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- In Sessional papers No. 1, Appendix No. 69, page 334 is incorrectly numbered page 234.
- In Sessional papers No. 1, Appendix No. 70, page 336 is incorrectly numbered page 236.
- In Sessional papers No. 1, Appendix No. 72, page 346 is incorrectly numbered page 246.
- In Sessional papers No. 1, Seventh annual report of the Meteorological Service of the Domini of Canada pagination starts at page ix.

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FIFTH SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1878.



VOLUME XI.

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

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 ————— **SUPPLEMENT No. 3** :—Reports of the Meteorological, Magnetic and other Observatories of the Dominion of Canada, for the calendar year ended 31st December, 1877.

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 ————— **3** :—Adulteration of Food for 1877.

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

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

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

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

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

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

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

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

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

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

- No. 130.. LAND, CANAL PURPOSES:—Return to Order, Shewing the several amounts of money paid out out of the \$39,256.01, deposited in the Bank of Montreal, to pay certain parties for land taken for Canal purposes, and the names of the parties who have been paid. (*Not printed.*)
- No. 131.. PENSIONS, PUBLIC OFFICERS, B.C.:—Return to Address, Correspondence respecting the pensions for Public Officers who were in the service of British Columbia at the date of the Union, 1871. (*Not printed*)
- No. 132.. MORRIS, HON. A.: Return to Address, Report made to the Government by the Honorable A. Morris, Commissioner under the Act 38 Victoria, Chapter 53, on the putting into execution of that law and its operation in the Province of Manitoba.
- No. 133.. CERTIFICATES, SCHOOLS OF GUNNERY:—Return to Order, Ranks and names of all officers who have attended and taken long or short course certificates at the "A" or "B" Battery Schools of Gunnery. (*Not printed.*)
- No. 134.. THOUSAND ISLANDS:—Return to Order, Statement of all sales or leases of the Islands in the River St. Lawrence, lying between Brockville and Kingston, known as the "Thousand Islands," during the years 1874-5, 1875-6 and 1876-7, &c. (*Not printed.*)
- No. 135.. LA BANQUE NATIONALE:—Return to Address, Correspondence between the Government, or the Minister of Justice, and the creditors of one Olivier Latour, or any of them, or any persons on their behalf, in relation to the alleged forfeiture of its Charter by La Banque Nationale by reason of its illegally trading in Lumber and in the manufacture and sale of Square Timber and Saw Logs, &c. (*Not printed.*)
- No. 136.. TOLLS, UPPER OTTAWA IMPROVEMENT Co.:—Return to Address, Orders in Council fixing the rate of Tolls to be collected by the Upper Ottawa Improvement Company, on saw logs and timber passing through their works. (*Not printed.*)
- No. 137.. DOMINION POLICE:—Return shewing the average number of Dominion Police employed during each month of the year, ended 31st December, 1877; the cost of pay, and of travelling expenses. (*Not printed.*)
- No. 138.. MARINE AND FISHERIES, P.E.I.:—Return to Address, Contracts, Telegrams and agreements relating to the Service of the Marine and Fishery Department at Prince Edward Island, since the entry of said Island into the Dominion, in July, 1873. (*Not printed.*)
- No. 139.. TIMBER AND SAWED LUMBER IMPORTED:—Return to Address, Quantities and value of the Square White Pine, Pine Board Timber, &c.: and value of the Red and White Oak Staves; the total quantities and their value of Sawed Lumber, in White and Red Pine, &c., imported into Canada by water or by rail from the United States of America.
- No. 140.. WINDSOR AND ANNAPOLIS RAILWAY:—Return to Address, Correspondence connected with the Windsor and Annapolis Railway; the Windsor Branch and the Western Counties Railway; in connection with the purchase of an annuity by the Western Counties Company.
- No. 141.. EXCISE, STAMPS AND CUSTOMS:—Return to Address of all duties of excise for this Dominion, for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878. (*Not printed.*)
- No. 141a.. —Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878, &c. (*Not printed.*)
- No. 141b.. —Return to Address, Return of all duties of Customs for this Dominion for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141c.. —Return to Address, Return of all duties of Customs for the Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141d.. —Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141e.. —Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141f.. —Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141g.. —Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141h.. —Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)

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| No. 141i | Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (<i>Not printed.</i>) |
| No. 141j | Return to Order, Shewing the receipts for Customs and Excise in British Columbia for the six months ending on December 31st last; also, a Return of the Customs and Excise collected on Stickine River for the same period; also, a Return of the Imports and Exports of the said Province for the same period, &c. |
| No. 142. | EXCISE, STAMPS AND CUSTOMS :—Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February, and March of 1878, as well as the months of April, May and June of 1877. |
| No. 143. | HAWK, SUIT OF :—Return to Address, Copies of the Bill of Complaint and the Decree in the suit of Her Majesty's Attorney General for Canada <i>versus</i> Hawks, now pending in the Chancery Division of the High Court of Justice in England. |
| No. 144. | MUIR POST OFFICE :—Return to Order, Correspondence in relation to closing Muir Post Office, &c.; Correspondence in relation to dismissal of Charles Lilley as Postmaster in London East, and the appointment of Mr. Mills as Postmaster in his stead. (<i>Not printed.</i>) |
| No. 145. | GREAT VILLAGE :—Return to Address, Correspondence in reference to the change of Mail route between Great Village and Five Islands, <i>via</i> Portapique Mountain, in the County of Colchester. (<i>Not printed.</i>) |
| No. 146. | APPOINTMENTS TO OFFICE :—Return to Order, For a Return of the original papers made and signed by the Deputy Heads of the different Public Departments purporting to be made in obedience to the Order of this House of the fifth day of March, 1877, as follows :—The names of persons appointed to office between the 1st of January and the 7th of November, 1873, &c. (<i>Not printed.</i>) |
| VOLUMES—SPECIAL. | |
| No. 147. | HALIFAX COMMISSION :—Return to Address, Documents and pleadings relating to the questions decided by the award rendered at Halifax, on the subject of the indemnity of five millions five hundred thousand dollars, under the Treaty of Washington. |

SUPPLEMENT No. 2

TO THE

TENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES

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

REPORTS

OF THE

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, 1877.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA :

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

1878.

REPORT BY THE DEPUTY MINISTER.

The Hon. ALBERT J. SMITH, M.P.,
Minister of Marine.

SIR,—I have the honour to submit herewith Supplement No. 2 to the Tenth Annual Report of the Department of Marine and Fisheries, being for the Fiscal Year ended 30th June, 1877; 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.

STEAMBOAT INSPECTION.

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

The total number of steamers inspected during the calendar year was 740, having a gross tonnage of 118,598 tons and 71,713 tons register. Of this number, 219 were inspected in the West Ontario, 1, Huron, and Superior Division, 101 in East Ontario Division, 126 in the Montreal Division, 57 in the Three Rivers Division,

1c—b½

96 in the Quebec, 110 in the Maritime Provinces, 25 in British Columbia, and 6 in Manitoba Divisions. Of the 740 steamers inspected, 302 were paddle-wheel, 437 screw, 303 passenger, 80 freight and 357 tug steamers.

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

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

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

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

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

During the past fiscal year it was deemed advisable to appoint a Steamboat Inspector for the Province of Manitoba, to attend to steamboats in that Division; and by Order in Council of the 2nd February, 1877, Mr. Edmund R. Abell, who had passed the examination required by law before the Board of Steamboat Inspection, was duly appointed at a salary of 100 per annum.

A statement of the different casualties which occurred to Steamboats in the Dominion during the past calendar year will be found in this Supplement.

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

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

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

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870	\$12,521 29	\$ 7,399 18
do do 1871	10,369 96	8,321 00
do do 1872	11,710 43	8,500 00
do do 1873	15,412 75	11,205 54
do do 1874	15,603 19	10,291 58
do do 1875	15,011 90	12,199 81
do do 1876	13,811 24	13,081 86
do do 1877	15,859 42	13,073 01
	\$110,300 18	\$84,071 98
	84,071 98	
Excess of receipts over expenditure.....	\$26,228 20	

CERTIFICATES TO MASTERS AND MATES.

The Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ended 31st December, 1877, will also be found in Appendix No. 2 to this Supplement. During the past calendar year, as will be seen by reference to the Report, the Board of Examiners have held meetings for the examination of candidates, at the ports of Halifax, N.S., St. John, N.B., Charlottetown, P.E.I., and Quebec. At the Port of Halifax sixteen meetings were held, fifteen at St. John, eight at Charlottetown, and five at Quebec. At Halifax the number of Masters who succeeded in passing and obtaining certificates of competency was 24, and the number of Mates 23, while nine

candidates failed as Masters, and 15 as Mates. At the Port of St. John 47 candidates passed for the grade of Master and 24 as Mates; while 24 failed as Masters and 19 as Mates. At the Port of Charlottetown 13 candidates passed for the grade of Master and four as Mates, while two failed as Masters and three as Mates. At the Port of Quebec five candidates passed a successful examination for the grade of Master, and seven as Mates; while five failed as Masters and three as Mates. It will thus be seen that, during the past year, out of 129 candidates that presented themselves at the ports named for examination as Masters, 89 succeeded in passing, and 40 failed, and that out of 98 that applied for examination as Mates, 53 passed and 40 failed.

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

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

In this Supplement is given a list of all who have obtained certificates of competency and service, either as Masters or Mates, during the year ended 31st December, 1877.

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

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

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

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

WRECKS AND CASUALTIES.

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

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

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

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

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

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

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

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

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

The brig "Maggie Vail" of Halifax, Nova Scotia, ten years old, 430 tons register tonnage, sailed from Hampton Roads on the 28th day of December, 1866, bound for Rio Janiero with flour, and has not since been heard of. She was a wooden vessel classed A 1½ in the American Shipmasters Association, and valued at \$12,000. The cargo was valued at only \$3,500. By this casualty 10 lives were lost. She was owned by Mr. Richard C. Hayes of Boston, United States.

The iron steamer "Redewater," 922 tons register, of Newcastle, England, came into collision with the steamship "Elphinston," about 12 miles below Montreal, on the 4th July last, while on a voyage from Montreal to London with a cargo of grain. She was six years old and classed in English Lloyds 100 A 1. The damage to the

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

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

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

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

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

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

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

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

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

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

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

When the wreck register was closed for publication at the close of 1876, there were many casualties which occurred during the year, of which this Department had not received sufficient information to warrant their publication in the printed list of wrecks and casualties for 1876. Many of these disasters were subsequently reported to the Department, a list of which is given in Appendix No. 5 to this Supplement.

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

On the 4th of June, 1876, the wooden ship "Richard Wright," of St. John, N.B., 1,353 tons, register tonnage, sailed with a cargo of rice and a crew of twenty-five persons including the master, from Bassien, India, and on the 15th of the next month

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

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

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

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

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

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

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

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

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

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

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

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

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

REWARDS FOR SAVING LIFE.

In Appendices Nos. 6 and 7 to this Supplement is given a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in saving life from Canadian vessels, as well as a list of Canadian mariners to whom rewards or testimonials have been granted by the British and by Foreign Governments, for gallant and humane services in saving life from British and Foreign vessels. From these returns it will be seen that the Canadian Government presented thirty-four testimonials and money rewards, accompanied by letters of thanks, and two letters of thanks without any other testimonial. Four testimonials and one letter of thanks have been received by Canadians from Governments other than Canada during the past calendar year.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In this Supplement are presented Reports of the Harbour Commissioners at Toronto, Montreal, Quebec and Pictou, for the calendar year ended 31st December last.

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

The Report of the Harbour Commissioners of Montreal, embracing the report the Harbour Master, the Harbour Engineer and the Superintendent of Pilots, will be found in full in Appendix No. 9 to this Supplement.

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

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

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

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

The work of deepening the ship channel between Montreal and Quebec is still being carried on under the supervision of the Department of Public Works, and it is

expected that a channel of twenty-two feet at low water will be obtained before the close of next season.

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

The Report of the Harbour Commissioners for the Port of Quebec, with accompanying statements, will be found in Appendix No. 10 to this Supplement. It will be seen from these statements that the total revenue of the Commissioners during the past year arising from rents of wharves, tonnage and other dues amounted to \$89,029.16, while for the preceding year it amounted to \$88,126.11. Of this revenue \$40,816.90 was received as tonnage dues, \$17,661.33 as export, import and harbour dues, and the balance as rents on property, &c. The expenditure, including salaries of officials, repairs to wharves and interest and sinking fund on \$723,000 harbour debentures, amounted to \$63,254.95, leaving an excess of revenue over expenditure of \$25,774.21. The outlay connected with the lifting barge is not included in this expenditure. The total value of the assets of the Commissioners, including wharves and other properties, amounted to \$374,048.78, and the liabilities, consisting of Quebec Harbour Bonds and other debts, to \$748,149.50.

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

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

The operations of the lifting barge during the past season have been very successful, 101 anchors and 3,291 fathoms of chain having been raised; 36 anchors have been sold at prices ranging from 2 to 3 cents per lb., amounting to \$1,740.11,

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

The Report of the Harbour Commissioners for the Port of Pictou, Nova Scotia, for the calendar year ended 31st December last, will be found in Appendix No. 11 to this Supplement, together with an account of their receipts and disbursements. During the past year the Market Street Wharf has been built at a cost of \$5,000. The receipts from harbour dues, wharfage dues, &c., including balance remaining on hand 1st January last, amounted to \$4,933.96, and the expenditure to \$5,999.10, showing a balance due the Commissioners of \$1,065.14.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IMPROVEMENT OF HARBOURS.

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

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

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

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

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

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

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

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

PILOTAGE AUTHORITIES.

MONTREAL.

The Harbour Commissioners of Montreal are the legally constituted Pilotage Authority for this District, and possesses the powers for this purpose formerly vested in the Montreal Trinity House. The Report of the Commissioners for this District will be found in Appendix No. 55 to this Supplement, but the statement of Decayed Pilot Fund will be found in Appendix No. 38 to the principal Report.

From the Commissioners' Report it appears that there are at present 42 Pilots on the Active List, and no new Pilots were licensed in the District during the pas

year, but a temporary license for one year was granted to each of two persons in accordance with the 36th section of the Pilotage Act, 1873. Two Pilots were placed on the Superannuated List, and no Pilots died during the year. The number of apprentices is 26.

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

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

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

There are at present 23 pensioners on the Fund, 20 women and three men. The Fund now amounts to \$30,328.90. \$24,000 of this amount is invested in Montreal Harbour Bonds, \$2,000 in Montreal Water Works Bonds, \$1,620 in Dominion Stock, and the balance, \$2,708.90 cash, deposited in City District Savings Banks, and cash in Treasurer's hands. The pensions paid during the past year range from \$60 to \$90 per annum, but under the increased scale lately adopted they will range, in the case of widows, from \$70 to \$90, and old Pilots of over 30 years' service will receive \$120.

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

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

QUEBEC.

As stated in the Report of last year, the powers and authorities vested in the late Trinity House of Quebec have been transferred to the Harbour Commissioners, who now constitute the Pilotage Authority for the Port of Quebec. The Report of the Harbour Commissioners for this Pilotage District, the most important in the Dominion, will be found in Appendix No. 56 to this Supplement, but the annual statement of the Decayed Pilot Fund, which is now under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 37 to the principal Report. From this Statement it appears that on the 31st December last the Decayed Pilot Fund stood as follows:—

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

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

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

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

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

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

184 Pilots received from the general earnings of last season a dividend each of \$630.30, while that of the previous season amounted to \$652. The total receipts of the Corporation of Pilots for the last calendar year amounted to \$141,630.76, and the expenses, not including the dividends to Pilots, \$25,708.17.

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

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

ST. JOHN, N.B.

By the Returns received from this authority (see Appendix No. 57) it will be seen that the sum of \$31,514.77 was received as dues for the year ended 31st December last. These dues were received from 715 vessels, of which 354 were British, and 361 foreign. There are 43 licensed Pilots at this port. From the statement of receipts and expenditure made by the Secretary it appears that the receipts from licenses granted to Pilots and boats, and the proportion of pilotage dues deducted from all vessels clearing amounted to \$2,573.38, and the expenses, including salary of Secretary Treasurer, office rent, fuel, printing, and assistance given to sick Pilots, amounted to \$1,363.20, leaving a balance to the credit of the Pilot Fund of \$1,203.18.

CHARLOTTE COUNTY, N.B.

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

COCAGNE, N.B.

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

MIRAMICHI, N.B.

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

RESTIGOUCHE, N.B.

There are four licensed Pilots in this District. Pilotage dues to the amount of \$658.80, from 26 vessels in all, were received by the Pilots in accordance with their individual earnings. Five dollars was paid by each Pilot for his licence, making a sum of \$20 in all, \$10.10 of which was expended for printing, and \$9.90 voted to Secretary for his trouble.

RICHMOND, N.B.

The Pilotage Commissioners for this District report that no Pilot has been appointed, rules not having been yet adopted.

RICHIBUCTO, N.B.

Fourteen Pilots have been licensed for this District, twelve of whom pilot any vessel within the district, and two any vessel being in that portion of the district lying between Kingston Bridge, in the parish of Richibucto, and the bridge at Brown's Shipyard, Weldford. Each pilot collects his own pilotage, and the amount collected from 39 British and Colonial vessels was \$1,462.50, and from 23 foreign vessels \$862.50, making a total of 62 vessels piloted and \$2,325 as the amount of dues received.

BRAS D'OR LAKE, N.S.

There are seven licensed Pilots in this District, each of whom receives what he earns; the average earnings last year being about \$39 each.

HALIFAX, N.S.

From the Returns received from the Pilotage Authority at this port (vide Appendix No. 65), it appears that the sum of \$16,769.50 was received from vessels as Pilotage dues; \$209 from Pilots for licenses; \$827.55 as commissions on earnings to defray expenses of office; and \$321.75 for Superannuation Fund, making the total receipts \$18,127.80. Of this amount the sum of \$15,591 was paid to Pilots, \$803.30 for salary of Secretary, rent, &c., \$200 as a donation to a Pilot's widow, and \$1,000 was deposited in savings bank, leaving a balance of cash on hand of \$533.50. The number of vessels entering inwards that paid pilotage dues was 799, viz.: 615 British and 184 foreign. The number entering outwards that paid pilotage was 410, of which 265 were British and 145 foreign. There are 19 licensed Pilots at this port. By Order in Council of the 21st December last the rates of pilotage at this port were amended, and outward pilotage is now exacted on all vessels of 200 tons and upwards, and Her Majesty's ships when taking a Pilot are required to pay the same rates as merchant vessels.

