.	—
1	Thomas Trayner.....	23	St. John, N.B.
2	Samuel Rutherford.....	44	do
3	Geo. T. Mulherrin.....	28	do
4	James Cassilely.....	29	do
5	Edward J. Fletcher.....	49	do
6	John Spears.....	65	do
7	Thomas Vaughan.....	57	do
8	James Reed.....	60	do
9	Joseph Doherty.....	30	do
10	John L. C. Sherrard.....	42	do
11	William Hatfield.....	60	do
12	James Doyle.....	39	do
13	Henry Spears.....	25	do
14	John Thomas.....	28	do
15	Patrick Trayner.....	50	do
16	Thomas Doody.....	28	do
17	James Murray.....	35	do
18	Lewis Bennett.....	34	do
19	Henry Thomas.....	45	do
20	John Scott.....	59	do
21	John Sproul.....	40	do
22	Richard Scott.....	25	do
23	John Spears (2nd).....	29	do
24	Patrick Conlin.....	26	do
25	James Reed, jun.....	30	do
26	John Spears (3rd).....	27	do
27	Charles Daley.....	40	do
28	William Laher.....	48	do
29	Bernard Mullin.....	36	do
30	Robert Reed.....	24	do
31	Geo. Thomas.....	73	do
32	Geo. E. Mulherrin.....	53	do
33	Richard Cline.....	51	do
34	James McPartlan.....	42	do
35	Daniel Daley.....	47	do
36	James S. Spears.....	30	do
37	Thos. John Stone.....	23	do
38	Michael Garrity.....	53	do
39	Charles Bridges.....	30	do
40	John McAulity.....	38	do

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,  
DISTRICT OF ST. JOHN, N.B., 30th December, 1876

RETURN of Apprentices now Serving under this Authority.

	Name.	Master.	Date.	Time.
1	Jas. Reding .....	Jos. Doherty .....	19th October, 1868 .....	6 years.
2	W. Scott.....	John Scott .....	12th May, 1869.....	5 do
3	Alfred Cline.....	Richard Cline .....	25th August, 1871.....	5 do
4	Jas. Bennett .....	James Bennett.....	22nd February, 1872.....	5 do
5	Sam. L. Sutton .....	James Jeed, jun .....	16th December, 1874 .....	2½ do
6	Martin Spears .....	John Spears (3rd).....	5th April, 1873 .....	5 do
7	Thos. F. O'Neil .....	J. L. G. Sherrard.....	21st January, 1873 .....	5 do

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*

OFFICE OF PILOT COMMISSIONERS,  
DISTRICT OF ST. JOHN, N.B., 1st March, 1877.

SIR,—I have the honour to acknowledge the receipt of your letter of the 21st ultimo, and in reply beg to inform you that the Secretary of this district is paid \$800 per annum.

Balance to the credit of the Pilot Fund on the 31st December last, \$1,682.05, as stated in the returns furnished. Part of the amount is in the Bank of New Brunswick on interest at 5 per cent. and at our last meeting a Committee was appointed to invest the balance.

Our pilots are paid the amount of their individual earnings through this office.

I am, Sir,  
Your most obedient servant,

(Signed), J. U. THOMAS,  
*Secretary-Treasurer.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

APPENDIX No. 56.

REPORT OF THE PILOTAGE COMMISSIONERS OF CHARLOTTE, N.B.,  
FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1876.

SAINT ANDREWS, NEW BRUNSWICK,  
December 31, 1876.

SIR,—I have the honour to annex Pilotage Returns for the County of Charlotte,  
for the year ended 31st December, 1876.

I am, Sir,  
Your most obedient servant,

(Signed), C. E. O. HATHEWAY,  
*Commissioner (Acting Secretary).*

To WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Canada.

*Pilotage Returns for the County of Charlotte, for the Year 1876.*

Licensed Pilots acting for the year 1876 :—

Name.	Age.	What Service.
1. William Cline.....	66 years.....	For Pilot District of the County.
2. Thomas Conley....	46 " .....	" "
3. Edward Cline.....	61 " .....	" "
4. Joseph Boyd.....	41 " .....	" "

One pilot boat licensed.

Amounts received by Pilots, for pilotage, in the year 1876 :—

British vessels.....	\$311 75
Foreign vessels.....	215 00
<b>Total.....</b>	<b>\$526 75</b>

Rates of pilotage :—

1st Pilotage District, inward or outward.....	\$2 25 per foot.
2nd " " .....	1 60 "
3rd " " .....	1 50 "

To Campobello, 20c. per foot less than above rates.

4th Pilotage District, inward or outward..... 1 00 "

From 1st November to 1st April, 20c. per foot additional.

Harbour Pilotage, up to 300 tons, \$2.50; over 300 tons, \$3.

River Pilotage in St. Andrew's Bay, up to 200 tons, \$4; to 300 tons, \$5; to 400 tons, \$6; over 400 tons, \$8.

River Pilotage, St. Andrew's Bay to any harbour in the County, under 200 tons, \$6; under 300 tons, \$8; 400 tons, \$10; over 400 tons, \$12.

## Receipts by Commissioners:—

Four licenses and regulations to Pilots.....	\$24 00
One license to Pilot Boat.....	5 00
	\$29 00

## CHARGES :

Paid Commission, St. George and St. Stephen.....	\$14 00
Allowance for Secretary.....	10 00
Printing.....	5 00
	\$29 00

(Signed), C. E. O. HATHEWAY,  
*Commissioner and Acting Secretary.*

E.E.  
ST. ANDREWS,  
December 31, 1876.

ST. ANDREWS, N. B.,  
27th February, 1877.

SIR,—I have the honour to acknowledge the receipt of your communication of 21st instant, and in reply have to state that, during the three years this County has been made a District under the law. Receipts for pilotage have been small, and, by desire of the Pilots of the District, no fund was provided for under the local regulations.

The only amounts coming into the Commissioners' hands, as per returns furnished the Department, were, for licenses for three years ending December, 1876, \$147, expended as follows:—

Paid commission at outports, three years ended December, 1876.....	\$64 00
Secretary, for three years ended December, 1876.....	62 00
Printing, stationery, etc., three years ended December, 1876.....	21 00
	\$147 00

I am, Sir,  
Your most obedient servant,

(Signed), C. E. O. HATHEWAY,  
*Commissioner and Acting Secretary.*

TO WM. SMITH,  
Deputy Minister of Marine, etc.,  
Ottawa.

## APPENDIX No. 57.

PILOTAGE Returns for the District of Miramichi, in the Province of New Brunswick,  
for the year ending December 31st, 1876.

Number of License.	Names.	Age.	For what service rendered.
1	Joseph Jemmo .....	62	Full license for the district.
2	Louis Jemmo .....	22	To pilot inwards only.
3	<i>Pilot dead.</i>		
4	Angus McEachern .....	57	Full license for the district.
5	Mitchell Martin.....	47	do
6	Frank Martin.....	42	do
7	Maxime Martin.....	31	do
8	Alexander Martin.....	51	do
9	Angus McLean .....	43	do
10	Alexander Wilson .....	30	do
11	Robert Walls.....	25	do
12	George Saxoy.....	32	do
13	Benben Nowlan .....	32	do
14	John McEachern.....	26	do
15	Charles McLean .....	37	do
16	Antoine Orsney .....	60	do
17	John Brawn .....	65	do
18	James Walls.....	59	do
19	Wm. McEachern.....	32	do
20	Oliver Foster.....	35	To pilot inwards only.
21	Michael Muzerall.....	51	Full license for the district.
22	William Walls.....	22	do
23	William Tait.....	53	do
24	Allan McEachern.....	42	do
25	George Hewison.....	56	do
26	John McCullam.....	24	To pilot inwards only.

Rates of pilotage chargeable at this Port on all vessels, British and Foreign:—

When inward bound, \$2.25 per foot.

When outward bound, drawing less than 17 feet, \$1.75 per foot.

Outward bound, drawing 17 feet and upwards, \$2 per foot.

For every vessel taken to sea after 1st November, a bonus of \$4.

For the removal and mooring of any ship or vessel—

\$1.50 for vessels not exceeding 100 tons.

2.00 for vessels over 100, and not exceeding 200 tons.

3.00 for vessels over 200, and not exceeding 300 tons.

4.00 for vessels over 300 tons.

And where the distance of removal exceeds four miles, 50 per cent. to be added to the foregoing rates.

Vessels reported inwards, 291:—

British..... 115

Foreign... 176

Vessels reported outwards, 282:—

British..... 109

Foreign... 173

Total amount of Pilotage inwards, \$7,494.70:—

British..... \$2,914 28

Foreign... 4,580 42

Total amount of pilotage outwards, 8,564.52:—

British..... 3,256 60

Foreign... 5,307 92

THE following Statement gives the number of Vessels brought in and taken to Sea by each Pilot, and the Amount of Fees received.

Name of Pilot.	British Vessels Inwards.		British Vessels Outwards.		Foreign Vessels Inwards.		Foreign Vessels Outwards.		Total Amount of Fees received.
	No.	Amount of Fees.	No.	Amount of Fees.	No.	Amount of Fees.	No.	Amount of Fees.	
		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
Joseph Jemmo.....	5	121 50	4	117 37	5	136 13	5	155 19	530 19
Louis Jemmo.....	2	56 25	1	27 12	4	105 75	1	28 00	217 12
Angus McEachern.....	6	162 00	7	242 75	8	192 37	14	449 12	1,046 24
Mitchell Martin.....	8	189 00	5	143 25	8	214 31	10	326 25	872 81
Frank Martin.....	8	209 25	10	297 63	10	271 12	10	299 87	1,077 87
Maxime Martin.....	11	273 37	11	304 25	10	253 13	12	345 75	1,176 50
Alex. Martin.....	4	102 37	.....	.....	7	176 63	5	146 00	425 00
Angus McLean.....	6	138 93	8	255 00	10	265 50	8	255 00	914 43
Alexander Wilson.....	5	127 12	5	144 12	11	282 38	8	284 50	838 12
Robert Walls.....	3	82 13	4	117 62	8	205 87	11	323 13	728 75
George Savoy.....	6	158 62	8	268 38	10	271 13	10	305 06	1,003 19
Reuben Nowlan.....	5	112 50	2	50 75	6	147 37	7	205 06	515 68
John McEachern.....	1	22 50	4	114 12	16	428 62	14	419 75	984 99
Charles McLean.....	4	102 38	6	148 00	2	52 87	3	83 00	386 25
Antoine Casey.....	.....	.....	.....	.....	1	22 50	.....	.....	22 50
John Brown.....	2	75 37	4	121 00	7	172 13	8	217 75	586 25
James Walls.....	5	132 19	6	161 87	5	140 62	5	166 75	601 43
Wm. McEachern.....	2	48 37	2	43 75	6	146 81	4	120 00	358 93
Oliver Foster.....	9	214 31	2	50 75	2	51 75	.....	.....	316 81
Michael Muzerall.....	6	128 25	2	49 00	.....	.....	.....	.....	177 25
William Walls.....	5	127 12	4	129 87	7	177 75	8	244 25	678 99
William Tait.....	5	137 25	7	234 63	12	312 75	14	408 37	1,093 00
Allen McEachern.....	3	99 00	5	189 00	13	344 81	15	489 12	1,121 93
George Hewison.....	.....	.....	1	24 50	.....	.....	.....	.....	24 50
John McCullam.....	4	94 50	1	21 87	8	208 12	1	36 00	360 49
	115	2,914 28	109	3,256 60	176	4,580 42	173	5,307 92	16,059 22

STATEMENT of Boats and the Tonnage, &c., of each, licensed by the Pilotage Authorities for the year 1876.

Number.	Name.	Tonnage.	Captain's Name.	When Licensed.	When Renewed.
1	Spray.....	17 5/8	John Brown.....	May, 1875....	May, 1876....
2	Industry.....	16 100	Mitchell Martin.....	do .....	do .....
3	Venus.....	18	George Savoy.....	do .....	do .....
4	Express.....	16	Angus McLean.....	do .....	do .....
5	Telegraph.....	20	Frank Martin.....	do .....	do .....
6	Phantom.....	20	James Walls.....	do .....	do .....
7	Advance.....	23	Angus McEachern....	do .....	do .....
8	Maria.....	28 100	Wm. Tait.....	May, 1876....	.....
9	Whitewing.....	20	Maxime Martin.....	do .....	.....

RECEIPTS and Expenditures of all Money received by or on behalf of the Pilotage Authority in respect of Pilots or Pilotage.

	\$	cts.
Received from twenty-one Pilots, for renewal of license, at \$4 each.....	84	00
do from four Pilots, for license, at \$5 each.....	20	00
do for renewals of seven pilot boat licenses, at \$5 each.....	35	00
do for two pilot boat licenses, at \$10 each.....	20	00
Total receipts for year 1876.....		159 00
Balance on hand from 1875.....		19 18
		178 18
Paid Miramichi <i>Advance</i> for advertizing.....	3	20
do <i>Union Advocate</i> for advertizing and printing reports, &c.....	9	60
do James Walls and John Brown, for examining four applicants for license.....	4	00
do James Henderson, surveying and reporting on two pilot boats, at \$5 each.....	10	00
do James Henderson, examining and reporting on seven pilot boats, for renewals of license, at \$2.50.....	17	50
do for telegrams.....	1	30
do for postage and stationery.....	3	60
		49 20
Balance on hand.....		\$128 98

WILLIAM PARK,  
*Chairman.*

R. R. CALL,  
*Secretary.*

NEWCASTLE, MIRAMICHI, N.B.,  
January 8th, 1877.

OFFICE PILOTAGE AUTHORITIES,  
NEWCASTLE, MIRAMICHI, N.B., 26th Feb., 1877.

SIR,—I have the honour to acknowledge the receipt of your letter dated the 21st inst., and, in reply, beg to state that the balance to credit of Pilotage Authority, on 1st January, 1877, was \$128.98; and that this sum has since been paid to the Secretary on account of the amount due him for his services for three years.

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

R. R. CALL,  
*Secretary, Pilotage Authority*

To WM. SMITH, Esq.,  
Deputy Minister Marine and Fisheries,  
Ottawa.

APPENDIX No. 58.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF RICHIBUCTO, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1876.

RICHIBUCTO, 22nd January, 1877.

Sir,—The pilotage Authority for this port are unable to hand in a full statement of the monies collected for Pilotage, as the Pilots themselves collected the pilotage and there has not been a correct account kept.

The enclosed Returns are as nearly correct as can be obtained.

I am, Sir,  
Your obedient servant,

(Signed), W. J. SMITH,  
*Secretary.*

To Wm. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

Amount received for Licenses, 13 licenses at \$2.00..... \$26\_00

EXPENDITURE.

Paid for printing 250 copies Regulations.....	\$8 00	
Paid for Postage and Stationery.....	2 00	
		10_00
Balance in hand.....		\$16 00

RICHIBUCTO, N.B., } (Signed), W. J. SMITH,  
22nd January, 1877. } *Secretary.*

PILOTAGE RETURN for the District of Richibucto, for the year, 1876.

*Pilots.*

- Thomas Michaud.
- Joseph McNeil,
- Sylvany Richard.
- Albert Long.
- Richard Long.
- Wm. H. Long.
- Samuel Richard.
- James W. Long.
- Wm. Irving.
- George Irving.
- Henry D. Irving.
- John Long.
- George H. Long.