HANTS AND KING'S COUNTIES, N.S.

The Commissioners report that no Pilots have been appointed for this District, no rules having been adopted.

PICTOU, N.S.

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

PUGWASH, N.S.

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

SYDNEY, C.B.

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

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

SUMMERSIDE, P.E.I.

There are four licensed Pilots in this District. Dues were received to the amount of \$207 from seventeen vessels piloted.

BRITISH COLUMBIA.

There were at 31st December, 1877, nine licensed Pilots in this District, and fourteen Masters who hold certificates to pilot their own vessels. The total amount of pilotage dues received was \$18,433.87, and the amount paid to eleven pilots as their earnings was \$15,945.65. The amount in the hands of the Treasurer at 31st December, 1877, was \$198.87; the amount in savings bank bearing interest at 5 per cent., was \$997.84; and the amount invested in support of pilot boats, by way of

loan, at 12 per cent. interest, was \$488.64, making in all a balance at the last mentioned date of \$1,685.35 to the credit of the Pilotage Authority. The total receipts for the year, including a balance of \$37.32 from last year, pilotage dues, license fees, certificate fees, examination fees, survey fees and interest on savings bank deposits, amounted to \$20,393.09; and the disbursements, including Pilots' joint account, Secretary's salary and other expenses, amounted to \$18,707.74, leaving a balance of \$1,685.35 as before mentioned.

No returns have been received from the Pilotage Authorities for the Districts of Digby and Annapolis, N.S., Shediac, N.B., Buctouche, N.B., Sackville, N.B., and Prince County, Prince Edward Island.

The Pilotage Districts for Buctouche, Sackville and Shediac, N.B., and Prince County, Prince Edward Island, were only established during the past year. The different Pilotage Authorities were called on for the returns required by law, but the returns from those five Authorities just specified have not yet come to hand.

HARBOUR AND RIVER POLICE.

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

QUEBEC.

During the past season the Force at Quebec was sworn in on the 2nd of May, and disbanded as usual on the 30th November. It consisted of the Chief Constable, who also holds the position of Shipping Master, and receives a salary of \$1,200 per annum, for both offices. One clerk and assistant in the Shipping Office, at \$1,000 per annum; one steersman at \$2.20 per diem; one steersman and six coxswains, at \$1.80; 36 constables at \$1.50; two engineers at \$50 and \$45 per mensem; and one assistant engineer at \$25 per mensem. It will be seen by reference to the Report of the Chief Constable in Appendix No. 73 to this Supplement, that the police steamers are actively engaged during the day, and performed during the last season two-thirds of the duty on the river, while, during the night, a constant patrol is kept up by the police boats, each manned with a crew of six men under the charge of a coxswain.

The provisions of the Shipping Act are strictly enforced.

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

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

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

MONTREAL.

The Water Police Force at Montreal, during the past season, consisted of a Chief Constable, four Sergeants and nineteen Constables, numbering together, with Mr. H. S. A. Ormond, Inspector, who was appointed by the Minister of Marine to this position at a per diem allowance of \$2.50, on the recent retirement of Judge Coursol, twenty-five in all. The Chief Constable received at the rate of \$3 per diem; the Sergeants \$1.90 each per diem, and the Constables \$1.50 per diem. It will be seen by reference to the Report of the Inspector in Appendix No. 72 to this Supplement, that the Force was sworn in as customary on the first of May last, and disbanded on the 30th November. During the past season it maintained its usual efficiency, and rendered good service during the labour strike that occurred in the month of June last.

As will be seen by the Report of the Inspector, very comfortable and commodious quarters have been provided for the Force in the basement of the new building of the Harbour Commissioners, for which a rent of \$500 per annum is allowed by the

Department. No arrests for crimping appear to have been made during the past season, so that it may be considered almost, if not altogether, eradicated at the Port of Montreal. Three hundred and one persons were arrested during the year, not including sailors taken into custody for drunkenness and, at the request of their officer, liberated when sober and taken on board their vessels.

The total expenditure on account of the Montreal Water Police for the past fiscal year, as will be seen by reference to Appendix No. 13 to the principal Report, was \$13,524.29, while the amount of Harbour Police dues collected at Montreal during the same period was \$5,085.90, showing an excess of expenditure over receipts of \$8,438.39. The expenditure for this Force during the preceding fiscal year was \$14,000, and the receipts amounted to \$5,708.97.

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

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

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

PORT WARDENS.

MONTREAL.

The office of Port Warden of Montreal was established in the year 1863, under the provisions of the Act 26 Vic., cap. 52, the appointment being made by the Governor in Council on the recommendation of the Board of Trade of Montreal. The Council

of that Board was empowered to appoint a Board of Examiners, five in number, to examine all candidates for the office of Port Warden, or such number of Deputy Port Wardens as the Council might deem necessary for the business of the harbour. The Port Warden is, at his own expense, bound to keep his office always open during certain hours on lawful days; to have a seal of office and the necessary books in which to record his fees and matters pertaining to the office. The Act does not appear to have contemplated the accumulation of any money—the fees being made payable to the Port Warden for services performed by him and his deputies; but an amended Act, 29 Vic., cap. 59, allowed the Board of Trade, if they saw fit, to fix a salary to the Port Warden, to include his own remuneration and that of his deputies, and his expenses of office, or otherwise, as might be arranged; and any balance which might appear from his certified annual return was to be paid over by the Port Warden to such person as the Board of Trade should depute to receive the same. The Act of 1874, further in amendment, requires the Port Warden to transmit yearly, within seven days after the 1st of January to the Minister of Marine, a report of the business done in his office, and of the receipts and expenditure in respect thereof, in such manner and form as the Minister may direct.

The duties of the Port Warden consist *inter alia* in examining the condition and stowage of cargo on board vessels, and, if any goods are damaged, in ascertaining the cause and making a record of the same in his books of office. He is also, when required, to proceed to any warehouse, dwelling or wharf, and examine and make a similar record of any goods alleged to be damaged on board any vessels. In like manner he shall, when required, be surveyor on any vessel which may have suffered wreck or damage, or which shall be deemed unfit to proceed on her voyage; he shall also be surveyor of the repairs necessary to render the vessel seaworthy, and his certificate that these repairs have been properly made shall be evidence that the vessel is seaworthy. He is likewise, when required, to estimate the value and measurement of any vessel, when the same is in dispute or otherwise needed, and hear and arbitrate upon any difficulty or matter in dispute, between the master or consignee and any proprietor or shipper of the cargo.

Under the principal Act fees were established by Order in Council, payable to the Port Warden for making surveys and granting certificates, for the valuation and inspection of vessels, and for settling disputes; but the amended Act, 29 Vic., cap. 59, provides for additional fees being made payable by shippers on grain, flour, ashes and other articles shipped from the Port of Montreal.

From the passing of the original Act to the date (1866) when the amendment referred to was passed, the office of Port Warden appears to have been self-supporting; but from 1866 to the end of the year 1877, as will be seen from the following statement, the sum of \$23,319.37 has accumulated:—

STATEMENT of Revenue and Expenditure of the Port Warden's Office, Montreal, from 1866 to 1877, inclusive.

Year.		Revenue.	Expenditure, including Port Warden's salary.	Balance, Dr.	Balance, Cr.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1866-7...	1st May to 30th April.....	4,663 42	2,194 08		1,469 34
1867-8...	do	5,009 90	2,416 47		2,593 43
1868-9...	do	3,742 03	3,091 99		650 04
1869-70...	do	5,250 80	3,078 33		2,172 47
1870-1...	do	6,379 43	3,394 29		2,985 14
1871-2...	do	7,973 08	3,806 79		4,166 29
1872-3...	do	10,688 17	3,967 69		6,720 48
1873-4...	do	7,316 01	5,447 91		1,868 10
1874.....	1st May to 31st December.....	6,740 26	5,162 83		1,577 43
1875.....	1st January to 31st December.....	6,432 68	6,606 01	173 33	
1876.....	do do	6,977 09	5,352 66		1,624 43
1877.....	do do	7,094 18	4,428 63		2,665 55
				173 33	28,492 70
					173 33
					28,319 37

THE following Statement shows how and where these accumulations have been invested:—

		\$ cts.	\$ cts.
1869.	April 26 Four Harbour Debentures of \$1,000.....	4,000 00	
	Bought for		4,137 65
1870.	May 4 Two Protestant School Commissioners' Bonds of \$1,000	2,000 00	
	Bought for		2,014 78
1871.	April 21 One Corporation Bond of \$2,000.....		
do 21	do do \$1,000	3,000 00	
	Bought for		3,135 84
1872.	April 9 Two Corporation Bonds of \$2,000.....	4,000 00	
	Bought for		4,087 18
1873.	May 1 Special deposit in City Bank		1,000 00
June 11	do do		6,000 00
1874.	Feb. 6 do do	9,000 00	2,000 00
1877.	Jan. 12 Four Corporation Bonds of \$500	2,000 00	
	Bought for		2,044 00
1878.	Jan. 10 Special deposit in Consolidated Bank.....	2,000 00	2,000 00
	Total		28,419 45

\$2,600 of deposit in Consolidated Bank voted to widow of Capt. Selster, late Port Warden.

\$5,000 do do appropriated to form Port Warden's Superannuation Fund.

Bonds and Debentures in vault of Merchants' Bank.

Previous to 1873, the law was not sufficiently stringent to prevent accidents to vessels carrying grain to Europe, as it was found that the masters of some of them would rather pay the penalty of forty dollars than comply with the law which prohibited their proceeding to sea without the Port Warden's certificate. The result during the year 1872 of this violation of the law was the loss of several sea-going vessels laden with grain from Montreal to Europe. In 1873, however, an Act was passed prohibiting grain-laden vessels proceeding to sea or obtaining a clearance without the Port Warden's certificate, with a penalty for infraction of eight hundred dollars instead of forty dollars as formerly; and this law, which applies also to the Port of Quebec, has been found to work very satisfactorily, and has no doubt been of much service in saving both life and property.

QUEBEC.

The office of Port Warden for the Port of Quebec was created in the year 1871, under the Act 34 Vic., chap. 33. The appointment to the office is made by the Governor General in Council on the recommendation of the Board of Trade of Quebec, and the control of the office is placed in the Council of that Board, who are vested with similar powers to those conferred on the Montreal Board of Trade in relation to the Montreal Port Warden—in short the Act above named is simply a transcript, *mutatis mutandis*, of the Act constituting the Montreal Port Warden's office and its amendment in 1865, with the exception of the clauses in the amendment authorizing the imposition of additional fees which are not included.

The office appears to be worked on the principle that it shall be no more than self-supporting, as will be seen from the following statement of the receipts and expenditure since its inauguration:—

	Receipts.	Expenditure.	Net Proceeds reverting to Port Warden.
1872...April 30	\$1,209 52	\$ 97 95	\$1,111 57
1873... do	1,524 15	286 00	1,238 15
1874... do	2,270 50	620 50	1,650 00
1875... do	2,432 50	574 00	1,858 00
1876... do	2,666 32	857 59	1,808 75
1877... do	2,170 00	526 84	1,643 16
1877...December 31.....	2,029 00	566 25	1,462 75

Under "The General Port Wardens' Act, 1874," the following Port Wardens' offices have been established, viz. :—

By Order in Council of the 29th March, 1875, the Port of Halifax, in the Province of Nova Scotia, was determined a port to which the provisions of the Act should apply, and Captain David Hunter was appointed Port Warden. A tariff of fees was established by Order in Council of the 14th June, 1875.

By Order in Council of the 8th March, 1875, the Ports of Victoria and Esquimalt, in the Province of British Columbia, were determined such ports, and Captain Jeremiah Nagle appointed Port Warden. A tariff was established by Order in Council of the 26th April, 1876.

By Order in Council of the 16th June, 1875, Port Hawkesbury, in the County of Inverness, in the Province of Nova Scotia, was determined such a port, and Mr. Daniel White Henesey was appointed a Port Warden. No tariff has yet been submitted by the Port Warden for approval.

By Order in Council of the 22nd July, 1875, Port Mulgrave, in Guysboro' County, Nova Scotia, was determined such a port, and Mr. George B. Hadley appointed Port Warden. No tariff has yet been submitted by the Port Warden for approval.

By Order in Council of the 19th February, 1877, North Sydney, in the County of Cape Breton, Nova Scotia, was determined such a port, and Mr. Andrew Nesbit appointed Port Warden. No tariff has yet been submitted by the Port Warden for approval.

By Order in Council of the 14th December, 1877, Louisburg, in Cape Breton County, Nova Scotia, was determined such a port, and Mr. Wentworth Spencer appointed Port Warden. No tariff has yet been submitted by the Port Warden for approval.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

In Appendix No. 89 to this Supplement will be found a statement showing the returns received from the Shipping Masters appointed under the Act relating to the Shipping of Seamen, for the half years ended 30th June and 31st December last, and of the fees received under the Act.

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

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

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

The Shipping Master at Halifax shipped during the last calendar year 2,879 seamen, for which he received \$1,439.50, and discharged 2,178, for which he received \$653.50, making in all a total sum of \$2,092.90, out of which, after deducting his expenses, \$988.00, he had as remuneration, \$1,104.90.

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

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

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

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

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

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

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

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

WHARVES, PIERS AND BREAKWATERS.

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

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

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

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

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

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

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH.

Deputy Minister of Marine, etc.

Department of Marine, &c.,

Ottawa, 1st January, 1878.

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ERRATA.

On page 336, the heading "REPORT OF THE HARBOUR MASTER FOR THE PORT OF SUMMERSIDE," should read REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF SUMMERSIDE.

The words "No return" opposite the Port of Tryon, P.E.I., on page 291, should be *delete*.

Pages 334, 336 and 346 are erroneously given as 234, 236 and 246, respectively.

APPENDIX No. I.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT
INSPECTION FOR THE CALENDAR YEAR ENDED
31st DECEMBER, 1877.BOARD OF STEAMBOAT INSPECTION,
CHAIRMAN'S OFFICE,

TORONTO, 1st January, 1878.

Honourable A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report for the year ended 31st December, 1877.

Except in the case of a collision of a steamer with a wood barge on the Saint John River, New Brunswick, you will be pleased to learn that no accident has occurred involving or endangering loss of life by steamboats in the Dominion during the year. It is also satisfactory to me to report that no complaints have been made to me by owners of steamboats against the Inspectors in the discharge of their duty, and although the past year has been a most trying one for the steamboat proprietors, they have cheerfully conformed to the requirements of law in keeping up the equipment of their steamers, and safety of the boilers and machinery in them.

Very few cases of misconduct among engineers have been reported to me; a few for drunkenness have been complained of during the year; the men were discharged from their employment, and their cases investigated. One had his certificate revoked, and as the other cases could not be substantiated, they were not proceeded against.

Considering that 1,202 certificates were issued to engineers during the year, that many of the men holding these licenses are exposed on passenger steamers to strong temptations to drink at the bar by friends and others in a friendly mood, it is surprising that so few cases of neglect of duty from this cause are reported or complained of.

I have also much pleasure in noting the improvement in education among the young engineer class. Winter months that were, as a rule, formerly spent in idleness, are now pretty generally occupied in study. One case that came before me this fall, I found the applicant well up in figures, able to calculate the pressure allowable upon a boiler of given dimensions and strength of plates, writing a good hand and passing a very creditable examination. Twelve months ago the young man came before me and was refused examination because he could not read or write.

The annual meeting of the Board was held at Montreal in October 24th. Messrs. Wm. M. Smith, N.B., Joseph Samson, P.Q., F. X. Befort, P.Q., and John Burgess and myself were present. No questions came before the Board for submission to the Department. After classifying the examination papers of engineers made in the several districts by the Inspectors, the Board adjourned to Toronto, where Messrs. Taylor, Meneilley and the Chairman made up a quorum, and the work of classification referred to, and renewal of certificates to qualified engineers, was continued and finished for the year, on the 18th instant.

Applicants have been examined, and certificates to qualified engineers renewed, at the following places in the Dominion during the year:—

Ontario.	Province of Quebec.	Maritime Provinces.	British Columbia.	Manitoba.
Port Colbourne. Windsor. Sarnia. Chatham. Hamilton. St. Catharines. Toronto. Collingwood. Lindsay. Kingston. Ottawa.	Montreal. Sorel. Quebec. Levis.	Halifax, N.S. Pictou, N.S. Sydney, C.B. Charlottetown, P.E.I. Summerside, P.E.I. Chatham, N.B. Fredericton, N.B. St. John, N.B.	Victoria.	Winnipeg.

During the year 1,202 certificates have been issued, according to the following grades:—

ENGINEERS' CERTIFICATES.

First Class Chief Engineers	61
Second " " "	156
Third " " "	205
First Class Assistant Engineers.....	321
Second " " "	177
Third " " "	165
Limited Certificates, confining the holder to a steamer for which he is considered specially qualified...	117—1,202

The sum of three thousand and forty-three dollars has been paid to me on this account and transferred to the Receiver General, to be placed to the credit of the Steamboat Inspection Fund.

Table A exhibits the gross and registered tonnage of steamers in the Dominion at the close of the years from 1873 to 1877, with the increase or decrease from year to year.

TABLE A.

Year.	Gross.	Registered.	Gross.	Registered.	Gross.	Registered.
			Increase.	Increase.	Decrease.	Decrease.
1873.	92,298	56,457	.....	.....	.....	.....
1874.	102,138	62,518	9,840	6,061	.....	.....
1875.	117,251	72,851	15,113	10,333	.....	.....
1876.	111,953	67,996	.....	.....	5,298	4,855
1877.	118,588	71,713	6,635	3,717	.....	.....