To Pilot any vessel within the Pilotage District of Richibucto.



*Rates of Pilotage.*

Inwards and outward, \$1.50 per foot.

Removal and moving any ship or vessel, viz. :—

\$1.50 for vessels not exceeding 100 tons.

\$2.00 " over 100 tons and not exceeding 200 tons.

\$3.00 " " 200 " " 300 "

\$4.00 for all vessels over 400 tons.

Vessels inward and outward at the port of Richibucto :—

British and Colonial .....	36
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Foreign .....	16
---------------	----

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52

Amounts collected by Pilots :—

British Vessels .....	\$1,350 00
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Foreign " .....	600 00
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\$1,950 00

No Pilotage Fund yet established. Each Pilot collects his own pilotage.

## APPENDIX No. 59.

REPORT OF THE COMMISSIONERS OF PILOTS FOR HALIFAX, N.S.,  
FOR THE CALENDAR YEAR ENDED 31st. DECEMBER, 1876.

HALIFAX, N.S., 8th January, 1877.

SIR,—In compliance with the law, I herewith have the honour to transmit the Annual Returns of the Pilotage Authority for the District of Halifax as follows:—

- Return of vessels, inward, British and foreign.
- Return of vessels, outward, British and foreign.
- Statement of receipts and disbursements.
- Scale of pilotage fees.
- List of licensed pilots.

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

(Signed), F. D. CORBETT,  
*Secretary-Treasurer.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., 31st December, 1876.

## LIST OF PILOTS FOR THE PORT OF HALIFAX, 1876.

Number.	Name.	Residence.
1	John Flemming.....	Ketch Harbour.
2	Thomas Holland.....	Duncan's Cove.
3	James Holland.....	do do
4	William Baker.....	Halifax.
5	Bernard Gallagher.....	do
6	Charles Glazebrook.....	Ferguson's Cove.
7	Daniel Martin.....	Ketch Harbour.
8	David Keefer.....	do do
9	Joseph Rhine.....	Herring Cove.
10	Patrick Hayes.....	do do
11	Hugh Munro.....	do do
12	Jeremiah Holland.....	Duncan's Cove.
13	Edward Bayers.....	Ketch Harbour.
14	James Henrihan.....	Ferguson's Cove.
15	William Beazely.....	do do
16	John Hayes.....	Herring Cove.
	Timothy Saul.....	Upper Prospect.
	Thomas Beazely.....	Ferguson's Cove.
9	William Smith.....	do do

(Signed), FRED. D. CORBETT,  
*Secretary-Treasurer.*

STATEMENT of Receipts and Disbursements from 1st January, 1876, to 31st December 1876:—

RECEIPTS.

By amount collected, inward and outward pilotage.....	\$13,286 40
“ “ from vessels subject to outward dues that did not take Pilots.....	347 60
“ “ received for licenses, renewals and bonds...	275 00
	\$13,909 00

EXPENDITURE.

To amount paid pilots as per Receipt Book.	\$12,622 08
“ “ office rent and Secy's. salary	600 00
“ “ Commissioners.....	100 00
“ “ Auditor, printing, stat'y, &c.	90 00
“ amount deposited in Savings Bank to credit of Pilotage Fund.....	496 92
	\$13,909 00

(Signed), FRED. D. CORBETT,  
*Secretary-Treasurer*

E. & O. E.

HALIFAX, N.S., 31st December, 1876.

SCALE of Pilotage dues for the Port of Halifax:—

	Inward.	Outward.
Vessels of 200 tons and under.....	\$10 00	\$ 6 00
do 200 to 300.....	13 00	8 00
do 300 “ 400.....	16 00	11 00
do 400 “ 500.....	18 00	12 00
do 500 “ 600.....	20 00	13 00

Over 600 tons, an additional one dollar for every 100 tons (or fractional part thereof) above 600 tons, inwards, and eighty cents outwards. Outward pilotage for all vessels of 200 tons and upwards to be compulsory. Ships of Her Majesty's navy and all ships of war, when taking a pilot, to pay the same rates of pilotage as merchant vessels.

All vessels laden with coal from coal ports in the Province of Nova Scotia, being over 80 tons and under 250 tons register tonnage, shall pay one-half of the tariff rates if spoken by a pilot and his services are not accepted, but any such vessel taking a pilot voluntarily shall pay full tariff rates.

(Signed), FRED. D. CORBETT,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., 31st December, 1876.

RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January to 31st December, 1876, subject to compulsory pilotage dues :—

## BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
8	39	4	30	5	142	204,486	\$3,392 60

## FOREIGN.

8	3	3	15	.....	6	16,784	396 20
16	42	9	45	5	148	221,270	3,788 80

E. &amp; O. E.

(Signed),

FREDK. D. CORBETT,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., 31st December, 1876.

RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January to 31st December, 1876, subject to compulsory pilotage dues :—

## BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
253	230	8	31	6	131	25,398	\$8,561 20

## FOREIGN.

25	4	3	14	.....	28	39,397	1,284 00
278	234	11	45	6	159	293,384	9,845 20

E. &amp; O. E.

(Signed),

FREDK. D. CORBETT,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONER OF PILOTS,  
HALIFAX, N.S., 28th February, 1877.

SIR,—I have the honour to acknowledge receipt of your favour of 21st inst, asking for certain information, which I now have the pleasure to transmit.

I am, Sir,

Your obedient servant,

(Signed),           FREDK. D. CORBETT,  
*Secretary.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

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Annual Salary of Secretary-Treasurer.....	\$500 00
Average earnings of each Pilot for past year, 1876.....	707 00
Amount at credit of Pilotage Fund, 1st January, 1877, in Dominion Savings Bank, bearing interest at rate of 4 per cent. per annum.....	1,000 00

Copy of By-Laws and Regulations herewith enclosed.

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APPENDIX No. 60.

PILOTAGE Returns for the District of Bras d'Or Lake and Great and Little Bras d'Or, in the Province of Nova Scotia, Dominion of Canada, for the year ended 31st December, 1876, as required by Section 24, Chapter 54, 36 Vic., entitled: "An Act respecting Pilotage."

1. LICENSED PILOTS.

Number.	Name of Pilot.	Residence.	Age.
1	Ingraham Cary.....	Great Bras d'Or.....	68
2	Archibald Livingston.....	do .....	27
3	Angus McAulay.....	Boulardarie.....	44
4	John O'Connel.....	Cape Dauphin .....	45
5	Daniel Ryan.....	do .....	49
6	John McKay.....	Baddeck.....	54
7	George Cary.....	Great Bras d'Or .....	50
8	William Ryan.....	Boulardarie.....	42

2. No Masters or Mates cerrificated to act as Pilots.

3. Services for which the Pilots were licensed "To undertake the pilotage of vessels of every description within and throughout the Pilotage district of Great and Little Bras d'Or Lake."

4. The pilotage dues for the time being in force are as set forth in the scale hereto annexed.

5. As we have no Pilotage Fund each Pilot takes what he earns.

6. Amount received for licensing Pilots for the year, \$20.

(Signed), J. A. FRASER,  
 " DONALD MORRISON, } Commissioners.  
 " WILLIAM McDONALD, }  
 " DONALD MORRISON, Secretary.

BIG BRAS D'OR,  
 January 10th, 1876.

## SCALE of Pilotage Fees for Bras d'Or Lake for 1876.

Tonnage of Vessels.	Great Bras d'Or.		Plaster Harbour.		Baddeck.		Whycocomagh.		East Bay.		Little Bras d'Or.		West Bay.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
80 to 100 .....	4	00	6	00	7	00	10	00	10	00	8	00	10	00
100 " 150 .....	6	00	7	00	9	00	11	00	11	00	10	00	12	00
150 " 200 .....	7	00	9	00	11	00	13	00	13	00	12	00	13	00
200 " 250 .....	8	00	11	00	12	00	14	00	14	00	13	00	14	00
250 " 300 .....	9	00	11	00	12	00	15	00	15	00	14	00	15	00
300 " 350 .....	10	00	12	00	13	00	16	00	16	00	15	00	16	00
350 " 400 .....	11	00	14	00	15	00	17	00	17	00	16	00	17	00
400 " 450 .....	12	00	15	00	16	00	18	00	18	00	17	00	18	00
450 " 500 .....	13	00	16	00	17	00	18	00	18	00	17	00	18	00
500 " 600 .....	14	00	17	00	18	00	19	00	19	00	18	00	19	00
600 " 700 .....	15	00	17	00	19	00	20	00	20	00	19	00	20	00
700 " 800 .....	16	00	18	00	20	00	20	00	20	00	20	00	21	00

APPENDIX No. 61.

REPORT OF THE PILOTAGE COMMISSIONERS FOR PICTOU, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.

Pictou, 6th January, 1877.

SIR,—The Pilotage Authority for Pictou District have the honour to submit their Pilotage Returns for the past year.

They have no remarks to make further than to state that a complaint was lodged against one of the Pilots who, while in the discharge of his duty on board the steam-dredge *St. Lawrence*, allowed her to get on the flats, whereby she was prevented from work for one day. On investigation the Commissioners suspended the Pilot's license for one month.

We have the honour to be, Sir,  
Your most obedient servants,

R. P. GRANT, J. A. GORDON, JAMES D. M'GREGOR, A. J. PATTERSON, DANIEL McDONALD.	}	<i>Pilotage Authority,                  Pictou District.</i>
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PILOTAGE RETURNS for the District of Pictou, N.S., for the Year ending 31st December, 1876, as required by Section 24 of Chap. 54. 36 Vic., entitled: "An Act respecting Pilotage."

1.—LICENSED PILOTS.

Names.	Residence.	Age.
Robert Powell.....	Boat Harbour.....	75
Alexander Thomas Powell .....	do .....	58
George N. Powell .....	do .....	55
James Fraser.....	do .....	45
Bryant Rodgers.....	Pictou .....	41
William A. Cook.....	do .....	38
Angus McDonald.....	do .....	37
Henry N. Powell.....	Boat Harbour.....	30
Charles Cook .....	Pictou .....	31
George W. Powell .....	Boat Harbour.....	25
Daniel S. Smith.....	Pictou .....	25
John Robert Powell .....	Boat Harbour.....	28
William Munro .....	Pictou .....	46
Daniel McLeod .....	do .....	37
Ronald McDonald.....	do .....	50
Allan McDonald .....	do .....	23



2. Certificated Masters and Mates.—None.

3. Services for which Pilots were licensed: "To undertake the Pilotage of vessels of every description within and throughout the Pilotage District of Pictou."

4th. The pilotage dues for the time being in force are as follows:—

Vessels of 80 and under 150 tons, \$ 6 inward and \$ 4 outward.

do	150	do	300	10	do	6	do
do	300	do	400	12	do	8	do
do	400	do	500	14	do	9	do
do	500	do	600	15	do	10	do
do	600	do	800	16	do	11	do
do	800	do	1,000	17	do	12	do

And all vessels under 80 tons, 5 cents per ton inward, and 4 cents per ton outward.

And all steamers to be rated at net tonnage.

All vessels exempted from compulsory pilotage, and not taking a pilot in or out, requiring services of a pilot to or from any of the loading wharves shall pay 50 cents per foot draft of water. All vessels not exceeding 150 tons register shall be exempted from outward compulsory pilotage.

5. Total amount received for pilotage dues, \$2,912 40

Received from British ships.....	\$2,544 38
Received from Foreign ships.....	368 02

Total..... \$2,912 40

Received from Steamships .....	\$803 00
Received from Sailing Ships .....	2,109 40

Total..... \$2,912 40

6. Receipts and expenditures of all money received by or on behalf of the pilotage authority in respect of pilots or pilotage:

Received from 16 pilots .....	\$16 00
Received pilotage dues as above .....	2,912 40

Total..... \$2,928 40

*Expenditures.*

Paid pilots the dues collected.....	\$2,912 40
Fees for annual bonds paid to secretary.....	16 00

Total..... \$2,928 40

R. P. GRANT,	} <i>Pilotage Authority,</i>
J. A. GORDON,	
JAMES D. McGREGOR,	
A. J. PATTERSON,	
DANIEL McDONALD,;	
	<i>Pictou District.</i>

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OTTAWA, 5th March, 1877.

SIR,—In answer to your letter of 21st ult. addressed to J. A. Gordon, Esq., one of the "Pilotage Authority" for Pictou District, requesting a return of payments made to the Secretary out of Pilotage funds, and the amount of balance in hand, I have to state that the returns made in January embrace all the transactions of the Board for 1876. The Pilots are allowed to collect their own pilotages in full. The Secretary receives no remuneration for his services; and there is no balance whatever in hand.

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

R. P. GRANT,  
*Chairman of Board.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

APPENDIX No. 62.

PILOTAGE RETURNS for the District of Sydney, C.B., for the year ended 31st December, 1876, as required by Sec. 24 of Chap. 54, 36 Vic., entitled "An Act respecting Pilotage."

Number.	Name of Pilot.	Residence.	Service for which Licensed.	Age.	Remarks.
1	D. McGillivray (Big).....	Low Point .....	Licensed to pilot vessels of every description in and out of Sydney and North Sydney Harbour.	55	
2	James Petrie.....	do .....		56	
3	John Carroll .....	do .....		49	
4	John Brown .....	do .....		53	
5	David Mullins .....	do .....		49	
6	Peter Madore.....	North Sydney .....		46	
7	John Curran.....	Low Point.....		51	
8	D. McGillivray (Little)...	do .....		57	
9	Thomas Doyle.....	do .....		58	
10	John Petrie .....	do .....		46	
11	Robert Mullins .....	do .....		54	
12	Corn. Mullins.....	do .....		45	
13	D. McGillivray (Bar).....	do .....		48	
14	William Ratchford .....	do .....		39	
15	John Cann .....	North Sydney .....		26	
16	Thos. Townsend.....	Sydney.....		67	
17	John Brown, jun.....	Low Point.....		26	
18	John Mullins .....	do .....		26	
19	S. Shannahan .....	do .....		34	
20	Andrew Ratchford.....	do .....		32	
21	John Fraser .....	Point Edward .....		36	
22	James McGillivray.....	Low Point.....		26	
23	George Townsend.....	Sydney.....		58	
24	Angus McNeil.....	do .....		33	
25	John Daley.....	do .....		54	
26	Hugh McGillivray .....	Low Point.....		48	
27	G. McGillivray (Dan).....	do .....		31	
1	R. Guildford.....	Steamship "G. Shattuck"		Licensed to pilot each his own vessel only as Master within the District of Sydney.	49
2	W. Giffin .....	Schooner "Bonnie Belle"	38		
3	W. Spencer.....	do "Rebecca Ann"	27		
4	A. A. Terrie.....	Brig. "Milo"	26		
5	B. LeBlanc.....	do "Ruth"	32		
1	Patrick Laffin.....	Lingan .....	Licensed to pilot vessels in and out of Lingan only.	46	
2	Thomas Laffin .....	do .....		58	
3	Richard Hall .....	do .....		34	
4	Neil Robertson .....	do .....		28	
5	Lawrence Laffin.....	do .....		42	
6	William Hall .....	do .....		50	
6	A. Langlois.....	Schooner "G. Hughes".....	Licensed to pilot his own vessel in and out of Lingan.	32	
1	Edward Petrie .....	Glace Bay.....	Licensed to pilot vessels in and out of Little Glace Bay and Port Caledonia only.	33	
2	William Nealen.....	do .....		43	
3	Thomas Ling.....	do .....		37	
4	Joseph Shanahan.....	do .....		37	
5	Edmond Petrie.....	do .....		43	
6	Patrick Ryan.....	do .....		38	
7	Hugh Robertson.....	do .....		60	
8	William McLeod.....	do .....		35	
9	Edward Mahon .....	do .....		60	
7	T. Townsend.....	Schooner "Hector".....	Licensed each to pilot his own vessel in and out of Little Glace Bay.	37	
8	E. Farrell.....	do "Farnboro".....		42	
9	M. Leonard.....	do "Rose".....		29	

The scale of pilotage for the District of Sydney, as at present in force, is as follows:—

	To Sydney.	To North Sydney.
For vessels under 100 tons.....	\$6 00	\$5 00
From 100 to 150 tons.....	7 00	6 00
150 " 200 " .....	8 00	7 00
200 " 250 " .....	10 00	8 00
250 " 300 " .....	11 00	9 00
300 " 350 " .....	12 00	10 00
350 " 400 " .....	13 00	11 00

And for every additional 50 tons or fractional part thereof, \$1 00.