Table B exhibits the gross and registered tonnage of steam vessels in the several districts of the Dominion, and the amount of dues and fees collected on account of their inspection, together with the fees paid by engineers for certificates; also a fine imposed by Mr. Inspector Westgarth, \$40, for violation of the Act in British Columbia.

TABLE B.

Division.	Gross Tonnage.	Registered Tonnage.	Dues and Penalties.
			\$ cts.
West Ontario, Huron and Superior	38,484.62	26,231.07	3,462 19
East Ontario.....	12,393	6,915	1,251 59
Montreal	16,880	8,424	1,648 10
Three Rivers.....	10,784	5,926	973 62
Quebec	17,055	9,274	1,572 76
Maritime Provinces.....	17,284	10,883	1,693 58
British Columbia.....	4,973.82	3,541.13	444 23
Manitoba	733.61	519.27	44 04
Engineer's Fees.....			3,043 00
Fine for violation of Act			40 00
Totals	118,588.05	71,713.47	14,173 11

Total revenue from the above account for the year ended 31st December, 1877, \$14,173.11, against \$14,249.48 for the same period last year, being a decrease of \$121.37 in the amount of the inspection dues, and an increase of \$5 in the amount from engineers' fees.

Table C exhibits the number and class of the steam vessels in the Dominion at the close of the year. Included under the head of screw and tugs are twelve grain elevators, fitted with steam power and screw propeller for moving them about the harbour of Montreal.

TABLE C.

Division.	Number.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior	219	38	181	86	37	96
East Ontario	101	31	70	54	16	31
Montreal	126	65	60	38	21	67
Three Rivers	57	46	11	27	1	29
Quebec	96	53	43	25	1	70
Maritime Provinces.....	110	47	63	54	2	54
British Columbia	25	17	8	16	.....	9
Manitoba	6	5	1	3	2	1
Total.....	740	302	437	303	80	357

Statement of the number of steamers in the Dominion during the years from 1869 to 1877, inclusive, with the increase from year to year.

		Increase.
1869	401	
1870	404	3
1871	438	34
1872	473	35
1873	554	81
1874	595	41
1875	681	89
1876	689	5
1877	740	51

Total number of steamers at the close of the year, 740, and 51 more than at the close of the year 1876.

STEAMERS added to the Dominion during the year 1877.

Division.	Number.	Gross Tons.	Registered Tons.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior.....	16	1,514	1,059	1	15	5	2	9
East Ontario	11	653	383	1	10	8	1	2
Montreal	5	242	160	1	4	1	1	3
Three Rivers.....	7	972	535	6	1	6		1
Quebec.....	6	601	171	2	4			6
Maritime Provinces.....	7	1,042	640	3	4	4		3
British Columbia.....	2	514	299	1	1		1	1
Manitoba	6	733	519	5	1	3	2	1
Total.....	60	6,271	3,766	20	40	27	7	26

STEAMERS lost, broken up or put out of service during the year.

Division.	Number.	Gross Tons.	Registered Tons.	Paddle.	Screw.	Passenger.	Freight.	Tug.
West Ontario, Huron and Superior.....	8	1,597	1,145	4	4	3	3	2
East Ontario	1	70	42	1		1		
Montreal	1	239	169	1		1		
Three Rivers.....	3	305	103	3		1		2
Quebec.....								
Maritime Provinces.....	2	646	473		2	1	1	
British Columbia.....								
Manitoba.....								
Total.....	15	2,857	1,932	9	6	7	4	4

CASUALTIES RETURNS.

WEST ONTARIO, HURON AND SUPERIOR DISTRICTS.

Steamer "Cumberland," of the Collingwood, Lake Superior Line, in August ran on a reef below water, about five miles south-west of Washington Harbour, Isle Royal, Lake Superior, in open daylight. Efforts were made to get her off, but after several days' work to that effect, without success, she was abandoned, and a storm coming on, she went to pieces. No lives lost.

"William Seymour" stranded during a fog on the north-east corner of Lonely Island, Georgian Bay. Vessel total loss. No lives lost.

"Excursion" burned at Lindsay, Ontario. Supposed to be a total loss.

"Mary A. Robertson" on leaving the wharf at Midland City, Georgian Bay, had her stern injured by a saw log. Vessel docked at Owen Sound and repaired.

"Francis Smith" on entering the harbour at Silver Islet, Lake Superior, struck on a reef; was got off in about thirty hours and proceeded on her way down the Lake to Owen Sound, where she was docked. A large stone was found imbedded in the hull of the vessel, driven fast into the timbers and planking by the force of the vessel when striking. Had this stone become loosened and fallen out of its bed on the journey down the lake, it is probable the vessel would have immediately sunk.

"Armenia," propeller, broke her screw going out of Alcott Harbour, Lake Ontario, in August, and again on entering the same harbour a few days after, unshipped her rudder.

"Ontario," at Bobcaygeon, on the back lakes, paddle shaft found defective. Was taken out of the boat and repaired.

"Okonra," a fire was discovered at night, in August, damaging the deck and joiner work of the boat, the vessel was at the wharf at the time, at Wiarton, Georgian Bay.

"Acadia," propeller, broke her crank pin on her way up from Montreal on Lake Ontario.

"Columbia," propeller, started three rows of tubes in her boiler while getting up steam at the wharf, at Hamilton.

"Persia," propeller, broke her crank pin on Lake Ontario, the core of the pin was bored out and a steel pin four inches in diameter inserted in the hole, and the repair is considered permanent.

"Mary Robertson," propeller, on her way up Lake Ontario, in October, with a heavy sea running, broke the flange of the steam throttle valve between the boiler and engine; steam was at once lowered to twenty pounds, making some repairs, first to the valve, and the vessel put about and with the aid of her sails got into Sodus harbour for repairs.

"Georgian," propeller, broke her screw shaft coupling when off Port Dalhousie, Lake Ontario.

"City of Toronto," paddle, broke her paddle shaft off Niagara. Vessel returned to port for repairs and new shaft.

This steamer was again disabled by the breaking of the centre in the end of the walking beam, by which the guides of the piston rod were carried away and other damage done. No injury resulted to life from either accident.

KINGSTON DISTRICT.

"Norfolk," burned at the wharf at Napanee, 5th April. Supposed to be accidental.

"Maggie Summerville," small passenger boat, burned at the wharf at Harwood, Rice Lake, 20th August.

"Pierrepont," broke her paddle shaft crank backing out from the wharf.

"Mary Ann," tug, broke her screw shaft, 24th August.

"Maud," broke the crank pin of the engine; vessel worked back to port by hand for repairs, 1st September.

"Chieftain," broke starboard paddle shaft coming up the St. Lawrence.

"Pierrepont," broke her fast crank twelve miles from port and was towed back for repairs.

MONTREAL DISTRICT.

"Prince Arthur," passenger steamer, burned at the wharf in May, at Portage Du Fort. Total loss. No lives lost.

"Queen Victoria," passenger boat, partially burned at the wharf, Ottawa. Fire occurred somewhere about the boiler.

"Francis," a small screw boat, while towing eight miles above Sorel, took fire. Vessel run ashore, and scuttled. Since repaired. No lives lost.

THREE RIVERS DISTRICT.

"Star," broke her starboard shaft on her way up from Sorel to Montreal. Was taken back to Sorel for repairs, 25th October.

QUEBEC DISTRICT.

"Contest," on her way out of Bic Island, struck on the north-west reef, and at low water slid down the reef and turned bottom up, in 8 fathoms of water. Crew got off from the vessel in boats. No report as to loss of life. 16th May.

"Powerful," screw tug. Burned to the water edge, while in winter quarters, 18th March.

"Bienvenue," coming up from Saint Anns, struck a rock when abreast of Montmorency Falls. She was run ashore and passengers safely landed. 29th June.

"Anglesea," running into Platou Harbour for shelter, having a raft in tow; struck the rock and keeled over, lying in that position for two days. 4th July.

"Saguenay," struck on a reef in the Chicoutimi, and sunk partially below water. No lives lost. 18th August.

MARITIME PROVINCES.

"Peril," on the passage from Halifax, N. S., to Boston, U. S., ran ashore at Cape Cod, in January. Crew and part of cargo saved. The steamer broke up.

"Soulanges," on her way from St. John to Fredericton, in October last, with the wood boat "Goldfinder." Two persons from the steamer were drowned.

The Verdict of the Coroners' Jury, in the case was "accidental;" adding a note, that they were of opinion that a proper lookout had not been kept on the steamer.

BRITISH COLUMBIA.

"Maude," struck on a rock near one of the Chain Islands, about 10 miles from Victoria. Was got off at high water, put on the ways and repaired. Keel and copper sheeting slightly injured. May.

"Marten," running close to shore to wood in Kamloops Lake, in gale of wind, ran on a rock, and sprung a leak. The boiler and machinery were taken out of the vessel, the leak stopped; when the hull was got off and put on the ways for repairs. October.

“Beaver,” on her passage through Nanaimo Rapids, with a bark in tow, owing to the ebbing tide, the bark came into collision with the steamer, breaking the steamer’s guard and outboard pillow block of paddle shaft.

I have the honour to be, Sir,

Your obedient servant,

SAMUEL RISLEY,

Chairman of the Board of Steamboat Inspection.

P.S.—The usual Returns relating to the Inspection of Steamboats and Certificates to Engineers, are herewith appended.

S. R.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

OTTAWA.

STEAM VESSELS Inspected for the Year ended 31st December, 1877.

WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

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.	
Little Eva.....	Toronto.....	Paton.....	April 11	12	12	0 87	5	April 12	5 87	Screw, tug, dredge tender, Toronto.
Maggie R. Mitchell.....	Port Robinson.....	McFarland.....	do	24	19	1 68	5	do	6 68	Screw, tug, Welland Canal.
Minerva.....	do	do	do	27	19	1 89	5	do	6 89	Screw, tug, Port Robinson and Niagara River.
∞Addie Carter.....	do	do	do	25	15	1 75	5	do	6 75	Screw, tug, Welland Canal.
S. R. Norcross.....	do	do	do	27	19	1 89	5	do	6 89	do
J. H. Doyle.....	do	do	do	17	11	1 19	5	do	6 19	do
T. R. Seacord.....	do	do	do	14	10	0 98	5	do	5 98	do
Five Brothers.....	do	do	do	10	7	0 70	5	do	5 70	do
Maggie R. King.....	do	do	do	25	21	1 75	5	do	6 75	do
D. E. McFarland.....	do	do	do	22	16	1 54	5	do	6 54	do
Dufferin.....	Welland.....	Clark.....	do	20	14	1 40	5	do	6 40	do
Metamora.....	Port Dalhousie.....	do	do	239	151	16 73	8	do	24 73	Screw, tug, the Great Lakes.
H. Neelon.....	do	do	do	64	47	4 45	5	do	9 45	Screw, tug, Port Dalhousie and Lake Ontario.
Sam. Perry.....	do	do	do	42	34	2 94	5	do	7 94	Screw, tug, Port Dalhousie.
R. B. McPherson.....	do	do	do	29	26	2 03	5	May 22	7 03	Screw, tug, Port Dalhousie, dredging.

O. J. G. Munro	do	do	14	43	31	3 01	5	do	28	8 01	Screw, tug, Welland Canal.
M. A. Laughlin	Port Colborne	Schofield	do	23	12	1 61	5	April	16	6 61	do
Salty Jack	do	do	do	45	28	3 15	5	do	16	8 15	Screw, tug, Port Colborne Harbour.
W. A. Routh	do	do	do	49	43	3 43	5	do	16	8 43	do
Clara M. Carter	do	do	do	29	23	2 03	5	do	17	7 03	Screw, tug, Welland Canal.
Hector	do	do	do	43	35	3 01	5	do	16	8 01	Screw, tug, Port Colborne Harbour.
Maggie	do	do	do	31	21	2 17	5	do	16	7 17	do
Mary	do	do	do	66	22	4 62	5	do	17	9 62	Screw, tug, Welland Canal.
W. J. Aikens	do	do	do	42	25	2 94	5	do	17	7 94	do
Kittie Haight	do	Routh	do	60	28	4 20	5	do	17	9 20	do
Princess of Wales	Toronto	Paton	do	94	58	6 68	5	do	20	11 58	Side-wheel, passenger, ferry, Toronto and Island.
Argyle	St. Catharines	Clark	do	355	286	24 85	8	do	23	32 85	Screw, freight, Quebec and Duluth.
Scotia	do	do	do	371	300	25 97	8	do	26	33 97	Screw, freight and passenger, Montreal and Chicago.
City of Toronto	Niagara	Mackay	do	403	255	28 21	8	May	8	36 21	Side-wheel, passenger, Toronto, Niagara and Lewiston.
Alma Munro	Port Stanley	Finlay	do	364	289	25 48	8	April	24	33 48	Screw, freight and passenger, Montreal and Chicago.
Oolin Munro	do	do	do	26	20	1 82	5	do	24	6 82	Screw, tug and passenger, Port Stanley and Shore of Lake.
Armenia	St. Catharines	Hodge	do	365	241	25 27	8	do	30	33 27	Screw, freight, Toronto and Sidney, C.B.
Admiral D. D. Porter	do	Benson	do	152	109	10 64	8	do	17	18 64	Screw, tug, Montreal and Bic.
Celtic	Hamilton	Mackenzie	do	386	268	27 02	8	do	25	35 02	Screw, passenger and freight, Montreal and Chicago.
Lake Erie	do	Kittson	do	347	267	24 29	8	May	1	32 29	do

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						\$ cts.	\$		\$ cts.	
Lake Ontario.....	Hamilton..	Kittson.....	April 26	675	411	27 00	8	Aug. 29	35 00	Screw, passenger and freight, Montreal and Chicago.
Acadia.....	do	do	do 26	339	217	23 73	8	May 1	31 73	do do do
Albion.....	do	Clark.....	do 26	297	260	20 97	5	April 24	25 97	Screw, timber and freight, Port Dalhousie and Quebec.
Lake Michigan.....	do	Kittson.....	do 27	693	440	27 72	8	Aug. 29	35 72	Screw, passenger and freight, Montreal and Chicago.
Canada.....	do	do	do 27	353	267	24 71	8	May 2	32 71	do do do
City of Owen Sound.....	Owen Sound.....	Stephens.....	do 23	898	556	62 86	8	April 30	70 86	Screw, passenger and freight, Collingwood and Duluth.
Wm. Seymour.....	do	do	do 30	77	46	5 39	5	do 30	10 39	Screw, passenger and freight, Owen Sound and Manitoulin.
O. Koura.....	do	do	do 30	37	10	2 59	5	do 30	7 59	Screw, passenger and freight, Owen Sound and Colpey's Bay.
Waubuno.....	do	do	do 30	185	146	12 95	8	do 30	20 95	Side-wheel, passenger and freight, Owen Sound and Georgian Bay Ports.
Francis Smith.....	do	do	do 30	462	109	32 34	8	June 28	40 34	Side-wheel, passenger and freight, Collingwood and Duluth.
Collingwood.....	Collingwood.....	Watson.....	May 1	50	24	3 50	5	April 24	8 50	Screw, tug, Georgian Bay.
Minnie Hall.....	do	do	do 1	47	28	3 29	5	do 26	8 29	do do

Rescue.....	do	do	do	1	12	0 84	5	do	26	5 84	Screw, fishing tug, Killarney and Bustard Islands.
Northern Belle.....	do	do	do	1	322	22 54	8	do	26	30 54	Screw, passenger and freight, Georgian Bay Ports.
P. E. McKerrall.....	do	do	do	1	116	8 12	5	do	24	13 12	Screw, passenger and freight, Georgian Bay Coaster.
L. Shickluna.....	Toronto	Paton.....	do	3	362	25 34	8	May	7	33 34	Screw, passenger and freight, Montreal and Chicago.
Watertown.....	do	do	do	3	205	14 35	8	do	7	22 35	Side-wheel, passenger, ferry, Toronto to Humber.
Cumberland	Collingwood.....	Watson.....	do	5	418	29 26	8	do	4	37 26	Side-wheel, passenger, ferry, Collingwood and Duluth.
S. O. Doty.....	do	do	do	5	21	1 47	5	April	30	6 47	Screw, fishing tug, Georgian Bay.
Mary R. Robertson.....	do	Doby.....	do	5	347	24 29	5	do	27	29 29	do freight, Midland & Goderich
Favorite	Welland.....	Mackay.....	do	11	51	3 57	5	May	12	8 57	do tug, Toronto to Quebec.
Silver Spray.....	Owen Sound.....	Stephens.....	do	16	173	12 11	8	June	19	20 11	Side-wheel, passenger and freight, Georgian Bay Ports.
Columbia.....	Toronto.....	Kittson.....	do	18	360	25 20	8	April	14	33 20	Screw, passenger and freight, Montreal and Chicago.
Ontario.....	Chatham.....	Pennefather.....	do	22	35	2 45	5	May		7 45	Screw, tug, Sydenham and St. Clair Rivers.
W. S. Ireland.....	do	do	do	22	104	7 28	5	do	22	12 28	Screw, freight, St. Clair & Detroit Rivers.
J. W. Steinhoff.....	do	do	do	22	182	12 74	8	do	22	20 74	Screw, passenger, Chatham and Detroit.
Alexander.....	do	do	do	22	129	9 03	5	do	22	14 03	Side-wheel, freight, Chatham and Detroit.
Beaver.....	Wallaceburg.....	Fraser.....	do	24	44	3 08	5	do	24	8 08	Screw, freight, Dresden & Detroit.
River King.....	do	do	do	24	53	3 71	5	do	24	8 71	Side-wheel, freight, Wallaceburg and Marine City.
E. Windsor.....	do	do	do	24	68	4 76	5	do	24	9 76	Screw, freight, Sydenham and Detroit Rivers.