Outward pilotage the same as inward.

Vessels hailed by a licensed Pilot outside of the limits of the port for which they are bound, and not taking such Pilot, to pay half pilotage inward; and upon being spoken outward within twenty-four hours of being ready for sea, to be liable to half pilotage outward, if Pilot refused.

Vessels only liable for pilotage at port of arrival within the district, unless a Pilot be taken for the second port or ports, when full pilotage shall be paid.

The rates of pilotage for Lingan, Little Glace Bay and Port Caledonia are the same as for North Sydney.

The total number of arrivals at the Port of Sydney, paying pilotage, in 1876, was 49, consisting of:—

	Tons.
34 steamers (British), tonnage.....	33,346
15 sailing vessels (British), tonnage.....	9,176
<b>Total amount of tonnage.....</b>	<b>42,522</b>

And the amount of pilotage collected was all from

British vessels..... \$1,671 00

The total number of arrivals at North Sydney, paying pilotage, was 485, consisting of:—

	Tons.
47 steamers (British), tonnage .....	23,501
3 do (Foreign), do .....	2,827
388 sailing vessels (British), tonnage.....	124,362
47 do (Foreign), do .....	24,324
<b>Total amount of tonnage.....</b>	<b>175,022</b>

Pilotage collected from British vessels..... \$6,365 00  
do Foreign do .....

1,057 00

**Total pilotage collected at North Sydney. \$7,422 00**

The total number of arrivals at South Bar, paying pilotage, was 17, consisting of:—

	Tons.
7 Steamers (British), tonnage .....	6,048
4 do (Foreign), do .....	6,000
6 Sailing vessels (British), tonnage .....	1,112
<b>Total amount of tonnage ...</b>	<b>13,160</b>

Pilotage collected from British vessels ..... \$187 50  
do Foreign do .....

144 00

**Total pilotage collected at South Bar..... \$331 50**

The total number of arrivals at Lingan, paying pilotage, was 55, consisting of:—

	Tons.
48 Sailing vessels (British), tonnage .....	6,013
7 do (Foreign), do .....	2,633
	<hr/>
Total amount of tonnage .....	8,646
	<hr/>
Pilotage collected from British vessels .....	\$352 00
do Foreign do .....	150 00
	<hr/>
Total pilotage collected at Lingan.....	\$502 00

The total number of arrivals at Little Glace Bay, paying pilotage, was 85, consisting of:—

	Tons.
71 Sailing vessels (British), tonnage .....	10,419
14 do (Foreign), do .....	5,600
	<hr/>
Total amount of tonnage.....	16,019
	<hr/>
Pilotage collected from British vessels.....	\$602 50
“ “ Foreign “ .....	230 00
	<hr/>
Total pilotage collected at Little Glace Bay.....	\$832 50

The total number of arrivals at Port Caledonia paying pilotage was 107, consisting of—

	Tons.
1 Steamer (British) Tonnage.....	471 00
93 Sailing vessels (British) Tonnage.....	16,449 00
13 do (Foreign) do .....	5,091 00
	<hr/>
Total amount of tonnage.....	22,011
	<hr/>
Pilotage collected from British vessels.....	\$ 840 58
do Foreign do .....	266 00
	<hr/>
Total pilotage collected at Port Caledonia.....	\$1,106 58

RECAPITULATION.

	Total Vessels.	Total Tonnage.	Total Fees.
Sydney .....	49	42,522	\$ 1,671 00
North Sydney.....	485	175,022	7,422 00
South Bar.....	17	13,160	331 50
Lingan .....	55	8,646	502 00
Little Glace Bay.....	85	16,019	832 50
Port Caledonia.....	107	22,011	1,106 58
	<hr/>	<hr/>	<hr/>
	798	277,380	\$11,865 58

STATEMENT of Receipts and Disbursements by the Pilotage Authority of Sydney from the 1st January to 31st December, 1876:—

## RECEIPTS.

<i>Sydney and North Sydney.</i> —Licenses and bonds, \$81; Masters' Licenses, \$50; Boat Licenses, \$28.....	\$157 00
<i>Lingan.</i> —Licenses and Bonds, \$18; Masters' Licenses, \$10; Boat Licenses, \$8.....	36 00
<i>Little Glace Bay and Port Caledonia.</i> —Licenses and Bonds, \$43; Masters' Licenses, \$30; Boat Licenses, \$17....	90 00
Total receipts of Pilotage.....	11,865 58
	<u>\$12,148 58</u>

## EXPENDITURE.

Salaries of 6 Collectors.....	\$600 00
Acting Secretary and Treasurer.....	100 00
Paid Commissioners expenses, \$20 each....	100 00
Printing and Stationery.....	65 00
Paid Pilots, per Receipt Books.....	11,272 30
	<u>\$12,137 30</u>
Balance on hand.....	\$11 28

(Signed)	W. PURVES,	} Pilotage Authority, of District Sydney.
"	ANDREW HAYES,	
"	MATTHEW ROACH,	
"	ALEX. C. ROSS,	
"	H. MITCHELL,	

NORTH SYDNEY, C.B.,  
10th January, 1877.

NORTH SYDNEY, C.B., 3rd March, 1877.

SIR,—In reply to your communication of the 22nd ultimo, marked "immediate," I beg to hand you a list of the Sydney and North Sydney Pilots, with the amount paid to each for 1876. I have communicated with Little Glace Bay, Port Caledonia and Lingan, and trust to have similar returns to send you in a few days.

Referring you to my account rendered you at the beginning of the year, you will find that the sum of \$600 has been reserved out of the Pilotage fund for the salaries of the collectors in this Pilotage District. The collectors in the District are six in number, there being one in Sydney, one at North Sydney, one at South Bar, one at Port Caledonia, one at Little Glace Bay, and one at Lingan. Each of these collectors at the present moment holds in his hand the 50 per cent deducted from his collections in accordance with the regulations of the District. These collections will be adjusted, and an appropriate sum paid to each Collector in accordance with the amount of work performed, at the meeting of the Board of Commissioners, to be held at the Court House, in Sydney, on Monday next, particulars of which will be then given if required.

The Secretary and Treasurer of the Board is allowed \$100 for his services, and the Commissioners \$20 each for travelling expenses.

The balance of funds, as per account rendered your Department, is \$11.28, which is in my hands.

I hand you herewith a copy of our pilotage regulations, and remain  
Your obedient servant,

W. PURVES,  
*Commissioner of Pilots.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

AMOUNTS paid Pilots for Sydney in 1876.

Sylvester Shanahan.....	\$ 253 33
Angus McNeil.....	277 58
John Mullins.....	263 07
Peter Madone.....	230 05
James McGilvey, jun.....	304 00
John Daley.....	304 00
Con. Mullins.....	304 00
George Townsend.....	336 00
William Ratchford.....	304 00
John Cann.....	360 00
James Petrie.....	540 00
David Mullins.....	310 90
John Fraser.....	304 00
John Brown, jun.....	304 00
John Curran.....	304 00
Hugh McGilvey.....	304 00
John Brown, sen.....	304 00
John Petrie.....	304 00
John Carwell, sen.....	540 49
Andrew Ratchford.....	304 00
Thomas Doyal.....	304 00
Dan. McGilvey, No. 1.....	304 00
Thomas Townsend.....	304 00
Dan. D. McGilvey.....	301 68
James McGilvey, sen.....	304 00
Dan. B. McGilvey.....	397 10
Robert Mullins.....	251 00
	\$8,721 90

(Signed) A. C. ROSS,  
*Collector.*

NORTH SYDNEY, March 12nd, 1877.

NORTH SYDNEY, C.B., 19th March, 1877.

SIR,—I wrote you on the 3rd instant in reply to your communication of the 22nd ultimo, giving you all the information in answer to your questions up to that date in my possession.

I now hand you returns of names of Pilots for Little Glace Bay and Lingan, with the amount paid to each for 1876; also the names of the collectors or secretaries of the Pilotage Authority at the different points of the District, and the amount paid to each.

These returns, with those I have already forwarded, will complete the information which you ask for.

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

(Signed), W. PURVES,  
*Chairman and Commissioner of Pilots.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SALARIES of Collectors of Pilotage in the Pilotage District of Sydney, for the Year 1876.

Name of Collector.	Port.	Rate.	Amount.
			\$ cts.
C. Muggah.....	Sydney.....	5 per cent of amount collected.....	83 55
A. G. Ross.....	North Sydney.....	do do ...	371 10
P. Mullins.....	South Bar.....	do do ...	16 57
Lingan.....	Lingan.....	do do ...	25 10
C. W. Rigby.....	Little Glace Bay.....	do do ...	41 62
J. McKinnon.....	Fort Caledonia.....	do do ...	55 32
Allowed North Sydney for books and stationery .....			6 74
Total .....			\$600 00

W. PURVES,  
*Commissioner of Pilots.*

NORTH SYDNEY, C.B., March 16th, 1877.



RETURN of Numers and Names of Pilots for Little Glace Bay and Port of Caledonia and of Lingan, and amounts of each.

No.	Name of Pilot.	Ports.	Amount.
			\$ cts.
1	W. Heelan.....	Little Glace Bay and Port Caledonia..	510 00
2	P. Ryan.....	do do ...	76 00
3	E. Petrie.....	do do ...	177 00
4	E. Robertson .....	do do ...	196 00
5	W. McLeod.....	do do ...	237 00
6	J. Shannahan.....	do do ...	283 00
7	T. Ling.....	do do ...	264 00
8	E. Mahon.....	do do ...	100 00
1	R. Hall.....	Lingan .....	75 00
2	N. Robertson.....	do .....	111 00
3	T. Laffin.....	do .....	67 00
4	P. Laffin .....	do .....	138 00
5	L. Laffin .....	do .....	85 00
6	W. Hall.....	do .....	21 00

W. PURVES,  
*Commissioner of Pilots.*

NORTH SYDNEY, C.B., March 16th, 1877.

APPENDIX No. 63.

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## WINDSOR, N.S., PILOTAGE AUTHORITY.

WINDSOR, N.S., 26th December, 1876.

SIR,—I have the honour to inform you that the Commissioners of Pilotage have not appointed any Pilots for the District of Hants and Kings Counties in this Province, and consequently I have no report to make.

Your obedient servant,

THOMAS AYLWARD,  
*Pilot Commissioner*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Canada.

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APPENDIX No. 64.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF  
BRITISH COLUMBIA FOR THE CALENDAR YEAR ENDED 31st  
DECEMBER, 1876.

VICTORIA, B.C.

SIR,—I have the honour to enclose herewith Pilotage Returns for the District of  
British Columbia up to 31st December, 1876.

I have, &c.,

(Signed,) EDGAR CROW BAKER,  
*Secretary.*

The Hon. Minister of Marine, &c.,  
Ottawa.

BRITISH COLUMBIA PILOTAGE AUTHORITY.

Returns under Section 24, Clause I, to 31st December, 1876.

No.	Name.	Age.	Remarks.
8	John Sabistan.....	48	Passed under Old Board.
10	James McIntosh.....	49	do do
11	James Ramsay.....	47	do do
13	Frederick Bevely.....	39	do do
15	George Rudlin.....	42	do New Board.
16	William Scott.....	38	do do
17	John Ramsay.....	40	do do
18	James Christensen.....	37	do do

CLAUSE II.

No Apprentices up to 31st December, 1876.  
No Certificated Masters or Mates up to 31st December, 1876.  
No Acting Pilots or Apprentices do do

(Signed,) EDGAR CROW BAKER,  
*Secretary, Pilotage Authority.*

BRITISH COLUMBIA PILOTAGE AUTHORITY.

RETURNS to 31st December, 1876, under Section 24, Clause II.

No.	Name.	Age.	Service.
1	John Sabistan.....	48	Victoria, Esquimalt, Burrard Inlet, Nanaimo and Straits of Juan de Fuca.
2	James McIntosh.....	49	do do do
3	James Ramsey.....	47	do do do
4	Frederick Revely.....	39	do do do
5	George Rudlin.....	42	The navigable waters of British Columbia from the shores of Washington Territory to the Northern boundary of the Province, on the entire district, with its harbours and rivers.
6	William Scott.....	38	do do do
7	John Ramsay.....	40	do do do
8	James Christensen.....	37	do do do

EDGAR CROW BAKER,  
Secretary, Pilotage Authority.

BRITISH COLUMBIA PILOTAGE AUTHORITY, UNDER SECTION 24, CLAUSE '3.

*Revised Rules and Orders for the Regulation of Pilots and Pilotage in the Province of British Columbia, made in pursuance of "The Pilotage Ordinance, 1867," all previous Rules and Orders being hereby repealed.*

[22nd August, 1873.]

1. Vessels employed in the provincial coasting trade, and having taken out a coasting license, shall be exempt from pilotage.
2. All foreign-going vessels over six feet draught shall pay pilotage fees in accordance with the schedule annexed hereto.

*Schedule of Rates of Pilotage chargeable for Vessels entering the undermentioned Ports, viz:—*

a.

FROM SEA OR ROYAL BAY,

To Royal Bay (optional).....	\$3 per foot.
(Vessels coming to anchor in Royal Roads shall be exempt from Pilotage when they employ a Pilot for Burrard Inlet, Nanaimo or any other loading or discharging Port in the Province).	
To Esquimalt Harbour.....	\$3 per foot.
Victoria.....	{ \$3 per foot, under 10 feet draught. \$4 " for 10 feet and over.
To Nanaimo or Departure Bay	{ \$3 per foot for Vessels of less than 10 feet draught. \$4 per foot for Vessels of 10 feet and upwards.
To Burrard Inlet.....	{ \$3 per foot for Vessels of less than 10 feet draught. \$4 per foot for Vessels of 10 feet and upwards.

To New Westminster... { Rate to be subject to agreement, but not to exceed, for Sailing Vessels, \$6 per foot, and for Steamers \$4 per foot.

- b. The Pilot Grounds for the several Ports of the Province of British Columbia shall, for the purposes of enforcing these Rules and Orders, be taken to be as hereby defined, viz:—

VICTORIA AND ESQUIMALT.—Outside of a line drawn from Trial Island to Race Rocks Light, bearing N.E. by N., and S.W. by S. (magnetic).

BURRARD INLET.—A line from Passage Island to Point Grey, bearing of the latter being S. E. (magnetic).

FRASER RIVER.—Outside Lightship.

NANAIMO and DEPARTURE BAY.—Outside a line drawn from Entrance Island to a point on Vancouver Island, one mile W. of the West Rocks, bearing W. (magnetic) and to the southern entrance by Dodd's Narrows, a line drawn from the mark on Gabriola Island to Sharpe Point, bearing S.W. by W.  $\frac{1}{2}$  W., and N.E. by E.  $\frac{1}{2}$  E. (magnetic).

OTHER PORTS.—To be defined from time to time by the Pilot Board, as occasion may arise.

- c. Any Vessel having discharged a portion of her cargo at Esquimalt, and paid full pilotage into that harbour shall, on proceeding thence to Victoria for the purpose of discharging the remainder of her cargo, only pay additional pilotage at the rate of \$1.50 per foot, if proceeding under or with the assistance of steam; and the same rule shall apply to Vessels proceeding from Nanaimo to Departure Bay, or *vice versa*, whether with or without the assistance of steam.
- d. In the event of a pilot taking the charge of a vessel proceeding from the Pilot Ground of Victoria or Esquimalt Harbors, or of Royal Bay to that of Nanaimo Harbour, Burrard Inlet, or the Sand-heads of Fraser River, or *vice versa*, he shall receive additional pay at the rate of \$3 per foot for vessels under sail, and at the rate of \$10 per day for steamers or sailing vessels in tow of a steamer while at sea. Twenty-four hours to be counted as a day; any fraction of a day to be counted as a whole day. All vessels under steam, or in tow of a steamer, to be one-fourth less of the above rates.
- e. Any fraction of a foot, not exceeding six inches, shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

3. Every master of any ship who shall employ as a pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified, or beyond the extent of his qualification, after any pilot licensed shall have offered to take charge of such ship, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the pilotage.

4. Any person may legally, and without being subject to any penalty, assume or continue in charge of any ship as a pilot, so long as a pilot duly licensed shall not have offered to take the charge, or where and so long as such ship shall be in distress, or under circumstances which shall have rendered it necessary for the master to avail himself of the best assistance.

5. Any licensed pilot, within the limits of his license and the extent of his qualification, may supersede, in the charge of any ship, any person not licensed, or acting beyond the extent of his qualification; and every person continuing in the charge of any ship without being a licensed pilot, or without being licensed to act within the limits in which such ship shall be, or beyond the extent of his qualification, after any pilot licensed or qualified shall have offered to take charge of such ship, shall forfeit any sum not exceeding two hundred and fifty dollars, nor less than one hundred dollars.

6. If any person suspended or adjudged to have forfeited his license shall, during the time of suspension or after such adjudication, take upon himself to conduct any ship as a pilot, such person shall be liable to all such penalties in like manner as are provided against any person who shall pilot any ship without having been licensed. (*Vide* Paragraph 5).

7. All sums due for the pilotage of any ship trading to and from any port in the Province of British Columbia, shall be recovered in a summary manner before any Stipendiary Magistrates, or two Justices of the Peace, from the owners or master, or from the consignees or agents who shall have paid or made themselves liable to pay the said charge for the said ship, in the port of her arrival, as to pilotage inwards, and in the port from whence she shall clear out as to pilotage outwards, which sums may be levied in the like manner, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

8. Any vessel not otherwise exempted by these Rules and Orders, or the schedule hereto, shall pay half rates of full pilotage inwards to the first duly qualified pilot who shall hail any such vessel outside the pilot ground, or exhibit the pilot flag at a distance not greater than one mile from such vessel, in the event of his service not being accepted.

9. The choice of outward pilot to be left to the captain; but in the event of the ship taking no pilot outwards, then the half-pilotage to be paid to the first duly qualified pilot that shall offer his services.

10. No vessel shall be rendered amenable to half pilotage rates for the Straits navigation by declining the services of a qualified pilot.

11. All vessels requiring the services of a pilot shall hoist the usual signal at the fore; and, when outward bound, not less than two hours prior to departure.

12. The pilot flag shall be the same as established by law in all countries under British jurisdiction, viz.: horizontal white and red (size at discretion of Pilot Board).

13. Any vessel driven, either by stress of weather or other cause, to anchor or seek shelter in any of the bays or roadsteads of the Province, shall not be liable to pilotage.

14. In all cases where a vessel shall be in tow of a steam vessel, the pilot on board the vessel towed shall have the command and direction of both vessels so long as the steamer shall be fast to the other vessel, notwithstanding a pilot may be on board the steamer.

15. Pilots taken to sea on board any vessel against their will, shall be entitled to claim from the master or owner of such vessel the sum of five dollars (\$5) per diem until the date of their arrival at the port from which they were taken, and, in addition to the above, their expenses back to said port.

16. No steam vessels plying regularly once a week, or oftener, between Victoria and any of the various ports on Puget Sound, or in the Straits of Fuca, shall be charged with pilotage or half pilotage unless the master of such vessel shall actually take a pilot on board on any such trips, or otherwise actually engage the services of a pilot.

These have been in force from August, 1873, until the receipt of the by-laws on 19th March, 1877.

EDGAR CROW BAKER,  
*Secretary.*



RECEIPTS and EXPENDITURE.—Return under Section 24, Clause V.

D.R.

C.R.

1876.	To	\$	cts.	1876.	\$	cts.	1876.	\$	cts.
March 16	F. Revely, license fee.....	5	00	March 20	Legal Expenses:—				
do 17,24	W. Scott, entrance and license fee.....	15	00		By Drake & Jackson, balance of account.		29	87	
do 18	G. Rudlin do do .....	15	00	April 8, 10	General Expenses:—				
do 18	Jno. Sabiston, license fee.....	5	00		By Colonist and Standard advertisements		7	50	
do 20	Jas. McIntosh do .....	5	00	do 10, 12	Office Expenses:—				
do 20	Jas. Ramsay do .....	5	00		By Hibben & Co., on account stationery.		7	25	
June 14	Jas. Ramsay, duplicate licenses.....	10	00	May 12	Postage Account:—				
do 14	Jno. Ramsay, entrance do .....	15	00		By stamps.....		1	46	
July 8	Jas. Christensen do do .....	15	00	July 17	Plant Account:—				
August 9	John Ramsay, dues.....	5	00	Sept. 1	By Stahlshmidt & Co., expenses on charts		7	50	
do 9	James Christensen, dues .....	5	00	do	do cost of charts.....		8	00	
do 9	George McIntosh do .....	5	00	do 11	Postage Account:—				
do 9	George Rudlin do .....	5	00		By stamps.....		0	60	
do 9	Fred. Revely do .....	5	00	October 6	Printing Account:—				
do 9	Jno. Sabiston do .....	5	00		By Standard, 100 copies By-laws.....		18	00	
do 21	James Ramsay do .....	5	00	Dec. 30	Printing Account:—				
do 21	William Scott do .....	5	00	do 31	By Alexander Rose, By-laws .....		12	50	
					Balance in hand .....				
									\$130 00
									\$130 00

EDGAR CROW BAKER,  
Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1876.



VICTORIA, B.C.,  
12th March, 1877.

SIR,—I have this day received your letter of the 21st February, and, in reply, have the honour to report as under:—

1. From the date of my appointment (21st September, 1875) up to the present time, I have received no salary or remuneration for my services, owing to the absence of "funds available."

2. Balance at credit of Pilotage Authority on 1st January, 1877, was \$37.32, remaining in possession of myself, to defray office expenses, etc.

3. No money deposited elsewhere or invested, consequently no rate of interest accruing.

4. The only monies collected by me being the half-yearly renewals of licenses for eight pilots at \$10.00 (per old by-laws) such being my instructions until the ratification of the new by-laws.

5. Details of all matters will follow as soon as information required is obtained.

I have the honour to be, Sir,

Your most obedient servant,

EDGAR CROW BAKER,  
*Secretary.*

The Honorable  
Minister of Marine, &c.,  
Ottawa.

## APPENDIX No. 65.

## REPORT ON THE MONTREAL WATER POLICE FOR THE FISCAL YEAR ENDED 30TH JUNE, 1876.

MONTREAL, 11th December, 1876.

SIR,—Pursuant to the instructions contained in your letter of the 4th instant, I have the honour to submit the usual returns showing the number of persons that have been arrested by the Montreal Water Police for the fiscal year ended 30th June, 1876, as also a statement showing the expenditure for the same period.

Application having been made, and authority received, the permitted number of constables were sworn in on the 1st May, and disbanded about the close of the navigation, on the 30th November of the current year.

The number of prisoners arrested was 438, being a decrease of 322 in comparison with previous similar term.

Crimping, as far as this Port is concerned, may be said to have been almost eradicated, only two cases having occurred within the twelve months, viz., one in May and one in June; while the return for last year shows no less than ten arrests. Particular attention has been given to frustrate, as far as possible, the efforts of parties engaged in this occupation, and the result of the efforts have so far proved satisfactory.

I am glad to state that the endeavors of the Department to procure a suitable police station are likely to meet with success; and negotiations with the Harbour Commissioners, under your instructions, are progressing favorably.

I have, I am sorry to say, to repeat my annual statement that the number of constables composing the Montreal Water Police are insufficient for the duties they have to perform. The extension of the accommodation for sea-going vessels has been very much increased, reaching almost to Hochelaga, and the distance to be patrolled is too great to afford and insure the desired protection required by the maritime and mercantile interests.

I am led to believe that this will be the last Annual Report that I shall have the honour of presenting in my capacity of Commissioner of Dominion Police, and I am desirous of placing on record my testimony to the uniform good conduct and efficiency of the men comprising the Montreal Water Police, since my appointment in February, 1856, a period of over twenty years. That much of the estimation in which this body is held by the public generally is due to the example set and to the great ability and discipline of their Chief, John McLaughlin, ably seconded by the four sergeants. I am bound to admit the services of both officers and men are well and widely known, and it will to me be a great satisfaction, in retiring from this branch of the Government, to know that I shall leave behind me a force in every respect a credit, not only to the Department, but to all with whom it is concerned, and not to be surpassed by any similar body in the Dominion.

I would also convey to you my regret that circumstances should sever our long and friendly official relations that I shall always look back to with gratification. Through you the Department has ever extended the most cordial assistance in forwarding and carrying out the interests of the public service committed to your keeping; and it is to the warm, earnest co-operation and liberal views given and taken by you on its behalf that most of the success in developing this force is attributable.

Permit me to remain,  
Your obedient servant,

CHAS. J. COURSOL,  
*Commissioner, Dominion Police.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

*Accidents on the Wharves, &c., for the Fiscal Year, ended 30th June, 1876.*

1st July, 1875.—At 9 o'clock a.m., the steamer "Victoria," of the Micheliou Co., when crossing from St. Lambert's struck a sunken rock, and sank before she could reach the wharf.

2nd July.—At 2 o'clock p.m., the lighthouse on the island wharf caught fire, and was extinguished by Mr. Britt, stevedore, and some of his men.

11th July.—At 9 o'clock p.m., James Mahoney, when crossing over the gate of No. 2 Lock of the canal, fell into the water, and was rescued by the lock men.

18th July.—At 6 o'clock p.m., three boys hired a boat and crossed to the St. Helen's Island, in returning to the city four other boys got in, making seven persons in all, when half-way across the boat swamped, and one of them named Nolan was drowned.

21st July.—At 7 o'clock p.m., the steamship "Canadian," on her way up, ran aground opposite the Bonsecour Pier.

24th July.—At 8 o'clock a.m., a man named John McNamara, seaman, fell from the revetment wall on the front of the Grand Trunk locomotive, which was passing rapidly on the wharf underneath at the time, breaking the lamp, but, strange to say, he was not killed, though severely injured. He was conveyed to the General Hospital.

1st August.—At 11 o'clock p.m., Andreas Gabrielsen, steward of barque "To Venner," lying at Jacques Cartier Pier, fell overboard and was drowned.

2nd August.—At 9 o'clock a.m., Cyrille Gauthier, while discharging coal from the steamship "Lady Clair," when the whipple-tree broke and the bucket fell on him, by which he was seriously injured. He was conveyed to his residence.

5th August.—At 2 o'clock p.m., James Hammond was drowned near Victoria Bridge.

7th August.—At 11 o'clock p.m., James Downey, a hand on board the barque "E. Z. Green," fell into the Canal Basin, and was saved by his comrades.

13th August.—At 11 o'clock a.m., a labourer named Edward White, while working on the ship "Lake Superior," fell into the hold and received serious injury. He was conveyed to the General Hospital.

15th August.—At 4 o'clock p.m., a young man was drowned while bathing at St. Helen's Island.

16th August.—At 2 o'clock p.m., Mr. Smith, foreman at McDougall's Foundry, reported finding the body of a drowned man, Ovilla Currie, in the flume of the foundry. Coroner notified.

18th August.—At 9 o'clock a.m., James Steel, while working on board the barque "Gilsland," was struck by the tub used in hoisting coal, throwing him down the hatchway and breaking his ribs. He was conveyed to his residence.

28th August.—At 10.30 o'clock a.m., John Campbell, butcher on board the steamship "Corinthian," fell from the stage into the Queen's Basin and was drowned. The coroner held an inquest.

28th August.—At 3 o'clock p.m., George Gordon, laborer, was killed by a bucket falling on him while discharging coal from a barque in the canal, opposite Molson's Iron Works. The coroner held an inquest.

29th August.—At 4 o'clock p.m., the body of a man named Onesime Morin was found drowned in the canal. The coroner was notified.

31st August.—About 4 o'clock p.m., Captain Roy, of the barque "Mary," found the body of a drowned man floating in the river opposite Jacques Cartier Street, subsequently identified as James Kehoe, fireman of the steamship "Nyanza." An inquest was held.

4th September.—At 8 o'clock, a.m., a horse and cart employed at the Canal Works, Black's Bridge in backing to dump a load of stones, went over the embankment and the horse was killed.

4th September.—About 2 o'clock, p.m., a child three years old, named Placide

Filibrault, residing with his parents on board No. 7 floating Elevator, fell into the King's Basin and was drowned. An inquest was held.

10th September.—At 6 o'clock, p.m., Randolph McDonald, son of Mr. McDonald, contractor, fell from a scow into the Canal Basin and was saved by the hands of the scow.

13th September.—At 7 o'clock, a.m., a man unknown fell from the revetment wall on to the wharf and was severely injured. He was conveyed to the General Hospital.

2nd September.—At 11 o'clock, p.m., the steward of the steamship "Venezia," when going up the gangway, fell into the Queen's Basin and was rescued by the hands on board and the constable on duty there.

23rd September.—About 12 o'clock, noon, a ship liner named Louis Moreau fell down the hatchway of the steamship "Palestine" and received severe injuries. He was removed to his residence.