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						\$ cts.	\$		\$ cts.	
Victoria	Wallaceburg.....	Frazer.....	May 24	88	70	6 16	5	May 24	11 16	Screw, freight, Detroit and St. Clair Rivers.
Jerome	do	do	do 24	43	36	3 01	5	do 18	8 01	Screw, tug, Sydenham and St. Clair Rivers.
J. Holt.....	do	do	do 24	70	45	4 90	5	do 24	9 90	Screw, passenger, Dresden and Sarnia.
J. B. Newman.....	do	do	do 24	17	12	1 19	5	do 25	6 19	Side-wheel, freight, Sydenham Riv.
Thames.....	do	do	do 24	40	30	2 80	5	do 24	7 80	Screw do do and St. Clair Rivers.
Coral.....	do	do	do 25	93	58	6 51	5	do 23	11 51	Screw, freight, Dresden & Detroit.
Manitoba.....	do	do	do 25	81	69	5 67	5	do 24	10 67	do do Wallaceburg and Detroit.
Messenger.....	do	do	do 25	12	12	0 84	5	do 25	5 84	Screw, tug, Wilkesport and Marine City.
Beaver.....	do	do	do 25	35	26	2 45	5	do 25	7 45	Screw, freight, Sydenham and Detroit Rivers.
Comet.....	do	Pennefather.....	do 25	22	15	1 54	5	do 24	6 54	Screw, tug, Chatham and Wallaceburg.
Joe Knight.....	Toronto.....	Mackay.....	do 29	14	11	0 98	5	June 9	5 98	Screw, tug, Toronto Harbour, Dredging.
Prowett Beyer.....	Port Dalhousie.....	Clark.....	June 1	10	6	0 70	5	do 4	5 70	Screw, passenger, Welland Canal.
James Norris.....	do	do	do 1	47	41	3 29	5	April 14	8 29	do tug, Port Dalhousie Harbour

Jessie L. McEdwards	St. Catharines	do	1	22	19	1 54	5 June	1	6 54	do	passenger Welland Canal.
Louise	do	Collier	1	6	5	0 40	5 Sept.	8	5 40	do	do
Mystic	do	Clark	1	26	13	4 41	5 May	31	9 41	do	do Waubaushe and Penetanguishene.
Golden City	Toronto	Paton	2	35	25	2 45	5 June	18	7 45	Screw, passenger and freight, Toronto and Credit.	
Fred. Hotchkiss	Collingwood	Routledge	6	15	7	1 05	5 April	25	6 05	Screw, tug, Muskoka Mills and Collingwood,	
Wales	do	do	6	188	96	13 16	5 May	5	18 16	Screw, tug, Muskoka Mills and Buffalo.	
Emily May	Barré	Grant	11	181	104	12 67	8 June	11	20 67	Side-wheel, tug, passenger, Lake Simcoe.	
Clara	do	do	11	11	7	0 46	5 Aug.	3	5 46	Screw, passenger, ferry, Kempenfeldt Bay.	
Carlotta	Orillia	Mackay	12	29	19	2 03	5 June	6	7 03	Screw, passenger and tug, Lake Couchiching.	
Georgiana	Waubaushe	Routledge	12	88	64	6 16	5 do	12	11 16	Side-wheel, passenger, Penetanguishene and Waubaushe.	
Prince Alfred	do	Mackay	13	19	10	1 33	5 do	14	6 33	Screw, tug, Waubaushe and Severn	
Bella Taylor	do	Routledge	13	38	17	4 55	5 do	22	9 55	Screw, tug, Georgian Bay.	
Mary Beck	do	Watson	13	16	10	0 64	5 July	23	5 64	do	do
Simcoe	Gravenhurst	Mackay	14	26	26	1 04	5 Aug.	24	6 04	do	Lakes Muskoka and Rosseau.
Wenonah	do	do	14	102	62	4 08	5 do	24	9 08	Side-wheel, passenger, Lakes Muskoka and Rosseau.	
Nipissing	Rosseau	do	15	148	94	5 92	5 do	24	10 92	do	do
Bouquet	Toronto	do	16	113	67	4 56	8 do	17	12 56	Side-wheel, passenger, ferry, Toronto and Island.	
Olivia Gordon	Port Colborne	Routh	21	33	23	2 31	5 April	26	7 31	Screw, tug, Port Colborne Harbour.	
Mocking Bird	do	do	21	45	35	1 80	5 Aug.	2	6 80	do	Welland Canal.

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						\$ cts.	\$		\$ cts.	
Jane Armstrong	Port Colborne	Routh	June 21	45	24	3 15	5	June 21	8 15	Screw, tug, Welland Canal.
S. Neelon	do	do	do 21	46	29	3 22	5	do 21	8 22	do
Magdalena	Collingwood	Watson	do 26	26	14	1 82	5	May 15	6 82	Screw, fishing tug, Georgian Bay.
Mittie Grew	do	do	do 27	30	16	2 10	5	June 27	7 10	do tug, do
Sandford Davis	do	do	do 27	34	20	2 38	5	do 27	7 38	do fishing tug, Collingwood and Mimky Island.
Victoria	Belle Ewart	Paton	do 28	64	39	2 56	5	July 3	7 56	Screw, tug, Lake Simcoe.
Vanderbilt	Lindsay	Browne	July 4	109	53	7 63	8	June 30	15 63	Side-wheel, passenger, Lindsay and Bobcaygeon.
Anglo Saxon	do	do	do 4	47	39	3 29	5	do 29	8 29	Side-wheel, freight and tug, Lindsay and Port Perry.
Mary Ellen	do	do	do 4	66	48	4 62	5	do 30	9 62	Side-wheel, tug, Lindsay Lakes.
Lady Ida	do	do	do 4	18	18	1 26	5	do 30	6 26	do do do
Victoria	do	do	do 4	95	83	6 63	5	do 28	11 63	do do & freight do
Commodore	do	do	do 4	109	53	7 63	8	do 30	15 63	do do do
Samson	do	do	do 4	68	19	4 76	5	do 30	9 76	do do do
Champion	do	do	do 4	82	73	5 74	5	do 30	10 74	do do do
Excursion	do	do	do 4	93	88	6 55	5	do 16	11 55	Screw, do do do
Novely	do	do	do 4	75	65	5 25	5	do 15	10 25	Side-wheel, do do do

Maple Leaf	do	do	13	11	0 94	5	do	18	5 94	Screw, passenger, Port Ferry.
Coboconk	Fenelon Falls.....	do	42	32	2 98	5	do	20	7 98	Side-wheel, passenger, Fenelon Falls and Coboconk.
Ontario	Bobcaygeon.....	do	49	21	3 45	5	do	30	8 45	Side-wheel, passenger, Bobcay- geon and Bridgewater.
Tommy Wright.....	Saugeen.....	Fleming.....	12	6	0 48	5	July	10	5 48	Screw, fishing tug, Saugeen.
Mary Ann.....	do	Doty	10	6	0 70	5	May	26	5 70	do tug, Pike Bay.
Helen	do	Fleming.....	10	10	0 40	5	July	3	5 40	do fishing tug, Saugeen.
Sarah E. Day	do	do	4	4	0 19	5	do	11	5 19	do tug, Little Pike Bay.
Fairy Queen	do	do	10	5	0 40	5	do	11	5 40	do fishing tug, Saugeen.
Minnie Walker.....	Goderich.....	Doty	21	19	1 47	5	May	31	6 47	do tug, Bayfield and Goderich.
Kittie Hoyt.....	Toronto	Paton.....	11	8	0 77	5	June	29	5 77	do do Humber and Toronto.
Josephine	Obatham.....	Pennefather	81	55	2 92	5	July	18	7 92	do do and freight, Thames and Detroit Rivers.
A. Jones.....	Wallaceburg	Fraser	22	11	1 32	5	do	18	6 32	Screw, tug, Sydenham and Detroit Rivers.
Harry Sewell.....	do	do	17	12	0 68	5	do	19	5 68	Screw, tug, Sydenham and Thames Rivers.
Henry Smyth.....	do	do	54	37	2 16	5	Aug.	24	7 16	Screw, tug, Sydenham and St. Chair Rivers.
W. T. Robb	Toronto.....	Mackay.....	243	169	9 72	5	do	30	14 72	Screw, tug, Lakes Ontario and- Huron.
Flora L. Baines.....	do	do	9	6	0 36	5	July	19	5 36	Screw, passenger, ferry, Toronto, Island and Humber.
Maganettawan.....	Collingwood.....	Watson.....	208	179	14 56	8	June	28	22 56	Screw, passenger and freight, Georgian Bay Ports.
Kate Pilgrim.....	Meaford	Ting	11	7	0 44	5	Aug.	3	5 44	Screw, fishing tug, Meaford and Manitoulin.
Belle	do	do	7	5	0 28	5	do	16	5 28	Screw, fishing tug, Meaford and Cabots Head

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						\$ cts.	\$		\$ cts.	
Northern	Port Sydney	Paton	Aug. 7	98	64	3 96	5	Oct. 4	8 96	Side-wheel, passenger, Port Sydney and Port Vernon.
Tecumseh	Port Colborne	Routh	do 20	633	543	25 32	5	Aug. 20	30 32	Screw, freight, Chicago and Port Colborne.
C. F. Wadsworth	Thorold	Cellier	do 21	16	11	0 64	5	do 21	5 64	Screw, tug, Welland Canal.
Niagara	Port Whithy	Carson	do 23	15	10	0 60	5	Sept. 6	5 60	do do Port Whithy Harbour.
Georgian	St. Catharines	Collier	Sept. 24	465	295	18 60	5	Nov. 6	23 60	do freight, Detroit & Montreal.
Isaac May	Collingwood	Watson	Oct. 15	558	392	22 32	5	Oct. 15	27 32	Screw, freight and tug, Collingwood and Chicago.
Jacques Cartier	Windsor	Benson	Nov. 1	73	66	5 18	5	do 31	10 18	Screw, freight and tug, Kingsville and Windsor.
George Maythem	Goderich	Doty	do 3	52	42	2 08	5	Aug. 28	7 08	Screw, tug, Goderich Harbour.
Asia	Windsor	Benson	April 26	347	267	24 29	8	April 26	32 29	Screw, passenger, Lake Superior and Windsor.
A. N. Pike	do	do	May 31	34	22	2 38	5	do 11	7 38	Screw, barge, Chatham and Windsor.
A. Neff	Thunder Bay	Nicholson	July 24	129	74	5 16	8	July 24	13 16	Screw, passenger, Fort William and Lake Superior.
Ada E. Allen	Walkerville	Benson	May 31	107	68	7 49	5	April 4	12 49	Screw, freight barge, Detroit River.
City of London	London	Cameron	July 12	7	7	0 28	5	July 12	5 28	Paddle, pleasure boat, Thames River.

City of Montreal.....	Chatham.....	Pennefather.....	April 25	300	220	21 00	8	April 28	29 00	Screw, passenger, Toronto and Onawgo.
City of Dresden.....	Windsor.....	Benson.....	do 13	129	69	9 03	8	May 1	17 03	Screw, passenger, Windsor and Wallaceburg.
Calabria.....	Hamilton.....	Kittson.....	do 19	391	288	27 37	8	do 17	35 37	Screw, passenger and freight, Montreal and Chicago.
California.....	St. Catharines.....	Clark.....	do 23	360	244	25 20	8	April 13	33 20	Screw, passenger and freight, Montreal and Chicago.
Bob Hackett.....	Amersburg.....	Anderson.....	Aug. 5	72	52	5 04	5	do 30	10 04	Screw, passenger and freight, Windsor and Leamington.
Dominion.....	St. Catharines.....	Clark.....	May 2	352	285	24 64	8	May 2	32 64	Screw, freight, Montreal and Chicago.
Dromedary.....	Hamilton.....	Kittson.....	April 18	219	174	15 33	8	April 26	23 33	Screw, freight.
Dennis Bowen.....	do.....	do.....	May 12	11	11	0 77	5	May 17	5 77	Screw, pleasure boat, Burlington Bay.
D. R. Van Allen.....	Chatham.....	Pennefather.....	April 25	260	177	18 20	5	April 24	23 20	Screw, freight, Chatham and Montreal.
Cuba.....	Hamilton.....	Kittson.....	April 17	647	434	45 31	5	April 24	50 31	Screw, freight, Montreal and Chicago.
Clinton.....	St. Catharines.....	Clark.....	do 23	361	204	25 27	5	do 23	30 27	Screw, freight, Montreal and Chicago.
Europe.....	do.....	do.....	May 2	370	207	25 90	8	May 2	33 90	Screw, passenger, and freight, Montreal and Chicago.
Essex.....	Windsor.....	Benson.....	July 5	99	51	6 93	5	June 29	11 93	Paddle, ferry, Windsor and Detroit.
Enterprise.....	do.....	do.....	June 14	206	141	14 42	5	do 13	19 42	Screw, freight barge, Montreal and Chicago.
Florence.....	Hamilton.....	Kittson.....	May 17	108	73	7 56	8	May 17	15 56	Screw, pleasure boat, Burlington Bay.
Great Western.....	Windsor.....	Benson.....	do 30	1252	712	87 64	8	do 25	95 64	Paddle, car ferry, Windsor and Detroit.
Huron.....	Sarnia.....	Mathewson.....	June 14	1673	1137	117 12	8	April 25	125 12	Screw, car ferry, Sarnia and Port Huron.

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						\$ cts.	\$		\$ cts.	
Hope.....	Windsor.....	Benson.....	April 26	149	110	10 43	8	June 29	18 43	Paddle, ferry, Windsor and Detroit.
Miwatha.....	do.....	do.....	do 23	82	56	5 74	5	April 10	10 74	Screw, passenger and freight, Windsor and Dresden.
Hattie Kinton.....	Silver Islet, L.S.....	Livingston	July 23	55	.....	2 21	5	July 23	7 21	Screw, steam tender, Silver Islet, Long Island.
International..	Sarnia	Mathewson.....	June 14	1052	742	73 81	8	April 25	81 81	Screw, car ferry boat, Sarnia and Port Huron.
J. S. Noyes	Chatham	Pennefather.....	April 25	34	22	2 38	5	do 25	7 38	Screw, tug, Chatham and Thames River.
J. S. Clark.....	Toronto	Smith	do 16	33	16	2 31	5	April 1	7 31	Screw, tug, Toronto Harbour.
J. C. Clark.....	Sarnia	Mathewson	do 28	175	88	12 25	8	do 25	20 25	Screw, passenger and freight, Sarnia and Dresden.
Kate Marks.....	Thunder Bay, L.S.....	Nicholson	July 22	54	43	3 78	5	June 2	8 78	Screw, passenger and freight, Thunder Bay, Lake Superior.
Leslie	St Catharines.....	Clark	May 4	11	7	0 77	5	May 4	5 77	Screw, tug, Lachine Canal.
Lizzie	Fort William, L.S.....	Nicholson	July 24	24	18	1 68	5	July 24	6 68	Screw, tug, Fort William Harbour.
Lincoln.....	St. Catharines.....	Clark	April 23	378	335	26 46	5	April 23	31 46	Screw, freight, Montreal and Chicago.
Lake Breese.....	Windsor	Benson.....	do 16	192	171	13 44	8	Feb. 29	21 44	Screw, freight and passenger, Windsor and Leamington.

M. F. Mills.....	Thunder Bay.....	Nicholson.....	ly 24	15	1 05	5	J	6 05	Screw, freight and passenger, Fort William, Lake Superior.
Minnie Morton.....	Amherstburg	Anderson	June 12	28	1 96	5	April 17	6 96	Screw Tug, Detroit River.
Michigan.....	Windsor.....	Benson.....	May 31	908	94 08	8	May 25	102 08	Paddle, car ferry boat, Windsor and Detroit.
Manitoba	Sarnia.....	Mathewson.....	April 27	338	23 66	8	April 27	31 66	Paddle, passenger and freight, Lake Superior.
Ontario.....	do	do	do 27	1104	77 28	8	do 27	85 28	Screw, passenger and freight, Lake Superior.
Ocean.....	St. Catharines.....	Clark	May 2	368	25 06	8	May 2	33 06	Screw, passenger and freight, Montreal and Chicago.
Quebec.....	Sarnia.....	Mathewson.....	April 27	1085	74 55	8	April 27	82 55	Screw, passenger and freight, Lake Superior.
Prince Alfred.....	Windsor.....	Benson.....	May 31	275	19 25	8	June 22	27 25	Screw, tug, Detroit River.
Parker.....	do	do	April 26	170	11 90	5	April 26	16 90	do do
Prussia.....	St. Catharines.....	Clark	May 4	374	26 18	8	May 17	34 18	Screw, passenger and freight, Montreal and Chicago.
Persia.....	do	do	April 23	347	24 29	8	April 23	32 29	Screw, passenger and freight, Montreal and St. Catharines.
Southern Belle	Toronto.....	Smith	May 10	428	29 96	8	May 23	37 96	Paddle, passenger and freight, Niagara and Toronto.
Sovereign	St. Catharines.....	Clark	do 2	374	26 18	8	do 2	34 18	Screw, passenger and freight, Montreal and Chicago.
Sea Gull	Sarnia.....	Mathewson.....	June 14	51	3 57	5	April 25	8 57	Screw, ferry, Point Edward and Port Huron.
Saginaw.....	do	do	do 8	227	15 89	8	May 14	23 89	Screw, car ferry, Point Edward and Port Huron.
Transfer	Amherstburg.....	Anderson.....	do 22	1222	85 54	8	June 19	93 54	Paddle, car ferry, Amherstburg.
Transit.....	Windsor.....	Benson.....	do 10	759	53 13	8	May 15	61 13	Screw do Windsor and Detroit.
Zealand	Hamilton.....	Kittson.....	April 19	411	28 77	5	April 17	33 77	Screw, freight, Montreal and Chicago.

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						\$ cts.	\$		\$ cts.	
Watchman.....	Thunder Bay, L. S.	Nicholson	July 24	13	13	0 91	5	July 24	5 91	Screw, ferry and coasting, Fort William, Lake Superior.
Starling	Niagara .....	.....	Not insp'd	12	6	.....	.....	.....	.....	Screw, excursion boat, Niagara.
Dime	Sault Ste. Marie .....	.....	do	9	7	.....	.....	.....	.....	do Ferry, Sault Ste. Marie.
Blanch Shelly	do .....	.....	do	Not registered.	.....	.....	.....	.....	.....	do Fishing boat do
Silver Spray	Silver Islet .....	.....	do	130	130	.....	.....	.....	.....	do Steam tender, Silver Islet.
Albert Dymont.....	Collingwood .....	.....	do	22	22	.....	.....	.....	.....	do Tug, Thessaon River Mills
Almeda Covell	Toronto.....	.....	do	9	9	.....	.....	.....	.....	do do Toronto Harbour Dredging.
America.....	do .....	.....	do	330	302	.....	.....	.....	.....	Screw, passenger and freight, Toronto and Montreal.
Argyle	Port Ryerse .....	.....	do	121	82	.....	.....	.....	.....	Side-wheel, fishing boat, Port Ryerse.
City of St. Catharines.	St. Catharines.....	.....	do	606	516	.....	.....	.....	.....	Screw, passenger and freight, Montreal and Duluth.
Chicora.....	Collingwood .....	.....	do	415	372	.....	.....	.....	.....	Side-wheel, passenger and freight, Collingwood and Duluth.
Dean	Gravenhurst.....	.....	do	7	7	.....	.....	.....	.....	Screw, tug, Muskoka Lakes.
D. P. Day	Dunnville .....	.....	do	15	6	.....	.....	.....	.....	do Grand River.
Enterprise.....	Port Dalhousie.....	.....	do	564	491	.....	.....	.....	.....	Screw, passenger and freight, Port Dalhousie and Oswego.

G. S. Hathaway	Collingwood.....	do	15	8	.....	.....	Screw, tug, Georgian Bay.
Isabella	Belle Ewart	do	43	14	.....	.....	do Lake Simcoe.
Jessie	Dunville	do	115	91	.....	.....	do Lake Erie.
Jennie G. Harper	Port Elgin	do	20	18	.....	.....	do Port Elgin.
Mary Ann	Collingwood	do	69	53	.....	.....	do Georgian Bay; a wrecker.
T. N. Nasmith	Port Colborne	do	49	36	.....	.....	Screw, tug, Welland Canal.
Wm. Hall	Port Robinson.....	do	50	31	.....	.....	do The Great Lakes.
Modoc	Killarney.....	do	26	11	.....	.....	Screw, lumber barge, Georgian Bay
Mystic.....	Windsor.....	do	51	37	.....	.....	do Tug, Detroit River.
Transit.....	Hamilton.....	do	82	53	.....	.....	Side-wheel, passenger and ferry, Burlington Bay.
Nipigon	do	do	604	384	.....	.....	Screw, passenger and freight, Montreal and Chicago.
Emma Munson.....	Frenchman's Bay.....	do	32	13	Screw, tug, Frenchman's Bay, dredging.
St. Clair	Thorold	do	36	15	Screw, tug, Welland Canal, dredging.

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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.	Total.	Remarks.
						\$ cts.	\$		\$ cts.	
Norseman	Port Hope	E. J. W. Burton	March 30	295	74	20 65	8	March 29	28 65	Side-wheel, passenger steamer, Lake Ontario.
Albert Wright	do	do	do 30	29	29	2 03	5	do 29	7 03	Screw tug, passenger steamer, Lake Ontario.
Pierpont	Kingston	W. R. Mingaye	April 2	149	82	10 43	8	April 1	18 43	Side-wheel, passenger, Kingston and Cape Vincent.
Maud	do	do	do 2	121	46	8 47	8	do 1	16 47	do do
John A. Macdonald	Garden Island	do	do 12	268	119	18 76	5	do 4	23 76	Side-wheel, tug, Montreal and Quebec.
Bay of Quinté	do	do	do 12	250	150	17 50	5	do 4	22 50	Side-wheel, tug, River St. Lawrence.
Chieftain	do	do	do 12	230	101	16 10	5	do 4	21 10	Side-wheel, tug, Lake Ontario and River St. Lawrence.
Traveller	do	do	do 12	208	58	14 56	5	do 4	19 56	do do do
Hiram A. Calvin	do	do	do 12	309	163	21 63	5	do 4	26 63	do do do
H. B. Sherwood	Kingston	do	do 17	36	21	2 52	5	do 4	7 52	Screw, tug, Bay of Quinté and River St. Lawrence.
Vanderbilt	do	do	do 18	169	90	11 83	5	do 19	16 83	Screw, freight, Parry Sound and Sarnia.
Water Lily	do	do	do 19	97	74	6 79	5	do 17	11 79	Screw, freight, Rideau Canal and River St. Lawrence.

Norman	do	.....	do	.....	20	151	112	10 67	5	do	23	15 57	do	do
Hastings	do	.....	do	.....	21	211	77	14 77	8	do	do	22 77	Side-wheel, passenger steamer, Bay of Quinte.	do
Glide	do	.....	do	.....	25	61	20	4 27	5	do	25	9 27	Screw, tug, River St. Lawrence and Lake Ontario.	do
Jessie Hall	do	.....	do	.....	26	56	29	3 99	5	do	27	8 99	Screw, tug, River St. Lawrence.	do
Adventure	do	.....	do	.....	26	156	108	10 93	5	do	25	15 93	Screw, freight, Rideau Canal, Bay and River.	do
Corsican	do	.....	do	.....	28	435	244	30 45	8	do	28	38 45	Side-wheel, passenger, Montreal and Hamilton.	do
Spartan	do	.....	do	.....	28	424	264	29 98	8	do	28	37 68	do	do
Algerian	do	.....	do	.....	28	914	425	63 98	8	do	28	71 98	do	do
Geneva	do	.....	do	.....	May 1	97	39	6 79	5	May	2	11 79	Screw, passenger, River St. Law- rence.	do
Lothair	Port Hope .....	.....	E. J. W. Burton .....	.....	do	2	248	24 57	5	do	11	29 57	Screw, freight, Montreal and Chicago.	do
Nile	Kingston .....	.....	W. R. Mingaye.....	.....	do	3	59	6 23	5	do	3	11 23	Screw, freight, Rideau Canal and River St. Lawrence.	do
Frank Perew	do	.....	do	.....	do	5	43	3 01	5	April	27	8 01	Screw, tug, River St. Lawrence.	do
Africa	do	.....	do	.....	do	5	352	24 64	8	May	5	32 64	Screw, passenger, Montreal and Chicago.	do
Elfin	do	.....	do	.....	do	10	74	5 18	5	do	18	10 18	Screw, tug, River St. Lawrence.	do
Oswego Belle	do	.....	Anthony Dixon .....	.....	do	10	463	379	32 41	8	do	8	40 41	Screw, passenger, Belleville and Oswego.
Alexandra.....	do	.....	John S. Clute .....	.....	do	12	285	19 95	8	do	6	27 95	Side-wheel, passenger, Trenton and Montreal.	do
D. C. West	do	.....	W. R. Mingaye.....	.....	do	12	60	4 20	5	do	10	9 20	Screw, passenger, Rideau Canal.	do
H. F. Bronson	do	.....	do	.....	do	14	101	7 07	5	do	14	12 07	Screw, tug, Lake Ontario and River St. Lawrence.	do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
Shannon	Picton	John S. Clute	May 17	39	25	2 73	5	April 19	7 73	Side-wheel, passenger, Bay of Quinté.
Empress of India	do	do	do 18	319	114	22 33	8	May 18	30 33	Side-wheel, passenger, Lake Ontario.
Picton	do	do	do 18	248	76	17 36	8	do 17	25 36	do do do
Utica	Trenton	do	do 18	49	36	3 43	5	do 19	8 43	Screw, passenger, Bay of Quinté.
Prince Edward	Belleville	Anthony Dixon	do 19	72	26	5 04	5	April 18	10 04	Side-wheel, passenger, Belleville and Prince Edward.
Elisa Bonar	do	do	do 19	25	12	1 82	5	May 18	6 82	Screw, tug, Bay of Quinté.
City of Kingston	Kingston	W. R. Mingsaye	do 21	283	176	17 71	8	do 21	25 71	Side-wheel, passenger, Rideau Canal and River St. Lawrence.
McArthur	Portsmouth	do	do 22	169	77	11 83	5	do 23	16 83	Screw, tug, Lake Ontario and River St. Lawrence.
Lily	Kingston	do	do 22	16	3	1 12	5	do 16	6 12	Screw, tug, Rideau Canal and River St. Lawrence.
S. S. Edsall	do	do	do 23	150	94	10 50	5	do 23	15 50	Screw, tug, Lake Ontario and River St. Lawrence.
Peerless	do	George Easton	do 23	26	15	1 82	5	do 22	6 82	Screw, passenger, Rideau Canal and River St. Lawrence.
Armenia	Picton	John S. Clute	do 29	110	85	7 63	8	April 20	15 63	Screw, passenger, Bay of Quinté and Burlington Bay.
Eleanor	Kingston	W. R. Mingsaye	do 30	23	11	1 61	5	May 4	6 61	Screw, tug, Rideau Canal.

Fiswood.....	Kingston	W. R. Mingaye.....	May 31	25	7	1 75	5	May 11	6 75	Screw, tug, Rideau Canal.
Flight.....	do	do	June 5	37	27	2 59	5	do 11	7 59	Screw, passenger, Kingston Harbour, and River St. Lawrence.
Mayflower	do	do	do 5	23	11	1 61	5	June 7	6 61	Screw, passenger, Rideau Canal.
Cruiser.....	Portsmouth	do	do 8	55	24	3 85	5	do 4	8 85	Screw, passenger, River and Gulf St. Lawrence and Ottawa.
Magnet	Kingston	do	do 9	427	279	29 89	8	do 7	37 89	Side-wheel, passenger, Montreal and Hamilton.
Fairy	Cobourg	Geo. Perry.....	do 12	9	6	0 63	5	do 12	5 63	Screw, passenger, Cobourg Harbour and vicinity.
Isaac Butts	Harwood.....	do	do 12	132	67	9 24	8	do 12	17 24	Side-wheel, freight, Rice Lake.
Whistle Wing.....	do	Jas. Stratton	do 12	31	17	2 17	5	do 12	7 17	Side-wheel, pass., Rice Lake and Otonabee River.
Maggie Sommerville	do	Geo. Perry	do 12	13	9	0 91	5	do 11	5 91	Screw, passenger, Rice Lake and Otonabee River.
St. Gollien Eye.....	do	Jas. Stratton	do 12	65	29	4 55	5	do 11	9 55	Side-wheel, passenger, Rice Lake and Otonabee River.
Tiger	Lakefield	do	do 13	3	2	0 21	5	do 13	5 21	Screw, passenger, Clear and Stony Lakes.
Col. Strickland	Stony Lake.. ..	do	do 14	57	44	4 03	5	do 22	9 03	Side-wheel, passenger, Clear and Stony Lakes.
Alu.....	Peterborough.....	do	do 14	35	35	2 45	5	do 13	7 45	Screw, tug, Rice Lake and Otonabee River.
Kincardine	Belleville	Anthony Dixon	do 19	176	132	12 23	8	do 27	20 32	Screw, passenger, Bay of Quinte and Lake Ontario.
Peterson's Ferry.....	Prince Edward	John S. Clute.....	do 19	9	9	0 63	5	do 13	5 63	Stern-wheel, passenger, Bay of Quinte.
Pilgrim	Mill Point.....	J. Benson.....	do 19	19	15	1 33	5	do 25	6 33	Screw, passenger, Bay of Quinte.
R. S. Sperry	Cornwall.....	R. K. Ballock.....	do 26	23	16	1 05	5	do 21	6 05	do do Lake St. Francis
Lorena	Prescott.....	H. Carman	do 27	9	9	0 36	5	do 27	5 36	do tug, River St. Lawrence.
R. Kendrick.....	Morrisburg	do	do 27	15	12	0 60	5	do 27	5 60	do] pass., do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
Eureka	Morrisburg	H. Carman	June 27	58	44	2 32	5	June 27	7 32	Screw, pass., River St. Lawrence.
Florence	Prescott	B. D. Jessup	do 27	4	4	0 28	5	May 27	5 28	do do do
St. John Baptiste	do	do	do 27	116	74	8 12	8	June 27	16 12	Side-wheel, passenger, River St. Lawrence.
Arctic	do	H. Carman	do 28	35	29	1 40	5	do 27	6 40	Screw, pass., River St. Lawrence.
McChaffey	Brockville	George Easton	do 28	42	29	2 94	5	May 4	7 94	do do do
Folford	do	do	do 28	3	3	0 21	5	June 28	5 21	do do do
Robert Anglin	Kingston	W. R. Mingaye	do 30	105	68	7 35	5	do 30	12 35	Screw, freight, Rideau Canal and River St. Lawrence.
Crusoe	do	do	July 2	28	15	1 96	5	do 30	6 96	Screw, passenger, Kingston Harbour and River.
New York	do	do	do 3	129	81	5 16	8	July 3	13 16	Side-wheel, pass., Bay of Quinte.
Herald	do	do	do 4	73	47	2 92	5	do 3	7 92	Screw, freight, Rideau Canal and River.
Clara Louise	do	do	do 4	26	14	0 80	5	do 4	5 80	Screw, pass., River St. Lawrence.
Marquis of Lorne	do	do	do 13	20	11	0 80	5	do 10	5 80	do do do
Lady Franklin	do	do	do 19	33	19	2 31	5	April 9	7 31	Screw, tug, River St. Lawrence and Harbour.
H. M. Mixer	do	do	do 19	21	9	0 84	5	July 20	5 84	do do do
Enterprise	Carleton Place	Z. Wilson	do 26	41	18	2 87	5	May 12	7 87	Side-wheel, tug, Mississippi Lake.

Witch of the Wave.....	do	.....	do	26	8	6	0 56	5 July	23	5 56	Screw, passenger	do
Morning Star.....	Charleston	George Easton.....	do	4	4	0 16	5 do	28	5 16	do	do	Charleston Lake.
Olive	Smith's Falls.....	Z. Wilson.....	Aug.	89	81	6 23	5 May	4	11 23	do	do	Rideau Canal.
Tramit.....	Prescott.....	H. D. Jessup.....	do	140	93	5 60	8 Aug.	8	13 60	Side-wheel,	passenger,	Prescott and Ogdensburg.
Mary Ann	Kingston.....	.....	Z. Wilson.....	do	42	32	2 94	5 May	5	7 94	Screw, tug,	Rideau Canal and Ottawa River.
Carlyle	Portsmouth .....	.....	W. R. Mingsaye.....	Sept.	11	128	5 12	5 Sept.	17	10 12	Screw, freight,	Rideau Canal and St. Lawrence River.
Saxon	Kingston	do	do	15	172	12 04	5 June	25	17 04	do	do	do
Wren.....	do	.....	do	do	20	71	2 84	5 Sept.	20	7 84	Screw, tug,	River St. Lawrence.
Portsmouth.....	Portsmouth .....	.....	Z. Wilson.....	do	20	153	9 24	5 July	16	14 24	Screw, freight,	Rideau Canal and River.
A. A. Thayer.....	Cornwall .....	.....	R. K. Bullock.....	do	28	20	1 33	5 Oct.	17	6 33	Screw, tug,	attending dredges, Cornwall Canal.
Kitty Friel	Portsmouth.....	.....	W. R. Mingsaye.....	Oct.	8	91	6 37	5 May	25	11 37	Screw, freight,	Rideau Canal and River.
Lily Nicholson.....	Kingston.....	.....	do	do	16	18	0 72	5 Oct.	16	5 72	Screw, pass,	River St. Lawrence.
Welshman	Ottawa.....	.....	Z. Wilson.....	Nov.	9	130	9 10	5 May	2	14 10	Screw, freight,	Rideau Canal and River Ottawa.
City of Hamilton.....	Garden Island.....	.....	Dues not paid.....	Not Insp'd	224	120	.....	.....	.....	.....	Side-wheel,	tug, not employed.
East.....	Kingston .....	.....	do	do	348	219	.....	.....	.....	.....	Screw, freight	do
Forest City.....	Harwood.....	.....	do	do	104	46	.....	.....	.....	.....	Side-wheel,	tug do
Grenville	Kingston.....	.....	do	do	21	11	.....	.....	.....	.....	Screw, tug	do
John Bright.....	Belleville.....	.....	do	do	30	14	.....	.....	.....	.....	do do	do
Indian	Kingston .....	.....	do	do	308	163	.....	.....	.....	.....	do freight	do
Jennie.....	Cornwall.....	.....	do	do	20	10	.....	.....	.....	.....	do passenger	do
Queen.....	Kingston.....	.....	do	do	87	55	.....	.....	.....	.....	Side-wheel	do do

STEAM VESSELS Inspected during the Year ended 31st December, 1877—East Ontario Division—Concluded.

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.....	Kingston.....	Dues not paid.....	Not Insp'd	281	111	.....	.....	.....	.....	Screw, tug, not employed.
Evs.....	Tretton.....	do	do ..	17	7	.....	.....	.....	.....	do passenger, private yacht.
Falcon.....	Brockville.....	do	do ..	13	7	.....	.....	.....	.....	do do do
No. of Steamers, 101..	.....	.....	.....	12393	6915	741 59	510	.....	1251 59	

JOHN TAYLOR,
Steamboat Inspector, East Ontario Division.

STEAM VESSELS inspected for the Year ended 31st December, 1877.