27th September.—About 12 o'clock, midnight, a seaman named Peter Logan, belonging to the brig "Cerdie," fell into the river and was saved by Constables Briand and Cuggy.

4th October.—At 5 o'clock, p.m., two men were in a skiff which was carried in by the current between the Longueuil Ferry Boat and the barge "Hanson," and capsized. Both men were saved.

4th October.—At 2 o'clock, p.m., John Guerin and John Philips, employed on board the barque "Strathearn," fell from a stage into the river and were saved by the hands on board.

6th October.—About 9 o'clock, p.m., William Martin, labourer, while in a state of intoxication, fell into the river at Victoria Pier, and was saved by the exertions of Mr. Brennan, stevedore.

6th October.—The body of a man named Moses Riendeau, of Boucherville, was found drowned in the river, opposite Longueuil, at 2 o'clock, p.m. The coroner held an inquest.

9th October.—At 4 o'clock, p.m., Maurice Beauchamp, first mate of the propeller "Montreal," fell overboard from the hurricane deck of his vessel on to the deck of the barge "America" lying alongside. He was removed to the General Hospital, where he died.

20th October.—At 5 o'clock p.m., John Malcomson, owner of the propeller "Acadie," lying in the King's Basin, when going on board his vessel fell between the wharf and the bark "Strathearn," and received injuries which caused his death. The coroner held an inquest.

27th October.—At 10 o'clock p.m. Richard Lavine, seaman, of the brig "Ravenwood," fell into the Elgin Basin, and was rescued by the constable on duty, assisted by J. Dowd, watchman.

28th October.—At 7 o'clock p.m. the mate of the bark "Churchill" fell into the river at Russell Pier, and was rescued by the crew of his vessel.

29th October.—At 11 o'clock p.m. Thomas Simpson, seaman, of the steamship "Beamall," fell from the revetment wall to the wharf and broke his arm. He was taken to the General Hospital.

30th October.—At 7 o'clock p.m. Henry Turner, residing at St. Constant street, fell into the river at the Island wharf, and was saved by the constable on duty assisted by John Regan.

5th November.—At 11 o'clock p.m. Laurent Charlebois, captain of the barge "Princess," fell into the River at Russell Pier, and was saved by Octave Bourbonnaire and Honore Norval.

5th November.—At 2 o'clock a.m. a man named Guedeny Auguste, a native of France, was run over by the Grand Trunk cars on the wharf; one leg was taken off and the other badly fractured. He was conveyed to the General Hospital, where he died in a few days.

15th November.—At 9 o'clock a.m., as the barge "Lacombe" was entering the first lock of the Canal, one of the hands named Narcisse Gilbert fell into the river and was rescued by the hands of the barge.

17th November.—At 6 o'clock p.m. a fire was discovered on board the barge "Montcalm," lying in the King's Basin, which was quickly extinguished by the hands of the barge.

19th November.—At half past 9 o'clock p.m. Constable Banville perceived the barge "Clara," lying in the Canal Basin, to be on fire. The constable gave the alarm, and the firemen were soon on the spot and extinguished it. The cabin was destroyed, and were it not for the timely discovery, probably the flour sheds would have been consumed.

29th January, 1876.—About 6 o'clock, p.m., as two *habitants* were returning home from Montreal after selling their loads of hay they drove into an opening in the ice on the river, and both men with their horses were drowned; a third farmer, who was driving in rear and escaped, returned to the city to warn others of the danger.

14th May.—At 4 o'clock p.m. two young men were out boating in a skiff, and one of them named Leonard Lymbary was drowned.

15th May.—At 8 o'clock p.m. the barge "Lightning," when taking in salt from the steamship "Lake Champlain," in the King's Basin, sprung a leak and sank with 4,000 bags of salt.

23rd May.—At 9 o'clock p.m. an explosion took place on board the steamship "Sarmatian," caused by the gas igniting when the hatches were removed from the coal bunkers by the stevedores. Constable Isaac Lee gave the fire alarm, and the brigade were soon on the spot and extinguished the fire.

25th May.—At 1 o'clock a.m., a seaman named Robert Brown, of the ship *Dumbartonshire*, fell into the river, and was rescued by the watchman on board.

25th May.—At 12 o'clock, noon, Patrick Lafferty, labourer, while working at pig iron on the wharf, got one of his legs broken. Removed to the General Hospital.

26th May.—When the steamboat "Laprairie" was returning from Montreal, she burst one of her steam pipes, filling the boat with steam and greatly alarming the passengers, who procured life-preservers to use in case of emergency. She was got back to her berth with difficulty.

26th May.—At 10 o'clock p.m., Patrick McEvoy, labourer, had one of his legs broken by a bucket of coal falling on it while working on board the ship *Swaledale*.

31st May.—Thomas Sharkey, fireman on board the steamship "Moravian," fell down the main hatchway, at Point Levis, and sustained very severe injury of the spine. On arrival of the ship at Montreal, he was sent to the General Hospital.

1st June.—At 4 o'clock p.m., the body of a man named Patrick O'Connell was found drowned in the canal. The coroner held an inquest.

13th June.—At half-past 1 o'clock a.m., a sailor named James Hacking, belonging to the steamship "Texas," when going on board, fell into the hold of the vessel and was severely injured. He was conveyed to the General Hospital.

14th June.—At 1 o'clock p.m., a man named John Campbell divested himself of his hat, coat and boots and deliberately jumped into the river at the Victoria Pier, and was swept away by the current and drowned before assistance could be rendered.

22nd June.—At 1 o'clock p.m., a labourer named James O'Loughlin, when going on board the ship "Thomas Hamlin," the ladder broke and he fell into the river, and was rescued by the hands on board.

29th June.—At half-past 11 o'clock a.m., a boy named James Norton, while bathing in the canal, was struck on the head by the screw of the propeller "Lake Michigan" and killed. The coroner held an inquest.

JOHN McLAUGHLIN,  
Chief Constable, Montreal Water Police.

MONTREAL, 1st July, 1876.

Return of Prisoners arrested by the Montreal Water Police for the Fiscal Year ended 30th June, 1876.

Month.	Highway robbery.	Breaking into a store.	Breaking Gaol.	Cutting and wounding.	Assault and battery.	Assault and resisting the Police.	Drunk.	Drunk and disorderly.	Sailors drunk and disorderly on board ship.	Sailors deserting their ships.	Sailors assaulting their Captains and Officers.	Sailors absent from ship without leave.	Refusing duty on board ship.	Stealing ships' cargo.	Crimping seamen.	Carters impeding on the wharves.	Carters furious driving.	Cruelty to animals.	Fighting on the wharves.	Larceny.	Vagrancy.	Bathing opposite the city.	Attempt to commit suicide.	Insanity.	Protection.	Total.	Remarks.
July, 1875.....	1				5	1	42	2	5	2	2	3	5	1		1	2		2	4			1		14		
August ".....				1	2	2	32	3	1	2		3	10						5	15	4	6			11		
September, ".....				1	2	2	30	6	4			6	3			2	1	1	4	14					24		
October, ".....				1	1	4	21	1	4	5	2	3	5			1	1	1	1	9	5			1	18		
November, ".....		1			1		15	3	1											4	4		1		16		
December, ".....																				3					2		
January, 1876.....																				1					8		
February, ".....							1																		4		
March, ".....																									2		
April, ".....		2		1	1		16	3	1						1					7					5		
May, ".....			1		9	1	9	3	3	9		7	1		1				4	12		3	1		15		
June, ".....		3	1	3	19	10	166	22	18	18	4	22	24	1	2	5	3	2	17	69	13	9	3	1	143		
																									581		

Twenty persons were drowned in the harbour and canal during the year, and twenty-seven persons were saved from drowning during the same period.

JOHN McLAUGHLIN,  
Chief Constable, Montreal Water Police.

MONTREAL, 1st July, 1876.

## APPENDIX No. 66.

## REPORT OF THE CHIEF OF THE QUEBEC RIVER POLICE FOR THE YEAR ENDED 31st DECEMBER, 1876.

SIR,—I have the honour to submit my Annual Report as Chief of the Quebec River Police for the year ending 31st December, 1876. Appended to this report is a statement giving the number of persons arrested by the River Police, the various offences committed by those persons, and their nationality.

On the 1st May the River Police were sworn in for duty, their number being reduced, and also their pay 20 cents per day each man.

The Force consisted of:—

One Chief, who is also Shipping Master for the Port, and whose pay is.....	\$1,200 00 per annum.
One Assistant Chief.....	2 60 per day.
One Steersman.....	2 10 “
Five Coxswains.....	1 60 each per day.
Thirty-five Constables.....	1 30 “ “
One Engineer.....	50 00 per month.
One Assistant Engineer.....	25 00 “

The steam yacht during the day performs two-thirds of the duty on the river. The Police boats have each a crew of one coxswain and six men, who keep a constant patrol on the river during the night. The Police execute warrants on board ships and on shore on both sides of the river.

They also go in search of timber, boats, and other articles lost from ships, rafts or booms.

The Harbour Master or his assistant is furnished with a boat or the steam yacht when required.

The late Act, 36 Vic., chap. 129, has been strictly enforced, and masters of ships state that in no port either in England or elsewhere are they and their crews so well protected as in the Port of Quebec. Three seamen, who had been induced by crimps to act as runners, arrested for going on board ships without permission, were tried, and, on conviction, sentenced to two years each in the Penitentiary.

A crimp, for harbouring a deserter from his ship, on conviction, was sent to gaol for three months with hard labour.

Seamen, when they sign ships' articles, are informed of the day and hour they are to be on board, which is stated on the articles; a register is kept of the houses where they board. They are also directed to come to the River Police Station with their effects at the hour stated, to be put on board in the Police yacht, without any expense, and any of them who may be absent are searched for, arrested, and put on board. Formerly, crimps put them on board and charged each seaman one dollar, and the same charge when they took seamen from their ships who deserted. This has all been put a stop to, and communication between captains and crimps no longer exists. When seamen from the shipping office are put on board ships lying at a wharf, the Police remain on board until the ship hauls out from the wharf, and if proceeding to sea, remain on board until off Point Levis, all well.

I have the honour to be, Sir,

Your most obedient servant,

R. H. RUSSELL,  
Chief Constable River Police, and  
Shipping Master.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

A STATEMENT giving the Number of Persons Arrested by the Quebec River Police ; the various Offences committed by these Persons, and their Nationality, during the Season of Navigation, 1876.

Offence.	No. of times committed.	Of the 737 offences committed there belonged to	No. of persons.
Desertion.....	46	England.....	166
Desertion from "B" Battery of Artillery.....	2	Ireland.....	143
Absence without leave .....	220	Scotland .....	136
Refusal of duty .....	121	Wales .....	22
Refusal to proceed to sea.....	45	Canada .....	60
Neglecting to join ship.....	33	Australia .....	4
Warrants for assaults .....	18	Jersey .....	2
Assaults on board ship.....	12	Newfoundland .....	2
Assaults by Captains on crew.....	4	United States.....	24
Assaults by Chief Mates on crew ..	5	France.....	22
Captains assaulted by crew.....	10	Norway.....	57
Chief Mates assaulted by crew .....	11	Sweden .....	31
Drunk on wharves and streets.....	85	Greece.....	2
Drunk and fighting on board .....	48	Belgium.....	4
Thefts on board .....	6	Prussia .....	6
Thefts on shore.....	4	Russia.....	1
Crimps' runners going on board without permission, two years penitentiary each.....	3	Holland.....	8
Crimps assaulting seamen.....	2	Spain.....	2
Crimps harbouring seamen.....	1	Portugal .....	4
Cutting and wounding.....	3	Germany.....	11
Protection for the night.....	58	Denmark.....	9
		Finland.....	11
		West Indies .....	2
		Africa .....	2
		Austria .....	1
		Brazil.....	1
		Italy.....	4
<b>Total.....</b>	<b>737</b>	<b>Total.....</b>	<b>737</b>



## APPENDIX No. 67.

## REPORT OF THE PORT-WARDEN OF MONTREAL FOR THE CALENDAR YEAR OF 1876.

PORT WARDEN'S OFFICE,  
MONTREAL, 26th December, 1876.

SIR,—I have the honour to submit this my Annual Report of the affairs of the office during the past season.

I have not experienced any difficulty in carrying out the provisions of the Port Wardens' Act, or in the performance of my official duties generally, and during the season I have had no complaints lodged with me from ship-owners, ship-masters, shippers, or others, in regard to the operation of said Act.

Every British vessel that has arrived in this port from the United Kingdom had the load and deck lines marked on their sides, but the load-line mark is no guide in loading, as owners can place it as high up as they think proper. It is a matter of fact that no vessel during the past season has left this port loaded down to such mark (with the exception of one or two small vessels) for had they done so they would have been in an unseaworthy condition.

Those marks, then, for all practical purposes, are useless, or worse than useless; because they have a tendency to deceive those who are not acquainted with them.

Ship-masters generally have expressed their satisfaction that we have such a law as prevents unscrupulous masters overloading their vessels so as to gain favour with their owners for carrying larger cargoes than others who will not risk the lives of their crews and the interests of shippers and underwriters for any such dear-bought approbation.

On the 29th June last the steamship "Quebec," of the Dominion Line, bound to Liverpool, was reported to me as having completed her loading, when I proceeded on board to hold a final survey. On examination I found she was too deeply laden, and notified the master that before he could receive a certificate of seaworthiness to enable him to clear at the Custom House he would require to lighten his ship. This he declined to do, and left port soon afterwards without a certificate, in direct violation of the Port Wardens' Act. I immediately notified the Collector of Customs, who took the necessary steps to detain the ship at Quebec. It came to my knowledge afterwards that she was lightened at Quebec after some delay, received a certificate of seaworthiness from the Port Warden there, and proceeded on her voyage.

It is very satisfactory to be able to report that I have not heard of the loss of any vessel that loaded grain here this season. The worst case of partial damage that has come to my knowledge is that of the barque "Templar," which sailed from this Port on or about 30th August last, laden with a full cargo, consisting of over 43,000 bushels grain. After leaving the Gulf of St. Lawrence she encountered heavy north-east gales, and was struck by a sea which threw her on her beam ends. In this time of great peril the foremast was cut away, when she righted. After drifting about on the ocean for some time she was picked up by a passing steamer, and towed into Halifax. She was found to be leaking considerably, and her bottom was badly injured by the wreck of the spars, but on discharging the cargo to go into dock for repairs it was ascertained that the bulk grain had not shifted, and all that was damaged was about 1,000 bushels which got wet while the ship was lying helpless on her broadside and in danger of foundering.

The usual care was taken, and personal supervision given to this ship in seeing that her lining and shifting boards were what they ought to be before her cargo was put on board, and it is exceedingly satisfactory to know that they had stood the test so well under the trying ordeal through which the ship passed.

Navigation remained open this year later than usual; owing to this fact several vessels which arrived from Europe very late in the season were enabled to proceed to sea in safety. The last of these, the barque "Marie," with a general cargo from Antwerp, arrived on the 18th November. After discharging her inward cargo and loading a full cargo of grain, she sailed hence on the 22nd November for the United Kingdom, and her safe arrival there has been reported.

Herewith I send you statement of the receipts and expenditure of the office during the year.