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.	
Grain Elevator No. 1.....	Montreal.....	W. Bleakley.....	April 23	95	.....	6 65	5	May 5	11 65	Elevating grain, Montreal Harbour.
do 10.....	do.....	do.....	do 23	100	.....	7 00	5	do 5	12 00	do do
do 11.....	do.....	do.....	do 23	100	.....	7 00	5	do 5	12 00	do do
do 3.....	do.....	do.....	do 23	95	.....	6 65	5	do 5	11 65	do do
do 6.....	do.....	do.....	do 23	100	.....	7 00	5	do 5	12 00	do do
do 9.....	do.....	do.....	do 23	100	.....	7 00	5	do 5	12 00	do do
do 8.....	do.....	do.....	do 23	132	.....	9 24	5	do 5	14 24	do do
do 5.....	do.....	do.....	do 23	95	.....	6 65	5	do 5	11 65	do do
do 2.....	do.....	do.....	do 23	95	.....	6 65	5	do 5	11 65	do do
do 7.....	do.....	do.....	do 23	98	.....	6 86	5	do 5	11 86	do do
Beaver.....	do.....	do.....	do 24	220	104	15 40	5	do 19	20 40	Side-wheel, tug, Montreal and Father Point.
Valetta.....	do.....	do.....	do 24	656	507	45 92	8	do 24	53 92	Screw, freight and passenger, Montreal and Pictou.
Canada.....	do.....	do.....	do 25	38	25	2 66	5	June 5	7 66	Centre-wheel, ferry, Montreal and St. Lambert.
Calumet.....	do.....	do.....	do 27	40	27	2 80	5	May 26	7 80	Screw, tug, Montreal Harbour.
W. C. Francis.....	do.....	do.....	do 30	37	13	2 59		do 28	7 59	do do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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. 1.....	Montreal	W. Bleakley	April 30	75 .....	.....	5 25	5	May 21	10 25	Elevating grain, Montreal Harbour.
Bohemian	Lachine	do	do	377	203	26 39	8	do 2	34 39	Side-wheel, passenger, Montreal and Cornwall.
St. Paul	Montreal	do	May 1	45	27	3 15	5	do 11	8 15	Screw, tug, Montreal H. C. Service
Dagmar	Lachine	do	do	141	55	9 87	8	do 2	17 87	Side-wheel, freight and passenger, Montreal and Carillon.
Atlas or Princess	do	do	do	180	40	12 60	8	do 2	20 60	Side-wheel, passenger, Montreal and Carillon.
Beauharnois	Caughnawaga.....	do	do	165	44	11 55	8	do 14	19 55	Side-wheel, passenger, Montreal and Beauharnois.
Georgiana.....	Montreal.....	do	do	53	28	3 71	5	do 16	8 71	Screw, tug, Montreal Harbour.
Montarville.....	Longueuil.....	do	do	253	114	17 71	8	do 4	25 71	Side-wheel, ferry, Montreal and Longueuil.
St. Helene.....	do	do	do	176	80	12 32	8	do 4	20 32	Side-wheel, ferry, Montreal and St. Helen's Island.
Rimouski.....	Montreal.....	do	do	105	34	7 35	8	do 8	15 35	Screw, passenger, Rimouski to steamships in Stream.
Express.....	Lachine.....	do	do	58	42	4 06	5	do 5	9 06	Screw, tug, Montreal and Ottawa.
John Brown.....	Montreal.....	do	do	87	28	6 09	5	do 11	11 09	do do H. C. Service.
St. James.....	do	do	do	91	54	6 37	5	do 11	11 37	do do do
Randolph.....	do	do	do	16	11	1 12	5	do 9	6 12	Screw, tug, Quebec Harbour.

Longueuil	Longueuil	do	do	do	10	303	189	21 56	8	do	4	29 56	Side-wheel, ferry, Montreal and Longueuil.
Caroline	Montreal	Z. Wilson	do	do	11	101	47	7 07	5	do	1	12 07	Screw freight and tug, Montreal and Ottawa.
Carillon	do	C. Carleton	do	do	11	39	9	2 73	5	do	4	7 73	Side-wheel, tug, Ottawa and Whitehall.
Laprairie	do	W. Bleakley	do	do	11	342	168	23 94	8	June	1	31 94	Side-wheel, ferry, Montreal and Laprairie.
Ivy	do	Z. Wilson	do	do	11	76	34	5 32	5	May	3	10 32	Side-wheel, tug, Montreal and Ottawa.
Wild Goose	do	W. Bleakley	do	do	12	30	.....	2 10	5	do	11	7 10	Centre-wheel, tug, about Bout de Lisle.
Wood	do	do	do	do	14	97	23	6 79	5	do	10	11 79	Side-wheel, tug, Montreal and Ottawa.
Agnes McMahon	do	Z. Wilson	do	do	14	81	47	5 67	5	do	1	10 67	Screw, tug, Ottawa & Whitehall.
Fawa	do	do	do	do	14	83	30	5 81	5	June	9	10 81	Side-wheel, tug do
St. Francis	do	W. Bleakley	do	do	15	803	471	56 21	8	May	15	64 21	Side-wheel, passenger, Montreal and Cornwall.
Louise	do	Z. Wilson	do	do	16	157	62	10 99	5	do	1	15 99	Side-wheel, freight and tug, Montreal and Ottawa.
Manitoba	do	W. Bleakley	do	do	18	135	66	9 45	8	do	18	17 45	Side-wheel, passenger, Montreal and Carillon.
C. J. Brydges	do	do	do	do	21	39	21	2 73	5	do	11	7 73	Screw, tug, Montreal and Bout de Pisle.
Oantin	do	do	do	do	21	74	50	5 18	5	do	5	10 18	Screw, tug, Ottawa and Lake Champlain.
Zebra	do	do	do	do	21	30	14	2 10	5	do	10	7 10	Screw, tug, Lachine Canal.
C. Anderson	do	do	do	do	22	84	.....	5 88	5	do	22	10 88	Screw, freight and tug, Montreal and Cornwall.
Matilda	do	do	do	do	22	86	22	6 02	5	do	22	11 02	Side-wheel, tug, Montreal and Ottawa.
National	do	do	do	do	23	121	76	8 47	8	do	22	16 47	Side-wheel; not employed.

STEAM VESSELS inspected for the Year ended 31st December, 1877—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. 4 ...	Montreal...	W. Bleakley	May 23	95	.....	6 65	5	5 May	11 65	Elevating grain, Montreal Harbour.
Mink	do	C. Carleton	do 23	52	22	3 64	5	do 31	8 64	Screw, tug, Ottawa and Whitehall.
St. George.....	do	W. Bleakley	do 23	49	31	3 43	5	do 23	8 43	Screw, tug, Lachine Canal.
St. William.....	do	do	do 23	49	31	3 43	5	do 23	8 43	do do do
St. Anne	do	do	do 25	17	12	1 19	5	do 25	6 19	do do do
Champion.....	do	do	do 26	124	36	8 68	5	do 26	13 68	do Montreal and Whitehall.
Vermont.....	do	do	do 28	117	47	8 19	5	June 7	13 19	Side-wheel, tug, Montreal and Chambly.
J. B. A.	do	do	do 28	124	23	8 68	5	May 25	13 68	Side-wheel, tug, Ottawa and Whitehall.
Canada	do	Z. Wilson.....	do 30	81	11	5 67	5	do 22	10 67	do do do
Arctic.....	do	do	do 30	104	61	7 23	5	do 1	12 28	Screw, freight and tug, Montreal and Ottawa.
Passport.....	do	W. Bleakley	do 31	346	184	24 22	8	do 2	32 22	Side-wheel, passenger, Montreal and Hamilton.
Corinthian	do	do	do 31	374	220	26 18	8	do 2	34 18	do do do
Port Neuf	Lachine	do	June 2	218	137	15 26	8	do 1	23 26	Side-wheel, ferry, Lachine and Caughnawaga.

Prince of Wales	do	do	214	68	14 98	8	do	2	22 98	Side-wheel, passenger, Lachine and Carillon.
C. W. Dennis.....	Montreal	do	17	8	1 19	5	June	6	6 19	Screw, tug, Lachine Canal.
Gatineau	do	Z. Wilson.....	121	85	8 47	5	May	1	13 47	do freight, Montreal and Ottawa.
Plover.....	do	W. Bleakley	45	16	3 15	5	June	12	8 15	Screw, tug, Lachine and Caughtawaga.
Albert.....	Lachine.....	do	104	30	7 28	5	do	7	12 28	Side-wheel, tug, Montreal and Ottawa.
Messenger.....	Montreal	do	28	18	1 96	5	do	19	6 96	Screw, tug, Lachine Canal.
Maid of Canada.....	do	do	314	225	21 98	8	do	25	29 98	Side-wheel, pass.; not employed.
Lincoln.....	do	do	82	43	5 74	5	do	7	10 74	do tug, Ottawa and Grenville.
White Bird.....	do	do	18	9	1 26	5	do	4	6 26	Side-wheel, tug, Lachine and Carillon.
Rothsey.....	do	do	839	627	Dues not paid.					Side-wheel, passenger, Montreal and Quebec.
Dandy.....	do	Z. Wilson.....	46	15	3 22	5	April	28	8 22	Screw, tug, Ottawa and Whitehall.
James Worthington.....	Buckingham	W. Bleakley	32	21	2 24	5	July	20	7 24	Centre-wheel, tug and passenger, Livres River.
Tim Doyle.....	Montreal.....	do	20	14	1 40	5	do	28	6 40	Screw, tug, Lachine Canal.
Queen Victoria.....	Ottawa.....	Z. Wilson.....	217	156	15 19	8	April	20	23 19	Side-wheel, passenger, Ottawa and Grenville.
Edie May	do	C. Carleton.....	9		0 63	5	June	28	5 63	Screw, passenger, Ottawa and Kettle Island.
Rover.....	do	W. Bleakley	114	25	7 98	5	do	7	12 98	Side-wheel, tug, Ottawa and Grenville.
Champlain.....	do	do	117	47	8 19	5	do	7	13 19	do do
Swan	do	Z. Wilson.....	39	9	2 73	5	do	18	7 73	Screw, tug, Ottawa and Grenville.
Mac	do	J. Bartram	86	21	6 02	5	do	1	11 02	Side-wheel, do do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
Gatineau	Ottawa.....	J. Bartram.....	Aug. 14	94	52	6 88	5	June 1	11 58	Side-wheel, Ferry, Ottawa and Gatineau Point.
Jane.....	do	Z. Wilson.....	do	99	49	6 93	5	April 18	11 93	Side-wheel, tug, Ottawa and Grenville.
Frances	Hull.....	do	do	37	8	2 59	5	May 1	7 59	Screw, tug, Ottawa and Lake Champlain.
Peerless.....	Ottawa.....	do	do	1039	570	72 73	8	April 20	80 73	Side-wheel, passenger, Ottawa and Grenville.
Spray	do	do	do	11	6	0 77	5	June 30	5 77	Screw, ferry, Ottawa and Hull.
Emerald.....	Aylmer	do	do	90	56	6 30	5	May 8	11 30	Side-wheel, tug and passenger, Aylmer and Pontiac.
Resolute	do	do	do	36	23	2 52	5	April 27	7 52	Screw, tug, Aylmer and Pontiac.
Monitor.....	do	do	do	144	58	10 08	5	June 25	15 08	Side-wheel, tug, do
Chaudière.....	Pontiac.....	do	do	234	68	16 38	5	May 8	21 38	do do
Jessie Cassels	Pontiac	do	do	265	181	18 55	8	May 8	26 55	Side-wheel, passenger, Aylmer and Pontiac.
Empress	Chapeau.....	do	do	188	97	13 16	8	do	21 16	Side-wheel, passenger, Bryson and Chapeau.
Sir John Young	do	do	do	158	56	11 06	5	do	16 06	Side-wheel, tug, Bryson and Chapeau.
Pembroke.....	Pembroke	do	do	62	57	4 34	5	do	9 34	Side-wheel, tug, Pembroke and Joachim.

Ripple.....	do	do	18	14	8	0 98	5	Aug.	21	5 98	Screw, ferry, Pembroke, Alouette Island
O. O. Kelly	do	do	18	308	153	21 56	5	May	8	26 56	Side-wheel, tug and passenger, Pembroke and Joachim.
John Egan.....	do	do	18	238	98	16 66	8	do	3	24 66	Side-wheel, tug and assenger, Pembroke and Joachim.
Mattawa	Deux Rivières	do	20	22	15	1 54	5	do	3	6 54	Screw, passenger, Deux Rivières and Mattawa.
Deux Rivières	do	do	20	84	34	5 88	5	do	8	10 88	Side-wheel, passenger, Deux Rivières, Roche Capitaine.
Kippewa.....	Roche Capitaine.....	do	21	43	7	3 01	5	do	8	8 01	Side-wheel, passenger, Roche Capitaine and Joachim.
Allouette.....	Allouette Lake.....	do	21	22	16	1 54	5	do	4	6 54	Side-wheel, tug, Allouette Lake.
A. H. Baldwin.....	Sand Point.....	do	22	177	98	12 39	5	do	8	17 39	Screw, do Chats Lake.
Alliance.....	Pontiac	do	22	191	167	13 37	5	do	8	18 37	Side-wheel, tug and passenger, Chats Lake.
Reclair	Hawkesbury	W. Bleakley	24	7	1	0 49	5	Aug.	28	5 49	Side-wheel, ferry, Grenville and Hawkesbury.
Manxman.....	do	do	24	74	46	2 96	5	Sept.	11	7 96	Centre-wheel, tug, about Hawkesbury.
Nymph	do	do	24	74	43	2 96	5	July	27	7 96	Side-wheel, ferry, Grenville and Hawkesbury.
Como	Grosse Point.....	do	24	75	47	3 00	5	Sept.	5	8 00	Side-wheel, tug, Carillon and Grenville.
British America.....	Point Fortune	do	24	84	52	3 36	5	do	3	8 36	Side-wheel, tug, Carillon and Lachine.
Aurora	do	do	24	125	78	5 00	5	July	5	10 00	Side-wheel, tug, Carillon and Lachine.
Nil Desperandum	Carillon.....	do	24	27	18	1 08	5	Sept.	18	6 08	Centre-wheel, ferry, Carillon and Point Fortune.
Maude	Grenville.....	Z. Wilson.....	25	133	43	9 31	5	April	20	14 31	Side-wheel, tug, Ottawa and Grenville.

STEAM VESSELS Inspected for the Year ended 31st December, 1877—Montreal Division—Concluded.

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.	
John Hevey	Montreal.....	Z. Wilson	Aug. 31	19	13	1 33	5	June 27	6 33	Screw, tug, Ottawa and Montreal.
Charles M. Riter.....	Montreal.....	W. Bleakley.....	Sept. 5	35	24	1 40	5	Aug. 31	6 40	Screw, tug, Lachine Canal.
Philip Becker.....	do	do	do 6	26	19	1 12	5	do 31	6 12	do do
John Hickler	do	do	do 10	38	26	1 52	5	do 31	6 52	do do
Boston	Carillon.....	do	do 14	150	72	6 00	5	Sept. 13	11 00	Side-wheel, tug, Carillon and Grosse Point.
Shickluna	Montreal	do	do 18	54	22	3 78	5	May 1	8 78	Screw, tug, Ottawa & Whitehall.
Engineer.....	Ottawa.....	Z. Wilson.....	Oct. 3	27	9	1 89	5	do 4	6 89	do do do
Caribou	Grenville.....	W. Bleakley.....	do 5	114	63	4 56	5	Oct. 6	9 56	do do Montreal.
		Total.....	.....	1534	7470	990 42	649	.....	1639 42	

STEAMERS NOT INSPECTED.

Mark Twain.....	95	64	.....	.....	.....	.....	.....	Not employed.
City of Ottawa.....	123	65	.....	.....	.....	.....	.....	do
New York.....	176	53	.....	.....	.....	.....	.....	do
Chain Tug.....	136	76	.....	.....	.....	.....	.....	do
Maggie Bell.....	146	82	.....	.....	.....	.....	.....	do
H. H. Whitney.....	.....	Not measured.	.....	.....	.....	.....	.....	do
Ivanhoe.....	62	33	.....	.....	.....	.....	.....	do
City of St. John's.....	709	518	.....	.....	.....	.....	.....	Employed part of season.
Bets.....	92	63	3 68	5	Aug. 31	8 68	do	do
W. Bleakley.....	1539	954	3 68	5	.....	.....	8 68	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....

JOHN BURGESS,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1877.
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.	
Terrebonne.....	Sorel.....	G. Pelletier.....	April 7	193	55	13 51	8	April 25	21 51	Side-wheel, passenger, Montreal and L'Assomption.
Sorel.....	do	do	do 14	86	43	6 02	5	do 25	11 02	Side-wheel, passenger, Berthier and Sorel.
Berthier	do	do	do 14	350	153	24 50	8	do 25	32 50	Side-wheel, passenger, Berthier and Montreal.
St. Peter.....	do	do	do 14	43	29	3 01	5	do 16	8 01	Screw, tug, dredge tender.
St. John.....	do	do	do 16	55	37	3 85	5	May 7	8 85	do do
St. Francis.....	do	do	do 16	55	37	3 85	5	do 7	8 85	do do
Cultivateur.....	do	do	do 17	694	437	48 58	8	do 1	56 58	Side-wheel, passenger, Chambly and Montreal.
Chambly.....	do	do	do 18	238	76	16 06	8	April 25	24 66	do do
Montreal.....	do	do	do 18	670	284	30 90	8	do 25	47 90	Side-wheel, passenger, Montreal and Quebec.
Fire Fly.....	do	do	do 18	92	46	6 44	5	do 25	11 44	Side-wheel, passenger, Sorel and St. Francis.
John Pratt.....	do	do	do 19	70	21	4 90	5	May 7	9 90	Screw, tug, dredge tender.
Richelieu.....	do	do	do 19	126	68	8 82	5	do 7	13 82	Side-wheel, tug, dredge tender.
Maskenonge	do	do	do 20	33	25	2 31	5	April 25	7 31	do passenger, Maskenonge River.