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

DAVID ROSS KERR,  
*Port Warden.*

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

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PORT WARDEN'S OFFICE.

STATEMENT of Cash Account for Season of 1876.

Dr.

Cr.

	\$	cts.		\$	cts.
To amount of revenue derived from the following sources:—			By Paid A. Slater, salary from 1st January to 1st May, four months, at \$1,800 per annum	1,800	00
do Flour and meal	1,576	29	do D. R. Kerr, four months, at \$2,000 per annum	1,932	68
do Ashes	124	83	do per annum	1,200	00
do Apples	243	98	do E. Rogers, clerk	522	00
do Minerals	124	05	do J. G. Shaw, assist'ant	135	00
do Oil cake	8	20	do Office boy	94	00
do Sundries	9	09	do Stationery account	351	21
do Unenumerated articles	848	62	do Rent and fuel	160	22
do Surveys on damaged goods	1,787	85	do Petty expenses	1,833	30
do Surveys of vessels lining	514	25	do Balance	\$7,100	41
do Surveys on inward cargoes	1,504	00			
do Special surveys	152	50	Amount estimated as required to meet expenditure to May next	1,603	00
	206	75	By Balance	230	00
				\$1,833	30
January 1. To balance down	1,833	30			
To balance	\$1,833	30			
	\$230	30			

E. E.

DAVID ROSS KERR,  
Port Warden.

MONTREAL, 28th December, 1876.

## APPENDIX No. 68.

REPORT OF THE PORT WARDEN OF QUEBEC FOR THE CALENDAR  
YEAR ENDED 31st DECEMBER, 1876.

PORT WARDEN'S OFFICE,  
VICTORIA CHAMBERS,  
QUEBEC, 27th December, 1876.

SIR,—I have most respectfully to acknowledge the receipt of your letter of the 11th December, also your favour of the 14th instant, containing the Imperial Merchant Shipping Act, 1876, 39 and 40 Vict., Chap. 80.

In reply, I have the honour to inform you that the new law amendment relating to Port Wardens, now three sessions in operation, have been found to work most satisfactorily in the interests of our trade and commerce.

The attention exercised over the loading and stowage of cargoes with the attention to coaling of steam ships, and their seaworthiness when loaded and coaled, has added considerably to the safety of vessels generally. While the same policy is maintained, I am of opinion the result will prove most satisfactory.

I beg to inform you that the screw steamship "Colomba," 1,260 tons, of Newcastle, McNabb, master, left this harbour, May 10th, 1876, without having obtained my certificate in accordance with clause five of "*An Act to amend the Acts relating to Port Wardens of Montreal and Quebec*," November, 1865. This vessel stranded in the River St. Lawrence while proceeding down the river from Montreal, laden with a cargo of grain; when stranded she discharged a portion of her cargo into lighters, floated, and proceeded to Sorel; there she was laid up during the winter, and reloaded her cargo from the lighters. In May, 1876, she proceeded to Three Rivers, took on board a quantity of deals, 2,000 pieces, proceeded on to Quebec when she took a supply of coals, and left without reporting or obtaining any certificate. Particulars were duly forwarded to the Department of Marine and Fisheries, Ottawa, and to Mr. J. W. Dunscomb, Collector of Customs for this Port.

May 18th.—Ship "Gleniffer," 799 tons, of Glasgow, J. Cummings, arrived in Quebec with a general cargo from Glasgow, consigned to Allans, Rae & Co., of Quebec. The eighth section of the Act to provide for the appointment of a Port Warden for the harbour of Quebec was duly complied with, and on the 19th damage was noticed to the cargo. On being notified by the master I proceeded to the ship, and ascertained the cause of damage. My report having been drawn up accordingly, and delivered to the consignees of the ship, it being in favour of the ship, the consignees of the goods contended that I had no right to act in such case. However, this matter was brought before the Board of Examiners appointed for this office, who decided that in the performance of the duties of the Port Warden it was not practicable in such cases where there are a large number of consignees interested in one cargo. Any departure from the above named eighth section would seriously affect the interests of the trade.

10th June.—The Norwegian barque "Pallas," 407 tons, of Porsgrund, No. 9, page 283, Norwegian Veritas Register. In this harbour with part cargo of coals, I found it necessary to initiate proceedings. I at once put myself in communication with His Swedish and Norwegian Majesty's Consul for Canada, and Mr. Stansland, the master. I informed them that the said vessel was not in a seaworthy condition,

owing to the defective state of the mainmast. This having been confirmed by the master, a new mast was ordered and put into the vessel, removing the cause of her unseaworthiness.

20th June.—The Norwegian barque "Thyra," 588 tons, of Porsgrund, No. 84, Norwegian Veritas Register. In this harbour, full loaded with a cargo of wood goods, bound for London. I found it necessary to initiate proceedings. The vessel having been rendered unseaworthy from over-loading, causing her to be crank. I at once put myself in communication with Mr. Christensen, the master, and His Swedish and Norwegian Majesty's Consul for Canada. And after due consideration, it was recommended to remove and land the deck load, and to send down fore topgallant yard with mast, also to send down the mizen topmast.

22nd inst.—This recommendation having been completed, removing the cause of her unseaworthiness, the vessel did proceed on her voyage to London.

30th June and 1st July.—Having been notified by Mr. J. W. Dunscombe, Collector of Customs of this port, that the steamship "Quebec," Capt. Thearle, of the Dominion Line of Steamships, had left the harbour of Montreal without having obtained a certificate from the Port Warden for the said harbour of Montreal. On her arrival in this harbour, it was found that after receiving her full quantity of coals on board, that the vessel would be overloaded. Consequently a portion of her cargo was recommended to be discharged and landed. This having been done, to the satisfaction of the Port Warden, a certificate was granted, when she proceeded on her voyage to Liverpool.

3rd July.—The British brig "Xanthus," 195 tons, of Dublin, official No. 54,233, Lloyd's Register of British and Foreign Shipping arrived in this harbour, and commenced loading a cargo of staves. I found it necessary to initiate proceedings. It being reported to me that the said brig "Xanthus," stranded at Matane, while on a voyage from Ayr to Quebec, I waited on Captain Wm. Redmond, and verbally notified him that I had learned that his vessel had stranded, as above-named, and requested to have the bottom of his vessel examined before proceeding farther with his cargo. This having been complied with, and the vessel placed on dry dock it was found that the false keel was badly bruised and broken, with part gone. Their being no serious damage done to the vessel from stranding, and being found perfectly tight, I considered her seaworthy to receive her cargo, and to proceed to Great Britain and there undergo the necessary repairs.

I have respectfully to inform you of the departure of the screw steamer "Langshaw," 1,187 tons, of Newcastle, Bain, master, who loaded at Montreal part of a cargo of grain, viz., wheat and oats. After leaving the Port of Montreal, proceeded down the river, and on Saturday, 5th August, came to anchor near Cape Rouge, River St. Lawrence, and there took on board ten thousand bushels of oats as part of her cargo. On Monday, 7th inst., passed Quebec without notice, having received the Lower St. Lawrence pilot while lying at Cape Rouge.

27th and 28th August.—The above facts were duly forwarded to you, Sir, and to Mr. J. W. Dunscomb, Collector of Customs, Quebec.

10th October.—The British ship "Eldorado," 829 tons, of Hull, official number 1,675, while in this harbour discharging a part cargo of coals, I found it necessary to initiate proceedings. I at once put myself in communication with Mr. C. Calledge, master, and his agents, Messrs. John Burstall & Co., of this city, and verbally informed them that the mainmast of the said vessel "Eldorado" was in bad condition, rendering her unseaworthy; therefore I recommended survey to be held. On the 12th, a survey being held as recommended, the mast was found unsound and partly broken. It was removed, and replaced with new—removing the cause of unseaworthiness.

16th October.—The British ship "Epaminondas," 1,072 tons, of Newcastle, official number, 15,388, now in this harbour discharging part cargo of coals. I found it necessary to initiate proceedings. I at once put myself in communication with Captain Sawyer, master, and his agents, Messrs. John Burstall & Co., of this city; and notified Captain Sawyer of the apparent condition of the mainmast of said vessel "Epaminondas," at same time requesting a survey to be held as to her seaworthi-

ness. On the 19th a survey was held in my presence by two experts appointed by Captain Sawyer, who pronounced the said mast to be unsound, and at places defective; also to be in an unseaworthy condition. Recommended new mast. This having been done, the cause of unseaworthiness was removed,

30th October.—The Norwegian ship "Prinds Mauritz," 779 tons, of Tonsberg, No. 126, page 294, Norwegian Register, then in this harbour preparing to receive a timber cargo. I found it was necessary to initiate proceedings. I at once put myself in communication with Captain Zachariasen, master, and Mr. W. A. Schwartz, His Swedish and Norwegian Majesty's Consul for Canada, and verbally informed them that the said vessel "Prinds Mauritz" was unseaworthy, owing to the general condition of the mainmast. I therefore recommended that a survey should be held, the captain acknowledging that a personal examination and recommendation from myself was all that was required. On the 31st an examination was held when the mainmast was found badly bent forward, and at places sprung and broken. A new mast was recommended. This having been agreed on, the original mast was removed, and replaced a new one, thus removing the cause of her unseaworthiness.

I beg to remark that on the 1st day of November, 1876, at the request of Mr. G. T. Pemberton, agent at Quebec for the Merchants' Marine Insurance Company of Canada, proceeded on board of the ship "Red Jacket," 2,006 tons, of Newcastle, official number 25,758, then in this harbour loaded with a cargo of deals, ready for sea, and bound to London. Found her loaded with a portion of her cargo (deals) on the third and upper deck, closely piled from aft forward before the foremast, and across the deck from stanchion to stanchion. This quantity I disapproved, taking into consideration her construction, that she was unfit, and my opinion is, never intended to carry cargo on said third deck. For proof of this see the New York Maritime Register of December 15th, 1876, page 41:—"Red Jacket" (Br.) from Quebec, at London, November 29th. Lost deck load on passage." Vessels constructed with awning or spar deck should be entirely excluded from carrying cargo on said deck and those constructed with three decks. After the expiration of the time for which they are classed A in red, they should be entirely excluded from carrying deck cargo, further than store spars, horses, horned cattle, sheep, &c. Taking into consideration the height of any cargo stowed over the third deck of any vessel, its height above the centre of gravity is dangerous to life and property, and frequently terminates with the loss of oth.

I beg to state that during the past season no complaints have been officially received from masters of ships, British or Foreign. Numbers of masters have verbally expressed their opinion in support of the Port Wardens' Act, and affirm that it has resulted in the saving of a large amount of life and property.

With respect to the marking of a load line on British ships employed in this trade, I beg to remark that all classes of vessels, both steam and sailing, that came under my notice have been marked on each side amidships with a disc and horizontal line drawn through its centre. Lines indicating the position of ships' decks also marked as prescribed in page 16 of the Imperial Merchant Shipping Act, 1876. 39 and 40 Vict., chap. 80.

As a rule none of the ships thus marked, that came under my notice have been loaded fully up to their load lines.

With respect to the marking of a load line on British ships, I am of opinion it is erroneous for the owner to have the power to discriminate where the load line of his vessel should be placed. In many instances during the past season, it has come under my notice that if the vessels were loaded down as marked, their spare buoyancy would be entirely destroyed, thus rendering the ship unsafe and unseaworthy.

From the fact of this season now closed without accident, I am convinced that a safe policy has been maintained in the loading of vessels with grain from the ports of Montreal and Quebec.

Free boards of vessels loaded, or partly loaded with grain, have been regulated from the elaborate tables on Free Boards by Mr. Benjamin Martell, Chief Surveyor of Lloyds' Registry of British and Foreign Shipping.

I have the honour to be, Sir,

Your most obedient servant,

JOHN DICK,  
*Port Warden.*

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

## APPENDIX No. 69.

REPORT OF THE PORT WARDEN OF HALIFAX, N.S., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1876.PORT WARDEN'S OFFICE,  
HALIFAX, N.S., 30th Dec., 1876.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th instant, and beg most respectfully to submit my Report of the affairs of this office, accompanied by a statement of the fees collected and the expenses incurred during the year.

Enclosed will be found a list of the vessels that have arrived at this port in a damaged condition since 1st January, 1876, upon which surveys have been held. In some instances part of the cargo, and in others, the whole when necessary was landed to repair the vessel. After the repairs were completed the cargoes were reloaded, and the vessels have all subsequently arrived at their destination. Two vessels are still remaining in port under repairs. With the exception of the vessel referred to in my letter to the Department, in April last, no surveys have been held upon any vessel arriving at this port in a damaged condition, without the Port Warden being called thereon.

In regard to deck and load lines, I have to state, that with the exception of the Cunard Branch Steamers, Fishwick's Express Line, and in a few instances sailing vessels, the deck line has not been marked, and in no case has the load line been marked upon vessels trading out of this port. All vessels arriving at this port from Great Britain had the deck and load lines marked upon their sides, and when such vessels were loaded here, they have generally been immersed to the load line, but in no case has this line been exceeded.

There is no grain shipped at this port, excepting in the case of vessels arriving in distress, discharging their cargoes for repairs, and re-shipping the same.

I beg to call your attention to the fact that considerable trade has recently been carried on in the shipment of potatoes in bulk from Prince Edward Island, and from ports in this Province to the United States, and in three cases within the present month, vessels have put in here with their cargoes shifted, seriously endangering their safety. It would, therefore, be a matter for consideration whether it would not be advisable that vessels loading cargoes of this description, should be provided with shifting boards, which would obviate the danger from the cause alluded to.

I have the honour to be, Sir,  
Your obedient Servant,

DAVID HUNTER,  
*Port Warden.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.



List of Damaged Vessels surveyed by Port Warden, Halifax, N.S.

Name of Vessel.	Port of Registry.	Rig.	Where from.	Where bound.	Description of Cargo.	Nature of Damage.
Three Cheers	Halifax, N.S.	Brigantine	.....	.....	.....	Collision at wharf.
Commodore	Lunenburg, N.S.	Schooner	.....	.....	.....	do
Nevada	Gloucester, U.S.	do	.....	.....	Fisherman	Stranded; leaky.
Finback	St. Pierre et Miquelon	do	Boston	St. Pierre	General cargo	Damaged by ice.
Maria Helena	Lisbon, Portugal	Brig	Turk's Island	Halifax	Salt	Loss of anchors, sails, &c.
Maggie Marsters	Windsor, N.S.	Schooner	New York	St. Johns, Nfld	General cargo	Damaged by ice.
Louisa	Turk's Island	Brigantine	Martinique	Halifax	Ballast	Damaged by stress of weather.
Helen	Beverly, U.S.	Schooner	Liverpool	Halifax	Fisherman	Leaky.
Lara	Halifax, N.S.	Bark	Demerara	do	Ballast	do
Kate McKenzie	do	Schooner	Liverpool	do	Molasses	Loss of mainmast and leaky.
Thomas Cochran	St. John, N.B.	Bark	London	Boston	Ballast	Stranded; leaky.
George Shattuck	Halifax, N.S.	Screw steamer	St. Pierre	Halifax	General cargo	do
John Gladstone	St. John, N.B.	Ship	St. John, N.B.	London	Deals	do
Albion	Belfast	Brig	St. Pierre	Halifax	Salt	do
Templar	Yarmouth, N.S.	Bark	Montreal	Queenstown	Grain	Damaged by stress of weather.
C. Graham	Halifax, N.S.	Schooner	Newfoundland	Halifax	Lumber	Loss of foremast; leaky.
Eagle	do	do	Porto Rico	do	Sugar	Hull damaged; leaky.
M. H. Morris	do	do	Cuba	do	Sugar, &c.	Stranded; leaky, loss of sails, &c.
Proteus	Liverpool, G.B.	Ship	St. John, N.B.	Boston	Sugar, &c.	do
Hadjj	Quebec	Screw steamer	Charlottetown	Hull	Lumber and deals	Stranded; water-logged.
Bonnibel	Halifax, N.S.	Schooner	do	New York	Potatoes	Stress of weather; shifted cargo.
John A. Lewis	Provincetown, U.S.	do	do	do	do	Hull damaged, loss of sails, &c.; cargo shifted.

Dr. Receipts and Expenditure of the Port Warden, Halifax, N.S., from 1st January till 30th December, 1876. Cr.

	\$	cts.	\$	cts.	\$	cts.
To Fees for survey of hatches, stowage and damaged goods.....			607	80		
Fees for survey of vessels damaged .....			663	00		
do from all other sources.....			34	33		
			\$1,296	13		
To Balance brought down.....					772	68
					\$772	68
By Fees paid assistants.....						
Office expenses, printing, stationery, &c.....						
Balance carried down.....						
By amount reverting to Port Warden .....					772	68
					\$772	68
			\$1,296	13		

E. & O. E.

HALIFAX, N.S., 30th December, 1876.

DAVID HUNTER,  
Port Warden.

## APPENDIX No. 70.

REPORT OF THE PORT WARDEN FOR PORT HAWKESBURY, N.S.,  
FOR THE CALENDER YEAR ENDED 31ST DECEMBER, 1876.

PORT WARDEN'S OFFICE,

PORT HAWKESBURY, 6th January, 1876.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th December, 1876, and in accordance therewith, I beg to submit a report of the affairs of this office, and also a statement of the fees collected by me during the year ended 31st December, 1876.

The mercantile community have generally availed themselves of the services of the Port Warden when surveys have been required. It has been, however, contended in some instances that the Act does not render it compulsory to hold surveys on all receiving wreck or damage, or to call upon the Port Warden to attend on surveys, and many vessels are only partially repaired and sent to sea without a certificate of seaworthiness. I would beg to state that to my knowledge none of the vessels entering at this port in the last year had their deck or load lines marked on their sides, except the brig "Blanche," of Swansea, of 268 tons, she having taken in here 15,000 bushels of oats for Charlottetown, which did bring her to or near her load line, that being the only vessel that was loaded with grain here in the last year.

I have the honour to be, Sir,

Your obedient servant,

DANIEL W. HENESEY,

*Port Warden.*

To WILLIAM SMITH, Esq.,  
Deputy Minister Marine and Fisheries,  
Ottawa.

RECEIPTS AND EXPENDITURE of Port Warden, Port Hawkesbury, from 1st January to  
31st of December, 1876.

DR.	\$ cts.	CR.	\$ cts.
To Fees for valuation of damaged goods for duties .....	10 00	Travelling expenses, &c., to and at Port Hastings.....	8 00
Fees for surveys of hatches and stowage of damaged goods.....	46 00	Horse hire, &c., expenses.....	6 50
Fees for survey of vessels damaged..	5 00		
Fees on grain landed and reshipped.....	40 00		
Fees for surveys of damaged goods..	20 00		
Fees for separating sound from damaged portions of cargo of barkentine "Adeline" at Port Hastings .....	121 00		
4 days' services on board "Adeline."	14 50		
	\$121 00		14 50

E. &amp; O. E.

DANIEL W. HENESEY,

*Port Warden.*

PORT HAWKESBURY, 6th January, 1877.

## APPENDIX No. 71.

REPORT OF THE PORT WARDEN FOR PORT MULGRAVE, N. S., FOR  
THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1876.

PORT WARDEN'S OFFICE,

PORT MULGRAVE, 7th February, 1877.

SIR,—I have the honour to acknowledge the receipt of your letter of December 11th, 1876, and in accordance beg to submit a statement of the receipts and expenses of my office for the year ended December, 1876.

Very few vessels calling at this port have the deck and load line, and there were none loaded here with grain. All the vessels taking loads (which were fish) from this port had no deck or load lines, they being of small size.

Receipts and Expenditure of the Port of Port Mulgrave, N.S., from 1st January, 1876, to 31st December, 1876:—

## RECEIPTS.

To fees for holding surveys on schooner "Star of the Sea"...	\$16 00
" " " " "Sea Queen".....	16 00
" " Barquentine "Adeline" stranded at south entrance of Strait of Canso.....	15 00
" for holding surveys on damaged cargo of barquen- tine "Adeline".....	5 00
	<hr/>
	\$52 00

## EXPENDITURES.

By expenses incurred attending "Star of the Sea".....	\$ 2 00
" " " " "Sea Queen' .....	2 00
" " " " "Adeline" .....	5 00
Office Rent.....	10 00
	<hr/>
	\$19 00

I am, Sir,

Your obedient servant,

GEO. B. HADLEY,  
*Port Warden.*

Wm. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

**APPENDIX No. 72.**

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**REPORT OF THE PORT WARDEN FOR THE PORTS OF VICTORIA AND ESQUIMALT, B.C., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1876.**

VICTORIA, 6th January, 1877.

SIR,—I have the honour to forward, for your information, the attested copy of the Port Warden's account for the year 1876.

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

**JEREMIAH NAGLE,**  
*Port Warden for the Harbours of Victoria and Esquimalt.*

**W. M. SMITH, Esq.,**  
Deputy Minister of Marine and Fisheries,  
Ottawa.

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**STATEMENT of Receipts and Expenditure in connection with the Office of Port Warden for the Ports of Victoria and Esquimalt, from the 31st December, 1875, to 31st December, 1876.**

	\$	cts.		\$	cts.
Jan. 29... "Lady Lampton," survey on hatches.....	8	00	To petty expenses incurred from 1st January to 31st December, 1876 .....	8	00
Feb. 4... Bark "Aboyne," surveys on cargo.....	32	00		Amount reverting to Port Warden.....	291
do 10... "Lady Lampton," surveys on cargo.....	8	00			
do 20... By order Lands and Works, surveys on cement from the "Aboyne".....	16	00			
March 6... Attendance and various surveys on board and on shore, bark "Aboyne".....	16	00			
do 8... Survey on hatches, bark "Chelsea".....	8	00			
do 26... do cargo do	32	00			
April 16... do hatches, brig "Pomasa".....	8	00			
June 5... do cargo, "Briery Hill".....	35	00			
do 6... do do bark "Alfred".....	5	00			
do 8... do iron from "Briery Hill".....	5	00			
do 30... do hatches, brig "Pomasa".....	5	00			
July 3... do cargo, "Charlotte Clarke".....	25	00			
do 6... do bark "Forward".....	20	00			
do do "Minnie Gray".....	20	00			
do 26... do damaged goods, "Charlotte Clarke".....	4	00			
do 26... do hatches, "Lady Head".....	5	00			
do 10... do cargo do	32	00			
do 18... do damaged goods, "Lady Head".....	5	00			
do 23... do hatches, bark "Hilarian".....	5	00			
Nov. 10... do cargo do	32	00			
Dec. 26... do hatches, bark "Remyo".....	5	00			
	Total .....	331	Total .....	331	00

J. NAGLE  
Port Warden.

Sworn before me this seventh day of January, 1877, at Victoria, British Columbia.  
A. J. LANGLEY, J.P.

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PORT WARDEN'S OFFICE,  
VICTORIA, B.C., 8th February, 1877.

SIR,—I have the honour to acknowledge the receipt of your letter of the 10th ultimo, and beg to inform you that on the 10th ultimo I forwarded to your address certified copies of my accounts up to the 31st of December, 1876, including the Harbour Master's account.

Since the 25th of January to the 1st of November, 1876, nine vessels arrived from England, having had their discs and load lines distinctly marked on their sides. No foreign vessels have entered with such distinctive marks on their sides.

Three vessels (named as follows), "Lady Head," "Lady Lamson" and "Blanche," left the Port of Victoria, B.C., with cargoes for England. They had the discs and load lines marked on their sides.

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

JEREMIAH NAGLE,  
*Port Warden of Victoria and Esquimalt, B.C.*

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

## APPENDIX No. 73.

RETURN of the amount of collections of Tonnage Dues at the Harbour of Cow Bay, and amount of Tolls collected on merchandize landed on the pier, during the year ended 31st December, 1876.

	Tonnage Dues.	Wharfage.	Total.
For the quarter ended 31st March, 1876.....	18 10	.....	18 10
do do 30th June, 1876.....	1,431 10	101 36	1,532 46
do do 30th Sept., 1876.....	1,695 30	85 52	1,780 82
do do 31st Dec., 1876.....	380 80	229 05	518 85
	\$3,534 30	\$315 98	\$3,850 23

C. E. LEONARD,  
Collector.

CUSTOM HOUSE,  
SYDNEY, 8th February, 1877.



## APPENDIX No. 74.

REPORT OF SHIPPING MASTER OF THE PORT OF QUEBEC FOR THE  
YEAR ENDING 30TH JUNE, 1876.*British Ships.*

Number of ships that shipped seamen during the above period ..	164
Total number of seamen shipped .....	574
Deduct those who engaged and did not join their vessels, and where substitutes were shipped without paying fees.....	45
Number paying fees.....	529
Total number of seamen discharged .....	401
Shipwrecked seamen, where no fee was charged.....	145
Number paying fees.....	256

*Dominion Ships.*

Number of ships that shipped seamen.....	109
New ships .....	21
	130
Number of seamen shipped.....	1,042
Deduct substitutes and those who did not join their ships.....	49
Number paying fees.....	993
Total number of seamen discharged.....	320

*Foreign Ships.*

Number of ships that shipped seamen .....	58
Number of seamen shipped.....	147

*Seamen's Extension Act—38 Victoria, 1873.*

Number of vessels that shipped seamen.....	6
Number of seamen shipped.....	52
Do seamen discharged.....	11

Certified.

R. H. RUSSELL,  
*Shipping Master.*

	1876.	\$	cts.
Statement of the amount of fees received at the Shipping Office, Quebec, for the half year, from 1st January, 1876, to 30th June, 1876:—			
<i>British Ships.</i>			
151 seamen shipped, at 50 cents .....	17	75	50
75 do discharged .....	17	35	52
<i>Dominion Ships.</i>			
399 seamen shipped, at 50 cents .....	31	199	50
71 do discharged, at 30 cents .....	26	21	30
<i>Foreign Ships.</i>			
249 seamen shipped, at 50 cents .....	30	24	50
<i>Seamen's Extension Act, 1873, 38 Vict., 1875.</i>			
52 seamen shipped, at 40 cents .....	30	20	80
11 do discharged, at 20 cents .....	30	2	20
		\$381	72
Statement of Expenditure during the same period:—			
By deficit from December, 1875 .....			0 88
do Paid Post Office letter box .....			1 50
do B. McGuire, half cord firewood .....			3 00
do Mrs. L. Brown, washing and scraping walls and ceilings, &c., of Shipping Office and passage .....			18 00
R. Russell, ten days' service, ending 30th April, do colouring and whitewashing walls and ceilings of Shipping Office and passage .....	30	20	00
A. Rogers, colouring walls of office and looking up seamen .....	17	9	00
R. Russell, one month's salary as detective .....	31	17	00
S. J. Shaw & Co, cash box, &c., &c., &c. ....	26	62	00
Messrs. Middleton & Dawson, ships' articles (38 Vict., 1875), do do printing and stationery (ending 31st December, 1875) .....	26	5	95
B. Leonard, labels for doors of Shipping Office .....	28	41	95
R. Russell, salary as Detective, ending 30th June .....	30	4	00
Telegrams and postage .....	30	60	00
Express charges on ships' articles to and from England .....	30	1	79
Caleche hire for office use during the six months .....	30	0	50
By Balance to credit of Receiver-General .....	30	1	90
			110 95
		\$381	72

R. H. RUSSELL,  
Shipping Master.

Certified.  
Quebec, 31st December, 1876.

1876.		\$ cts.	1876.		\$ cts.
	Statement of the amount of fees received at the Shipping Office, Quebec for the half-year, from 30th June to 31st December, 1876:—			Disbursements during the same period:—	
	<i>British Ships.</i>		July 8.....	Paid C. E. Holiwell's account, books, stationery, &c.....	43 05
	396 Seamen shipped, at 60 cents.....	198 00	do 31.....	R. Russell, salary as Detective for July.....	62 00
	214 do discharged.....	102 72	Aug. 31.....	do do for August.....	62 00
			Sep. 30.....	do do for September.....	60 00
	<i>Dominion Ships.</i>		Oct. 10.....	M. A. Hearn, Advocate, prosecuting crimps, &c.....	118 70
	538 Seamen shipped, at 60 cents.....	269 00	do 31.....	R. Russell, salary as Detective for October.....	62 00
	321 do discharged, at 30 cents.....	96 30	Nov. 24.....	A. Rodgers, sawing firewood for office.....	3 00
			do 30.....	R. Russell, salary for November.....	60 00
	<i>Foreign Ships.</i>		do do.....	S. J. Shaw & Co., sundries for colouring office, &c.....	10 02
	143 Seamen shipped, at 60 cents.....	71 50	Dec. 13.....	A. Rodgers, 12 days' service attending office.....	18 00
			do 20.....	Mrs. M. Rodgers, washing towels for office.....	2 00
			do 20.....	F. Langelier, fees in a crimping case.....	20 00
			do 20.....	F. M. Déchene, oil cloth, &c.....	16 80
			do 20.....	Mrs. Brown, washing office floor during half-year.....	4 25
			do 20.....	Telegrams and petty postage for half-year.....	1 43
			do 31.....	R. Russell, salary for December.....	62 00
			do 31.....	By balance handed to Mr. J. U. Gregory.....	132 27
		\$737 52			\$737 52

R. H. RUSSELL,  
Shipping Master.

Certified,  
Quebec, 31st December, 1876.

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 APPENDIX No. 75.
 

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 REPORT OF THE SHIPPING MASTER FOR THE PORT OF ST. JOHN, N.B.,  
 FOR THE CALENDAR YEAR, ENDED 31st DECEMBER, 1876.

SHIPPING OFFICE,

ST. JOHN, N.B., 15th July, 1876.

SIR,—I have the honour to hand you the returns of the Shipping Office at this port for the half year ended 30th June, 1876, showing an increase of 243 men shipped and discharged as compared with the corresponding half year ended 30th June, 1875. This result is owing to the increased number of vessels drawn to this port by the depression of freights abroad. Wages have averaged \$18 by the month, and \$30 by the run.

1,967 men shipped at 50c.....	\$983 50	
523 men discharged at 30c.....	156 90	
		\$1,140 40
Assistant's salary, \$300; incidental expenses, \$196.....	496 00	
Net income of office.....		\$ 644 40

I am, Sir,

Your obedient servant,

ALLAN McLEAN,

*Shipping Master.*

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

SHIPPING OFFICE,

ST. JOHN, N.B., 10th January, 1877.