Rivière du Loup	do	do	do	do	20	89	52	6 23	5	do	25	11 23	Side-wheel, passenger, Rivière-du-Loup.
Minnie F. Parsons	do	do	do	do	20	45	23	3 15	5	May	7	8 15	Screw, tug, dredge tender.
Quebec	do	do	do	do	21	838	527	58 66	8	April	25	66 66	Side-wheel, passenger, Montreal and Quebec.
John Young	do	do	do	do	21	163	103	11 41	5	May	7	16 41	Side-wheel, tug, Buoys and Lights.
Boston	do	do	do	do	21	177	33	12 30	5	April	21	17 30	do do Montreal and Quebec.
Bourgeois	do	do	do	do	21	171	93	11 97	8	July	21	19 97	Side-wheel, passenger, Three Rivers and Ducett's Landing.
Rocket	do	do	do	do	23	387	172	27 09	8	April	7	35 09	Side-wheel, passenger and tug, Montreal and Father Point.
Trois Rivières	do	do	do	do	23	502	225	35 21	8	do	25	43 21	Side-wheel, passenger, Montreal and Three Rivers.
Deltisle	do	do	do	do	24	45	17	3 15	5	May	7	8 15	Screw, tug, dredge tender.
Hope	do	do	do	do	24	126	40	8 82	5	June	25	13 82	Side-wheel, tug, Chambly and Montreal.
Canada	do	do	do	do	24	644	503	45 08	8	April	25	53 08	Side-wheel, passenger, Montreal and Quebec.
Berthier	do	do	do	do	26	76	29	5 32	5	June	22	10 82	Side-wheel, passenger and tug, Three Rivers and St. Geneviève.
St. Louis	do	do	do	do	26	34	23	2 38	5	May	7	7 38	Screw, tug, dredge tender.
Victoria	do	do	do	do	26	274	144	19 18	5	June	25	24 18	Side-wheel, tug, Montreal and Sorel.
John	do	do	do	do	28	203	99	14 21	5	do	25	19 21	Side-wheel, tug, Montreal and Chambly.
L'Assomption	do	do	do	do	May	4	28	2 73	5	April	25	7 73	Centre-wheel, passenger, River St. Lawrence.
M. K. D.	do	do	do	do	4	108	37	7 56	5	June	22	12 56	Side-wheel, tug, Ottawa and St. Lawrence Rivers.
Lucie	do	do	do	do	5	25	17	1 75	5	do	25	6 75	Centre-wheel, tug, River Nicolet.

STEAM VESSELS Inspected for the Year ended 31st December, 1877—Three Rivers—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.
J. B. Maxwell	Sorel	G. Peltier	April 9	338	177	\$ 23 66	\$ 8	May 14	31 66	Side-wheel, tug and passenger, River St. Lawrence.
Star	do	do	do	366	200	25 62	8	do 19	33 62	Side-wheel, tug and passenger, Ottawa and St. Lawrence.
Castor	St. Geneviève.....	do	do	92	58	6 44	5	do 22	11 44	Side-wheel, tug, St. Geneviève and Quebec.
Laval	Three Rivers.....	do	do	90	65	6 30	5	do 23	11 30	Side-wheel, passenger, Three Rivers and St. Angele.
Arthur.	St. Maurice.....	do	do	15	7	1 05	5	June 28	6 05	Side-wheel, tug, St. Maurice River.
Milford.	Sorel.....	do	do	95	46	6 65	8	May 28	14 65	Centre-wheel, passenger, Montreal and St. Johns.
La Tuque	St. Maurice.....	do	do	49	31	3 43	5	do 29	8 43	Side-wheel, tug, Three Rivers and Quebec.
St. Maurice.	do	do	do	48	31	3 36	5	do 29	8 36	Side-wheel, tug, St. Maurice River.
Abanakis.....	Sorel.....	do	June 6	83	26	5 81	5	June 6	10 81	Centre-wheel, tug, St. Francis and Sorel.
Quaker City	do	do	do	139	86	9 73	5	May 19	14 73	Screw, tug, Montreal and Chambly.
Mattawan	do	Wm. Bleakley.....	do	612	389	42 84	8	June 22	50 84	Screw, tug, passenger, Quebec and Chicago.

Cyres	do	G. Peltier	do	18	30	19	2 10	5	do	21	7 10	Centre-wheel, tug, St. Lawrence River.
Grace	Newport, Vt	C. S. Chennel	do	20	9	6	0 63	5	Aug.	4	5 63	Screw, passenger, Lake Magog.
Nora	Georgeville	C. S. Chennel	June	20	60	19	4 20	5	June	5	9 20	Side-wheel, tug, Lake Magog
Minnie	do	do	do	20	38	26	2 66	5	Aug.	8	7 66	Centre-wheel, ferry, Georgeville and Bolton.
Lady of the Lake	Magog	do	do	20	278	175	19 46	8	June	5	27 46	Side-wheel, passenger, Lake Magog
Charlemagne	Sorel	G. Peltier	do	25	15	11	1 05	5	do	25	6 05	Centre-wheel, tug, St. Lawrence River.
Marie	do	do	July	2	23	15	1 61	5	do	11	6 61	do do
Mouche au Jeux	Pointe au Tremble	Wm. Bleakley	Aug.	8	20	13	0 80	5	Sept.	25	5 80	Centre-wheel, tug, Point au Trembles and Charlemagne.
Cultivateur	Charlemagne	G. Peltier	do	9	16	11	0 64	5	Oct.	31	5 64	Centre-wheel, ferry, Point au Trembles and Charlemagne.
St. Leon	Rivière-du-Loup	do	do	22	25	16	1 75	5	Sept.	11	6 75	Centre-wheel, passenger, Rivière-du-Loup.
Polino	Sorel	do	Nov.	12	807	524	32 28	8	Nov.	14	40 28	Screw, freight, Montreal and Gulf Ports.
Abyssinian	Not running and not inspected.	do	do	do	610	359	.....	.....	.....	.....	.....	Side-wheel, passenger.
Meteor	do	do	do	do	252	109	.....	.....	.....	.....	.....	do tug.
Ignatius Tyler	do	do	do	do	105	21	.....	.....	.....	.....	.....	do do
Bismarck	do	do	do	do	18	10	.....	.....	.....	.....	.....	Centre-wheel, tug.
Total 57 Vessels .....				.....	10784	6926	660 62	313	.....	.....	973 62	

XAVIER BEFORT,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1877.

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.
						\$ cts.	\$		\$ cts.	
Progress.....	Indian Cove, Lévis	J. W. Dunscob,	April 11	690	267	48 30	8	April 11	56 30	Screw propeller, towing, Quebec and Gulf.
Beaver.....	do	do	do	146	100	10 22	8	do	18 22	Screw propeller, pass. and freight, Quebec and Campbelltown, N.B.
Montmagny.....	Quebec	do	do	199	112	13 93	8	do	21 93	Side-wheel, passenger, Quebec and St. Thomas.
Champion.....	Indian Cove, Lévis	do	do	185	96	12 95	5	do	17 95	Screw propeller, towing, Montreal and Gulf.
Béancour.....	Quebec	do	do	184	116	12 8	8	do	20 88	Side-wheel, passenger, Quebec and Lothinière.
Miramichi.....	do	do	do	722	491	50 54	8	do	58 54	Side-wheel, passenger, Quebec and Montreal and Pictou, N.S.
Lake.....	Dinning's Boom, Quebec.	do	do	145	89	10 15	5	do	15 15	Screw propeller, towing, Montreal and Gulf.
Rival.....	Wolf's Cove, Que.	do	May	125	36	8 75	8	May	16 75	Side-wheel, ferry, Murray Bay and St. Denis Wharf.
South.....	Lévis	do	do	255	160	17 85	8	do	25 85	Side-wheel, ferry, Quebec and Lévis
Angloise.....	do	do	do	153	97	10 71	5	do	15 71	do towing, Montreal and Father Point.
Sampson.....	do	do	do	168	106	11 76	5	do	16 76	Side-wheel, towing, Saguenay River
St. George.....	do	do	do	202	128	14 14	8	do	22 14	do ferry, Quebec and Lévis

Hercules.....	do	do	2	14 00	5	do	2	19 00	do Bic.	towing, Montreal and
Royal	Dinning's Quebec.	do	3	18 20	5	do	3	23 20	Side-wheel, Montreal.	towing, Quebec and
Maid of Orleans	Quebec	do	3	8 33	8	do	3	16 33	Side-wheel, ferry, Orleans Island.	Quebec and
North.....	Lévis.....	do	9	26 53	8	do	9	34 53	Side-wheel,ferry,Quebec and Lévis	
Express.....	Indian Cove, Lévis	do	8	7 00	8	do	11	15 00	do passenger, Quebec and St. John, Orleans Island.	
Tiger	Quebec	do	8	9 87	8	do	8	17 87	Side-wheel, passenger, Quebec and St. Ann.	
City.....	do	do	8	3 64	5	do	3	8 64	Side-wheel, tug, Quebec Harbour.	
James	New Liverpool.....	do	11	8 89	8	do	3	16 89	do ferry, Quebec and New Liverpool.	
Eugenie	Quebec	do	9	9 73	8	do	3	17 73	Side-wheel, passenger, Quebec and St. Nicholas.	
Prince Edouard.....	Lévis	do	11	11 27	8	do	9	19 27	Screw, propeller, winter ferry, Quebec and Lévis.	
Arctic	do	do	10	10 71	8	do	9	18 71	do do do	
Rhoda	Indian Cove, Lévis	do	11	12 74	5	do	12	17 74	Side-wheel, towing, Montreal and Father Point.	
Etoile	Quebec	do	12	10 64	8	do	11	18 64	Side-wheel, passenger,Quebec and Grandines.	
Conqueror No. 2.....	Dinning's Boom, Quebec.	do	11	16 31	5	do	11	21 31	Side-wheel, towing, Montreal and Gulf.	
Dauntless	do	do	11	5 67	5	do	11	10 67	Screw, propeller, tug, Quebec Har- bour.	
Margaret.....	do	do	23	4 69	5	do	11	9 69	do do do	
Norwegian	do	do	16	9 10	5	do	16	14 10	Screw, propeller, towing, Montreal and Bic.	
Champion No. 2.....	Lévis	do	16	22 61	5	do	17	27 61	Side-wheel, towing, Montreal and Gulf.	

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
William.....	Quebec.....	J. W. Dunscumb...	May 17	208	131	14 56	5	May 18	19 56	Side-wheel, towing, Quebec and Montreal.
St. Antoine.....	do	do	do 28	158	100	11 06	8	do 15	19 06	Side-wheel, passenger, Quebec and St. Antoine.
Gatineau	Lampson's Boom, Quebec.	do	do 18	175	79	12 25	5	do 18	17 25	Side-wheel, towing, Quebec and Montreal.
Flora	Lévis.....	do	do 19	50	25	3 50	5	do 28	8 50	Screw, propeller, tug, Quebec Harbour.
Hero	Lampson's Boom, Quebec.	do	do 21	209	137	14 63	5	do 21	19 63	Side-wheel, towing, Quebec and Montreal.
C. W. Jones	do	do	do 23	37	24	2 59	5	do 22	7 59	Screw, propeller, tug, Quebec Harbour.
Providence	do	do	do 28	133	26	9 31	5	do 22	14 31	Side-wheel, towing, Quebec and Montreal.
Aurelia	do	do	June 4	32	19	2 24	5	June 8	7 24	Screw, propeller, tug, Quebec Harbour.
Challenger	do	do	do 5	67	36	4 69	5	do 3	9 69	do do do
Activity.....	do	do	do 4	15	6	1 05	5	do 4	6 05	do do do
Resolute	do	do	do 6	139	40	9 73	5	do 6	14 73	Screw, propeller, towing, Montreal and Bic.
Reindeer.....	Quebec	do	do 6	127	64	8 89	5	do 6	13 89	Screw, propeller, towing, Montreal and Brandy Fots.

Rover.....	do	do	...	do	42	26	2 94	5	do	6	7 94	Screw, propeller, tug, Quebec Harbour.
St. Joseph	do	do	...	do	22	6	1 54	5	do	8	6 54	Side-wheel, tug, Quebec Harbour.
Clyde	do	do	...	do	237	149	16 69	8	do	8	24 59	Side-wheel, passenger, Quebec and Kamouraska.
Asilda	do	do	...	do	24	14	1 68	5	do	8	6 68	Screw, propeller, tug, Quebec Harbour.
St. Andrew.....	Lampson's Cove, Quebec.	do	...	do	218	137	15 26	5	do	8	20 26	Side-wheel, towing, Montreal and Bic.
Gertie	do	do	...	do	17	9	1 19	5	do	8	6 19	Screw, propeller, tug, Quebec Harbour.
Ranger.....	do	do	...	do	241	152	16 87	5	do	8	21 87	Side-wheel, towing, Montreal and Bic.
St. Croix.....	Quebec	do	...	do	226	126	15 82	8	do	8	23 82	Side-wheel, passenger, Quebec and St. Croix.
Kate	Lévis.....	do	...	do	24	16	1 68	5	do	9	6 68	Screw, propeller, tug, Quebec Harbour.
Conqueror No. 1	Quebec	do	...	do	199	15	13 93	5	do	12	18 93	Side-wheel, towing, Montreal and Gulf.
Humber	do	do	...	do	13	3	0 91	5	do	11	5 91	Screw, propeller, tug, Quebec Harbour.
Bee.....	Lévis	do	...	do	61	32	4 27	5	do	16	9 27	Side-wheel, towing, Quebec and Batiscan.
Saguenay	Lampson's Cove, Quebec.	do	...	do	1,077	654	75 39	8	do	21	83 39	Side-wheel, passenger, Quebec and Chicoutimi.
Union	do	do	...	do	687	432	48 09	8	do	21	56 09	do do
Hector	Lévis	do	...	do	80	50	5 60	5	do	27	10 60	Side-wheel, towing, Quebec and Montreal.
Sensation	Lampson's Cove, Quebec.	do	...	do	15	4	1 05	5	do	21	6 05	Screw, propeller, tug, Quebec Harbour.
Patrick Murphy.....	do	do	...	do	10	4	0 70	5	do	21	5 70	do do
Fairy.....	do	do	...	do	13	7	0 91	5	do	18	5 91	do do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.
St. Catherine	Lampson's Boom, Québec,	J. W. Dunscomb...	June 22	8	5	\$ 0 56	5	June 22	5 56	Screw, propeller, tug, Quebec Harbour.
Merrimac.....	do	do	do	89	26	6 23	5	do 23	11 23	do do do
L. W. G.....	do	do	do	11	7	0 77	5	do 21	5 77	do do do
Margaretha Stevenson.....	do	do	do	114	66	7 98	8	do 26	15 98	Screw, propeller, towing and passenger, Montreal and Bic.
Maud.....	do	do	do	50	34	3 50	5	do 27	8 50	Side-wheel, passenger, Quebec and St. Antoine.
Amanda	Hall's Boom, Québec.	do	do	11	5	0 77	5	do 27	5 77	Screw, propeller, tug, Quebec Harbour.
Lady Dufferin	Lampson's Boom, Québec.	do	July 6	5	3	0 20	5	July 6	5 20	do do do
Hope.....	do	do	do	15	6	0 60	5	do 12	5 60	do do do
Robert Stokes	do	do	do	14	5	0 56	5	do 13	5 56	do do do
Secret.....	do	do	do	466	293	18 64	8	do 16	26 64	Side-wheel, passenger, Montreal and Picton, N.S.
Victory.....	do	do	do	42	15	1 68	5	do 5	6 68	Screw, propeller, tug, Quebec Harbour.
Ruby	Lévis.....	do	do	5	3	0 20	5	do 19	5 20	do do do
Albion	Lampson's Boom, Québec.	do	Aug. 28	171	108	6 84	5	Aug. 28	11 84	Side-wheel, towing, Quebec and Montreal.

Canada	do	...	do	...	28	144	10	5 76	5	do	28	10 76	do	do	do
Eclipse	do	...	do	...	29	216	33	8 64	5	do	28	13 64	do	do	do
Helen	do	...	do	...	29	135	85	5 40	5	do	28	10 40	do	do	do
Mersey	do	...	do	...	30	60	34	2 40	5	do	28	7 40	Screw, propeller, tug, Quebec Harbour.	do	do
Shannon	do	...	do	...	30	64	29	2 56	5	do	28	7 56	do	do	do
St. Charles	do	...	do	...	30	117	65	4 68	5	do	28	9 68	Side-wheel, towing, Quebec and Montreal.	do	do
G. R. Souter	Blais Boom, Quebec.	...	do	Sept. 5	11	5	5	0 44	5	Sept. 1	5 41	5 41	Screw, propeller, tug, Quebec Harbour.	do	do
Betsiamits	Betsiamits .....	...	do	Oct. 3	50	30	30	2 00	5	do	29	7 00	Side-wheel, towing, Betsiamits Rivér.	do	do
Swallow	Quebec .....	...	do	Oct. 8	3	2	2	0 12	5	Sept. 29	5 12	5 12	Screw, propeller, tug, Quebec, Harbour.	do	do
Victor	do .....	...	do	do 17	35	18	18	1 40	5	Nov. 16	6 40	6 40	do	do	do
Fire Fly	do .....	...	do	do 20	28	14	14	1 12	5	do 16	6 12	6 12	Side-wheel, tug, Quebec Harbour.	do	do
Acadian	do .....	...	do	Sept. 25	939	596	596	37 56	8	do 21	45 56	45 56	Screw, propeller, freight, Quebec and Pictou, N.S.	do	do
do (for 1876)	do .....	...	do	.....	939	596	596	65 73	8	do 28	73 73	73 73	do	do	do
Honkey Dorey	Lampson's Cove, Quebec.	...	do	June 22	5	3	3	0 20	5	do 24	5 20	5 20	Screw, propeller, tug, Quebec Harbour.	do	do
Bienvenu	do	...	do	May 15	648	374	374	45 36	8	June 21	53 36	53 36	Side-wheel, passenger, Quebec and St. Jean Deschailions.	do	do
St. Lawrence	do	...	do	do 11	869	469	469	60 83	8	do 7	68 83	68 83	Side-wheel, passenger, Quebec and Chicoutimi.	do	do
Rupert	Not inspected nor running.	...	do	.....	250	76	76	.....	.....	.....	.....	.....	Side-wheel, not running nor inspected.	do	do
Scotchman	do	...	do	.....	89	56	56	.....	.....	.....	.....	.....	do	do	do
Quebec	do	...	do	.....	92	56	56	.....	.....	.....	.....	.....	do	do	do
Mary	do	...	do	.....	60	22	22	.....	.....	.....	.....	.....	do	do	do

STREAM VESSELS Inspected for the Year ended 31st December, 1877—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.
						\$	\$		\$	
L. A. Sénécal	Not inspected nor running.			69	32					Screw, propeller, not running nor inspected.
L. Tourville	do			72	33					do do
Powerful	do			199	126					Side-wheel, partly burnt and hauled on slip.
Contest	do			231	90					Side-wheel, strength, and hauled on slip.
Total, 96				17055	9274	1043 76	529		1,572 76	

JOS. SAMSON,
Steamboat Inspector.