SIR,—I have the honour to hand you the returns of the Shipping Office at this port for the half year ended 31st December, 1876, showing a decrease of 687 men, shipped and discharged, as compared with the corresponding half year ended 31st December, 1875. In consequence of the large number of seamen here, and the scarcity of vessels, wages have fallen from \$20 by the month, and \$30 by the run, to \$18 by the month, and \$25 by the run, and are still decreasing; and, unless business revives before spring, I anticipate much destitution among the seamen this winter, there being at present only one barque, one barquentine, and two or three brigs in port, which are not provided with crews.

I am, Sir,

Your obedient servant,

ALLAN McLEAN,

*Shipping Master.*

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

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master or officer acting in that capacity, at the Port of St. John, N.B., for the half year ended 31st December, 1876.

2,203 seamen shipped at 50c. each.....	\$1,101 50
854 discharged at 30c. each.....	256 20
	<hr/>
Amount of fees received.....	1,357 70
From which deduct the following expenses, viz :—	
Assistant's salary, \$300; incidental expenses, \$12.76.....	312 76
	<hr/>
Net income of office.....	\$1,044 94

ALLAN McLEAN,  
*Shipping Master.*

## APPENDIX No. 76.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Halifax, in the Province of Nova Scotia, for the half-year ended 30th June, 1876.

	\$	cts.	Remarks.
1,206 Seamen shipped, paying 50 cents each.....	603	00	This Return shows a decrease of one hundred and fifty-six men as compared with the corresponding half-year ended 30th June, 1875. Owing to depression in trade and large number of seamen unemployed, wages have ruled low, never having been more than \$19, and during the first three months of the half-year never more than \$14. Runs to Britain, there has not been any.
720 do discharged, paying 30 cents each.....	216	00	
Amount of fees received .....	819	00	
From which deduct the following expenses, viz. :— Assistant, office rent and incidental expenses.....	490	00	
Amount reverting to Shipping Master .....	329	00	

JOHN D. CUMMINS,  
*Shipping Master.*

HALIFAX, N.S., 2nd July, 1876.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Halifax, in the Province of Nova Scotia, for the half-year ended 31st December, 1876.

—	\$	cts.	Remarks.
1,341 Seamen shipped, paying 50 cents each.....	870	50	During the months of July, August, September and October the wages for seamen ruled at \$19, but the latter two months of this half-year they fell to \$17, for the West Indies and Britain or the continent, with every prospect of them being lower before the Spring trade commences, owing in a great measure to the large number of wrecked seamen who have been landed here this season.
1,687 do discharged, paying 30 cents each.....	326	10	
Amount of fees received.....	996	60	
From which deduct the following expenses, viz. :—			
Clerk, office rent, fuel and incidental expenses.....	545	00	
Amount reverting to Shipping Master.....	451	60	

JOHN D. CUMMINS,  
*Shipping Master.*

HALIFAX, N.S., 31st December, 1876.

## APPENDIX No. 77.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Yarmouth, N.S., in the Province of Nova Scotia, for the half year ended 31st June, 1876.

	\$	cts.	Remarks.
264 seamen shipped, paying 50 cents each .....	132	00	
184 seamen discharged, paying 30 cents each.....	55	20	
Amount of fees received .....	187	20	
From which deduct the following expenses, viz:—			
One-half year's office rent.....	\$37	50	
Two blank books, at \$1 25.....	2	50	
	40	00	
Amount reverting to Shipping Master .....	147	20	

C. W. CLEMENTS,

*Shipping Master.*

YARMOUTH, N.S., 1st July, 1876.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Yarmouth, in the Province of Nova Scotia, for the half year ended 31st December, 1876.

	\$	cts.	Remarks.
448 seamen shipped, paying 50 cents each.....	224	00	
319 seamen discharged, paying 30 cents each.....	95	70	
Amount of fees received....	319	70	
From which deduct the following expenses, viz:—			
Office rent.....	\$35	00	
Fuel and incidental expenses.....	25	00	
Assistant .....	20	00	
	80	00	
Amount reverting to Shipping Master .....	239	70	



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YARMOUTH, N.S., 5th January, 1877.

SIR,—I have the honour to hand you Returns of the Shipping Office at this port, for the half year ended 31st December, 1879, showing an increase of 184 men shipped and 134 men discharged, over the first half-year ended 30th June, 1876. There have been ten large new ships, averaging 1,200 tons each, sailed from here this year. Runs to New Orleans, \$25; average rate of wages, \$17 per month; wages now, \$16; and the harbour about closed up with ice.

I am, Sir, your obedient servant,

C. W. CLEMENTS,  
*Shipping Master.*

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

APPENDIX No. 78.

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, received by the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, from Shipping Masters throughout the Dominion, for the half years ended 30th June and 31st December, 1876.

QUEBEC.

Name of Port.	For half year ended 30th June, 1876.			For half year ended 31st December, 1876.			Total Seamen Shipped.	Total Seamen Discharged.	Total Seamen Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
	\$ cts.			\$ cts.					
Escoumains.....									
Gaspé.....	4	4	3 20	24	10	15 00	28	14	18 20
Magdalen Islands.....					17	Shipwreck'd		17	Shipwreck'd
Montreal.....	255	128 etc.	165 90	359	240 etc.	251 50	614	368 etc.	417 40
New Carlisle.....	15		7 50	4		2 00	19		9 50
Percé.....		1	0 30		2	0 60		3	0 90
Quebec.....	651	206	381 72	1,077	535	737 52	1,728	741	1,119 24
Rimouski.....				No return.	No return.		No returns.	No returns.	
St. John's.....	No return.	No return.		No return.	No return.		No returns.	No returns.	
Sorel.....	8		4 00	No return.	No return.		Deficient returns.	Deficient returns.	
Three Rivers.....				No return.	No return.		Deficient returns.	Deficient returns.	



STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, etc.—Continued.  
NEW BRUNSWICK.—Continued.

Name of Port.	For half year ended 30th June, 1876.			For half year ended 31st December, 1876.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
	\$ cts.								
Richibucto.....	26	23	19 90	No return.	No return.		Deficient returns.		
Richmond Station.....									
Sackville ..	21	7	12 60	7		3 50	28	7	16 10
St. Andrews.....	86	29	51 70	53	53	42 40	139	82	94 10
St. George.....	16	4	9 20	No return.	No return.		Deficient returns.		
St. John .....	2,686	523	1,140 40	2,686	1,058	1,660 40	4,417	1,574	2,680 70
St. Martins.....				No return.	No return.		Deficient returns.		
St. Stephens.....	21	14	14 70	22	15	15 50	43	29	30 20
Shediac .....	4	8	4 40	No return.	No return.		Deficient returns.		
Shippegan.....									
West Isles .....				No return.	No return.		Deficient returns.		
NOVA SCOTIA.									
Amherst.....	9		4 50				9		4 50
Annapolis .....	48	7	26 10	8	4	5 20	56	11	31 30

Antigonish.....	2	.....	1 00	3	.....	1 50	5	.....	2 50
Apple River.....	23	.....	11 50	.....	.....	.....	23	.....	11 50
Arichat.....	121	42	73 10	125	135	103 00	246	177	176 10
Aspey Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baddeck.....	19	.....	9 50	No return.	No return.	.....	Deficient returns.	.....	.....
Barrington.....	78	6	40 80	16	33	17 90	94	39	58 70
Bayfield.....	25	.....	12 50	No return.	No return.	.....	Deficient returns.	.....	.....
Beliveau's Cove.....	6	.....	3 00	3	9	4 20	9	9	7 20
Bear River.....	81	36	51 30	85	76	65 30	166	112	116 60
Beaver River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgetown.....	4	4	3 20	5	4	3 70	9	8	6 90
Canada Creek.....	14	5	8 50	No return.	No return.	.....	Deficient returns.	.....	.....
Canso.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clementsport.....	20	7	12 10	22	17	16 10	42	24	28 20
Cornwallis.....	58	17	34 10	125	.....	62 50	183	17	96 60
Cow Bay.....	Not given.	Not given.	30 00	27	7	15 60	.....	.....	45 60
Digby.....	64	3	32 90	No return.	No return.	.....	Deficient returns.	.....	.....
Freeport.....	4	4	3 20	6	10	6 00	10	14	9 20
French Cross.....	7	3	3 40	8	.....	4 00	15	3	7 40
Getson's Cove.....	.....	14	4 20	11	19	11 20	11	33	15 40
Great Bras d'Or.....	4	.....	2 00	6	3	3 90	10	3	5 90
Guyborough.....	5	.....	2 50	11	.....	5 50	16	.....	8 00
Halifax.....	1,206	720	819 00	1,463	1,120	1,067 50	2,825	2,049	2,027 20
Hantsport.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....
Harbour au Bonche.....	27	5	15 00	26	22	22 60	53	27	37 60

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, etc.—Continued.  
NOVA SCOTIA.—Continued.

Name of Port.	For half year ended 30th June, 1876.		For half year ended 31st December, 1876.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.	
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.				Amount.
			\$ cts.						\$ cts.
Harbourville .....	8		4 00	2	8	3 40	10	7 40	
Horton.....				16		8 00	16	8 00	
Isaac Harbour .....	8		4 00	16	6	9 80	24	13 80	
Is Jiggins .....	10		5 00	No return.	No return.		Deficient returns.		
Jordan Bay .....	4	5	3 50	6	4	4 20	10	7 70	
La Have .....	30	15	19 50	60	20	36 00	90	55 50	
Lingan .....	4		2 00	No return.	No return.		Deficient returns.		
Little Bras d'Or .....				9		4 50	9	4 50	
Little Glace Bay .....	10	6 etc.	8 40	16	15	12 50	26	20 90	
Liscomb .....				No return.	No return.		Deficient returns.		
Liverpool .....	272	165	182 50	242	178	174 40	514	356 90	
Lockeport .....	No return.	No return.		216	160	156 00	Deficient returns.		
Londonderry .....	No return.	No return.		22		11 00	Deficient returns.		
Louisburg .....	20		10 00	10	32	14 60	30	24 60	
Lunenburg .....	102	119	86 70	219	114	143 70	321	230 40	
Mahone Bay .....	7	6	5 30	25	6	14 30	32	19 60	

	2		1 00	4		2 00	6	3 00
Main a Dieu .....				No return.	No return.		Deficient returns.	
Maitland .....	9	9	7 20	No return.	No return.			
Margaree .....				No return.	No return.			
Margaretsville .....	19		9 50	No return.	No return.		Deficient returns.	
Merrignonish .....		No return.		No return.	No return.		No returns.	
New Glasgow .....		No return.		No return.	No return.		No returns.	
North Sydney .....	69	56	51 30	318	191	216 30	387	267 60
Parlsborough .....		No return.		No return.	No return.		No returns.	
Pictou .....	182	103	121 90	341	193	228 40	523	350 30
Port Acadie .....	26	7	15 10	14	8	9 40	40	24 50
Port Caledonia.....	7		3 50	10	12	8 60	17	12 10
Port George .....		No return.		No return.	No return.		No returns.	
Port Gilbert .....	33	1	16 80	32	29	24 70	65	41 50
Port Hawkesbury .....		No return.		No return.	No return.		No returns.	
Port Hood .....	9	1	4 80	No return.	No return.		Deficient returns.	
Port La Tour .....	16		8 00	No return.	No return.		Deficient returns.	
Port Medway .....	59	49	44 20	44	18	27 40	103	71 60
Port Mulgrave .....	7		2 50				7	3 50
Port Williams .....								
Pabnico .....				5		2 50	5	2 50
Pugwash .....	3 <sup>a</sup>	1	1 80	30	20	21 00	33	22 80
Ratchford's River .....	23		11 60	No return.	No return.		Deficient returns.	
Richmond.....	3		1 50				3	1 50
Sandy Cove .....		No return.		No return.	No return.		No returns.	
St. Ann's .....	3	3	2 40				3	2 40

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, etc.—Continued.

NOVA SCOTIA.—Continued.

Name of Port.	For half year ended 30th June, 1876.			For half year ended 31st December, 1876			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
St. Mary's River .....	No return.	No return.	\$ cts.						\$ cts.
St. Peter's .....	22		11 00		5	1 50	22	5	12 50
Sheet Harbour .....	No return.	No return.		9		4 50			Deficient returns.
Shelburne .....	19		9 50	28	8	16 40	47	8	25 90
Sherbrooke .....	No return.	No return.		No return.	No return.		No returns.	No returns.	
Ship Harbour .....	10		5 00				10		5 00
South Bar .....	1		0 50				1		0 50
Sydney .....	5 certs.	2	2 10	25	29	21 20	25 & 5 certs.	31	23 30
Thorne's Cove .....	31		15 50	4	20	8 00	35	20	23 50
Truro .....									
Tatamagouche .....									
Tusket .....	No return.	No return.		No return.	No return.		No returns.	No returns.	
Wallace .....	1		0 50	3	8	3 90	4	8	4 40
Walton .....									
Weymouth .....	30	2	15 60	14	2	7 60	44	4	23 20
Windsor .....	13	2	7 10	44	7	24 10	37	9	31 20



	Whitehead		Yarmouth		No return.		No return.		Deficient returns		506 90
	264	184	187 20	448	319	319 70	712	503			
Oardigan Bridge	No return.	No return.		No return.	No return.		No returns.	No returns.			
Cascumpec	No return.	No return.		No return.	No return.		No returns.	No returns.			
Charlottetown	264	24 etc.	169 78	523	330	360 50	787	354, etc.			430 28
Chapaud	16	1	8 30	37	7	20 60	53	8			28 90
Georgetown	27	15	18 00	115	64	76 70	142	79			94 70
Grand River	No return.	No return.		No return.	No return.		No returns.	No returns.			
Malpeque											
Montagu				6	4	4 20	6	4			4 20
Murray Harbour				35		17 50	35				17 50
New London				No return.	No return.		Deficient returns.				
Orwell				No return.	No return.		Deficient returns.				
Pinette	1		0 50				1				0 50
Port Hill	No return.	No return.		21		10 50					
Rustico	No return.	No return.		No return.	No return.		No returns.	No returns.			
St. Peter's Bay	3		1 50				3				1 50
Souris	7		3 50	30	7	17 10	37	7			20 60
Summerside	78	5	40 50	64	28	40 40	142	33			80 96
Tigniah	No return.	No return.		No return.	No return.		No returns.	No returns.			
West Cape											

PRINCE EDWARD ISLAND.

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, etc.—Continued.

BRITISH COLUMBIA.

Name of Port.	For half year ended 30th June, 1876.			For half year ended 31st December, 1876.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Burrard Inlet.....	12	10	\$ cis. 9 00	No return.	No return.	\$ cis.	Deficient returns.	No returns.	\$ cis.
Esquimalt.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....
Kootenay.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....
New Westminster.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....
Southern Boundary.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....
Victoria.....	No return.	No return.	.....	No return.	No return.	.....	No returns.	No returns.	.....

W.M. SMITH,  
Deputy Minister of Marine.

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 1st January, 1877.

**E R R A T U M .**

For the word "Summerside," in the second line of page 258, read, "VERNON RIVER."