STEAM VESSELS inspected for the year ended 31st December, 1877—Continued.

MARITIME PROVINCES.

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.	
Earl Dufferin.....	St. John, N.B.....	J. R. Ruel.....	Feb. 26	170	77	11 90	8	Feb. 22	19 90	Screw, passenger, Bay of Fundy, N.B.
Richard Doan.....	do	do	March 5	70	47	4 90	5	March 5	9 90	Screw, tug, St. John, N.B.
Norman	do	do	do 6	46	12	3 22	5	do 5	8 22	do do
Victor.....	do	do	do 8	29	9	2 03	5	do 8	7 03	do do
St. John.....	do	do	do 10	47	32	3 29	5	do 10	8 29	do do
Flamborough.....	do	do	do 16	670	455	46 90	8	do 16	54 90	Screw, freight steamer, St. John, N.B.
G. D. Hunter.....	do	do	do 17	67	54	4 69	5	do 12	9 69	do tug, St. John, N.B.
May Queen.....	do	do	do 28	502	141	35 14	8	April 13	43 14	Paddle, passenger, St. John River
Venezia	Halifax, N.S.....	William Ross.....	do 31	655	507	45 85	8	March 31	53 85	Sea-going, freight and passenger.
Admiral	St. John, N.B.....	J. R. Ruel.....	April 3	158	99	11 06	8	April 10	19 06	Paddle, tug, River St. John, N.B.
Ada G.....	do	do	do 4	102	30	7 14	8	do 10	15 14	do do
Sunbury.....	do	do	do 5	184	108	12 88	8	do 10	20 88	do do
David Weston.....	do	do	do 6	765	552	53 55	8	do 13	61 55	Paddle, passenger do
Starr	do	do	do 9	461	128	32 27	8	do 20	40 27	do do
Dominion.....	do	H. A. Hood.....	do 10	574	300	40 18	8	do 16	48 18	Screw, passenger, St. John, N.B.; Yarmouth, N.S.; Boston, U.S.

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
George Shattuck.....	Halifax, N.S.....	William Ross.....	April 12	362	287	25 34	8	April 12	33 34	Screw, passenger, Halifax to St. Pierre.
Albert	Pictou, N.S.....	D. McDonald.....	do 14	174	87	12 18	8	do 14	20 18	Screw, passenger, Pictou to Magdalen Islands.
Gipsy	do	do	do 16	16	11	1 19	5	do 14	6 19	Screw, steam yacht, Pictou, N.S.
Mayflower.. ..	do	do	do 16	377	169	26 39	8	do 16	34 39	do ferry boat do
Tiger	St. John, N.B.....	J. R. Ruel.....	do 18	105	19	7 35	8	March 21	15 35	Paddle, tug, River St. John, N.B.
General	do	do	do 18	159	25	11 13	8	do 21	19 13	do do
Lincoln.....	do	do	do 20	87	32	6 09	5	do 21	11 09	do do
Empress	do	do	do 20	929	660	65 03	8	April 13	73 03	Paddle, pass., Bay of Fundy, N.B.
St. George.....	do	do	do 21	37	18	2 59	5	do 20	7 59	Screw, tug, St. John, N.B.
Prince Arthur	do	do	do 21	544	343	38 08	8	do 25	46 08	Paddle, pass., St. John River, N.B.
Henry Hoover	Halifax, N.S.....	Wm. Ross	do 24	34	32	2 38	5	do 24	7 38	Screw, tug, Halifax, N.S.
Goliath.....	do	do	do 24	114	40	7 98	8	do 24	15 98	do do
Soulanges.....	St. John, N.B.....	A. F. Street	May 3	318	200	22 26	8	do 30	30 26	Paddle, pass., St. John River, N.B.
City of Fredericton.....	Fredericton, N.B....	do	do 9	252	196	17 64	8	May 9	25 64	Stern-wheel, do
Maryville	do	do	do 9	25	25	1 75	5	do 11	6 75	Paddle, ferry, Fredericton, N.B.
Forty-Second.....	do	do	do 10	49	49	3 43	5	do 16	8 43	do do

New Dominion	do	...	do	.....	do	10	18	18	1 26	5	do	14	6 26	do
Xyphias	do	...	do	.....	do	11	46	46	3 22	5	do	14	8 22	Paddle, tug,
Bismarck	do	...	do	.....	do	11	49	10	3 43	5	do	10	8 43	do
G. A. Good	Kingsport, N.S.	E. Rand	do	.....	do	22	74	64	5 25	5	Aug.	11	10 25	Paddle, pass., Minas Basin, N.S.
Enterprise	St. John, N.B.	J. R. Ruel	do	.....	do	24	72	72	5 04	5	May	16	10 04	do ferry, Millidgeville, N.B.
Geo. W. Johnson	Yarmouth, N.S.	H. A. Hood	do	.....	do	26	72	35	5 04	5	do	26	10 04	Screw, tug, Yarmouth, N.S.
Alida	do	do	do	.....	do	28	64	22	4 55	5	do	28	9 55	do do
J. C. Vail	St. John, N.B.	J. R. Ruel	June	.....	June	1	28	14	1 96	5	June	18	6 95	Paddle, ferry, Gondola Point, N.B.
Utopia	St. Andrews, N.B.	J. A. Moran	do	.....	do	4	17	17	1 19	5	do	2	6 19	Screw, ferry, St. George, N.B.
Wm. Stroud	St. Stephens, N.B.	H. Webber	do	.....	do	6	229	82	16 03	8	do	6	24 03	do pass., St. Stephens, N.B.
Fred. Clinch	St. John, N.B.	J. R. Ruel	do	.....	do	7	13	3	0 91	5	July	2	5 91	do tug, Musquash, N.B.
Princess of Wales	Summerside, P.E.I.	D. Currie	do	.....	do	8	935	630	65 45	8	do	12	73 45	Paddle, pass., P.E.I., N.B. & N.S.
St. Frank	do	C. W. Strong	do	.....	do	12	96	46	6 72	5	June	15	11 72	do ferry, Summerside, P.E.I.
Lion	Georgetown, P.E.I.	C. Owen	do	.....	do	13	20	20	0 80	5	July	7	5 80	Screw, ferry, Georgetown, P.E.I.
Winnie	do	D. Currie	do	.....	do	13	12	9	0 81	5	June	13	5 81	do tug, Charlottetown, P.E.I.
Heather Belle	Charlottetown, P.E.I.	do	do	.....	do	14	181	95	12 95	8	do	14	20 95	Paddle, passenger, P. E. Island.
Henry Atkins	do	do	do	.....	do	14	38	26	2 70	5	do	13	7 70	Screw, tug do
Southport	do	do	do	.....	do	15	239	186	16 73	8	do	14	24 73	Paddle, ferry, Charlottetown, P.E.I.
Elfin	do	do	do	.....	do	15	122	34	8 54	8	do	14	16 54	do do do
St. Lawrence	do	do	do	.....	do	15	845	675	59 15	8	do	15	67 15	Paddle, pass., P. E. Island, Nova Scotia and New Brunswick.
Daisy	Pictou, N.S.	D. McDonald	do	.....	do	16	10	7	0 70	5	do	11	5 70	Screw, ferry, Pictou, N.S.
Tiger	do	do	do	.....	do	16	60	38	4 20	5	May	29	9 20	do tug do
Alpha	do	do	do	.....	do	16	36	25	2 52	5	June	14	7 52	do do do

STEAM VESSELS Inspected for the Year ended 31st December, 1877—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.	
M. A. Starr	Halifax, N.S.....	Wm. Ross.....	June 19	244	166	17 08	8	June 19	25 08	Screw, pass., coastwise, Pictou, N.S.
Robert Burns.....	do	do	do 19	89	81	6 23	5	do 20	11 23	do steam scow, Halifax, N.S.
Whisper	do	do	do 20	10	8	0 77	5	do 20	5 77	do yacht do
Water Boat.....	do	do	do 20	6	6	0 42	5	do 20	5 42	do water boat do
Annie Stuart.....	do	do	do 20	35	21	2 45	5	do 22	7 45	do tug boat do
59 Carrie	do	do	do 21	6	2	0 42	5	do 20	5 42	do yacht do
Sierra.....	do	do	do 21	3	3	0 21	5	do 20	5 21	do do do
Arrow.....	do	do	do 21	10	8	0 70	5	do 22	5 70	do do do
Andover.....	Newcastle, N.B.....	R. B. Haddow	do 11	185	139	7 40	8	July 12	15 40	Stern-wheel, passenger, Miramichi River, N.B.
New Era.....	do	do	do 11	54	43	2 16	5	do 11	7 16	Paddle, ferry, Newcastle, N.B.
Sultan.....	do	do	do 12	50	15	2 00	5	do 11	7 00	Screw, tug do
Lady Dufferin	do	do	do 12	47	28	1 88	5	do 12	6 88	Paddle, ferry do
Derby	do	do	July 12	7	5	0 28	5	July 12	5 28	Screw, steam yacht, Newcastle, N.B.
Teaser	Chatham, N.B.....	D. Ferguson	do 13	42	24	1 68	5	do 12	6 68	Paddle, ferry boat, Chatham do
St. Patrick	do do	do	do 14	52	13	2 08	5	do 13	7 08	Screw, tug do do
East Riding	Dalhousie do	Wm. Montgomery..	do 16	85	43	5 95	5	June 23	10 95	Paddle, tug, Dalhousie do
Gipsy	Bathurst do	Wm. J. O'Brien.....	do 17	53	22	2 12	5	July 18	7 12	do do Bathurst do

éle	Chatham do ...	D. Ferguson	do	18	76	59	3 04	5	do	13	8 04	Screw, tug, Chatham	do
Laddie	do do ...	do	do	18	42	42	1 08	5	do	13	6 68	do do	do
Gladator	Richibucto do ...	H. Livingston	do	20	70	36	2 80	5	do	19	7 80	do do	Richibucto
Dot	St. John do ...	J. R. Ruel	do	23	37	9	1 48	5	do	20	6 48	do do	St. John
Derigo	do do ...	do	do	26	57	21	3 99	5	June	29	8 99	do do	do
Neptune	do do ...	do	do	26	52	19	2 08	5	Aug.	3	7 08	do do	do
Edgar Stuart	Halifax, N.S.	Wm. Ross	Aug.	21	246	183	9 84	8	do	21	17 84	Screw, passenger, coastwise, N.S.	
Delta	do do	do	do	21	643	428	25 72	8	do	25	33 72	do do	Halifax, N.S., to West Indies.
Captain	St. John, N.B.	J. R. Ruel	do	24	68	21	4 76	5	Mar.	21	9 76	Screw, tug, St. John, N.B.	
Herules	do do	do	do	24	87	23	6 09	5	do	21	11 09	do do	
Wellington	Pictou, N.S.	D. McDonald	do	31	75	20	3 00	5	Aug.	22	8 00	Paddle, tug, Antigonish, N.S.	
Dragon	do do	do	do	31	136	136	9 52	8	April	16	17 52	do do	Pictou do
Fawn	St. John, N.B.	J. R. Ruel	Sept.	4	621	426	24 84	8	Sept.	4	32 84	Paddle, passenger, St. John River.	
Effort	do do	do	do	4	23	19	0 92	5	Aug.	13	5 92	Screw, steam yacht	do
Onaugondy	do do	do	do	15	294	98	11 76	8	Sept.	21	19 76	Paddle, ferry, St. John, N.B.	
Richmond	Grandique, C.B.	J. Flynn	do	22	44	44	1 76	5	do	28	6 76	do do	Grandique, C.B.
Neptune	Sydney, C.B.	C. E. Leonard	do	24	138	72	5 52	8	do	25	13 52	Paddle, passenger, Bras d'Or Lake, C.B.	
Lady of the Lake	do	do	do	24	61	32	2 44	5	do	25	7 44	Paddle, ferry, Sydney, C.B.	
Unicorn	do	do	do	25	46	20	1 84	5	do	25	6 84	Screw, tug,	do
Annie	do	do	do	25	13	8	0 52	5	do	26	5 52	do do	do
Dolphin	Lingan, C.B.	R. Laffin	do	27	72	45	2 88	5	do	26	7 88	Paddle, tug, Lingan, C.B.	
C. M. Cates	Little Glace Bay, C.B.	C. H. Rigby	do	28	40	42	1 84	5	Oct.	1	6 84	Screw, tug, Little Glace Bay, C.B.	
L. Boyer	Caledonia, C.B.	D. McKeen	do	28	56	56	2 24	5	Sept.	29	7 24	do do	Caledonia, C.B.

STEAM VESSELS Inspected for the Year ended 31st December, 1877—Maritime Provinces.—Concluded.

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.	
D. P. Ingraham.....	Cow Bay, C.B.....	Wm. Bown.....	Sept. 29	140	84	5 60	8	Oct. 1	13 60	Screw, tug, Cow Bay, C.B.
W. T. Mason.....	do	do	do 29	15	15	0 60	5	Sept. 29	5 60	do
Scud.....	St. John, N.B.....	J. R. Ruel.....	Nov. 2	481	285	19 24	8	Nov. 1	27 24	Paddle, pass., Bay of Fundy, N.B....
Chebueto.....	Halifax, N.S.....	Wm. Ross	do 22	108	108	4 32	8	Oct. 8	12 32	do ferry, Halifax, N.S.
Sir C. Ogie.....	do	do	do 22	126	126	5 04	8	do 8	13 04	do
Mic Mac.....	do	do	do 22	150	150	6 00	8	do 8	14 00	do
A. C. Whitney.....	do	do	do 23	60	60	2 40	5	Nov. 23	7 40	Screw, tug, do
Daisy.....	do	do	do 23	47	8	1 88	5	do 24	6 88	do
Winnie.....	do	do	do 23	2	1	0 08	5	Sept. 8	5 08	do steam yacht, Halifax, N.S.
Lion.....	Wallace, N.S.....	Wm. McNab.....	Not insp'd	10	10	0 40	5	Nov. 29	5 40	do tug, Wallace, N.S.
Alpha.....	Summerside, P.E.I.....	C. W. Strong.....	do	222	149	Laid up, not in use				do freight, Summerside, P.E.I.
Speck.....	St. John, N.B.....	J. R. Ruel.....	do	36	8	do		do		do tug, St. John, N.B.
Xanthus.....	do	do	do	64	23	do		do		do
Steam Crain Scow.....	Halifax, N.S.....	Wm. Ross	do	21	16	do		do		do crain scow, Halifax, N.S.
La Have.....	Bridgewater, N.S.....	H. A. Harley.....	do	42	42	1 68	5	Dec. 11	5 68	do tug, Bridgewater, N.S.
Western Extension.....	St. John, N.B.....	J. R. Ruel.....	Dec. 18	424	424	16 96	8	do 18	24 96	Paddle, ferry, St. John, N.B.
Total 110 Steamers.....				17284	10883	1043 58	650			1963 58

STEAM VESSELS Inspected for the Year ended 31st December, 1877.
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.	
Maude	Victoria.....	Wymond Hamley.....	Jan. 2	213	156	14 98	8	Jan. 8	22 98	Passenger and freight, Victoria to Nanaimo.
Grappler.....	do	do	do 8	185	128	13 02	8	do 8	21 02	Passenger and freight, Victoria to Wrangel.
Etta White.....	do	do	Feb. 7	97	82	6 86	5	Feb. 8	11 86	Tug, Victoria and Burrard Inlet.
Royal City	do	do	March 31	438	322	30 72	8	April 2	38 72	Passenger and freight, New Westminster to Yale.
Leviathan	do	do	April 2	28	19	1 96	5	do 3	6 96	Tug, Fraser River.
Reliance	New Westminster..	Wm. Henry Lowe..	do 3	219	121	15 35	8	May 23	23 35	Passenger and freight, New Westminster to Yale.
Emma.....	Victoria.....	Wymond Hamley..	do 12	35	25	2 45	5	April 20	7 45	Tug, Victoria and Nanaimo.
Glenora	do	do	do 13	193	149	13 58	8	do 13	21 58	Passenger and freight, New Westminster to Yale.
Gertrude, ..	do	do	do 16	301	178	21 14	8	do 18	29 14	Passenger and freight, Stickeen River.
Cariboo Fly	do	do	May 17	301	231	21 14	8	June 4	29 14	Passenger and freight, Victoria to Nanaimo.
Alexander.....	do	do	do 19	331	191	23 24	8	May 21	31 24	Tug, Victoria and Burrard Inlet.
Leonora	Burrard Inlet.....	Isaac Johns	July 13	33	18	2 31	5	July 13	7 31	Tug and ferry boat do
Union.....	do	do	do 13	39	25	2 73	5	do 19	7 73	Tug, Burrard Inlet.
Lily.....	do	do	do 13	9	4	0 63	5	do 19	5 63	Ferry boat do

STEAM VESSELS inspected for the Year ended 31st December, 1877—British Columbia—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspec- tion.	Gross Tonnage	Registered Ton- nage.	Tonnage Dues.	Inspection Fees.	Date of Pay- ment.	Totals.	Remarks.
Maggie	Burrard Inlet.....	Isaac Johns.	July 16	71	49	\$ 5 02	\$ 5	July 19	\$ cts. 10 02	Tug, Burrard Inlet.
Otter.....	Victoria.....	Wymond Hamley ..	do 30	289	219	11 57	8	Aug. 3	19 57	Passenger and freight, Victoria to Wrangell.
Isabel	do	do	Aug. 7	407	300	16 32	8	do 8	24 32	Passenger and freight, Victoria to Puget Sound.
Marten.....	Kamloops.....	do	do 18	375	282	15 04	8	Sept. 3	23 04	Passenger and freight, Kamloops Lake.
St Kamloops	do	do	do 19	21	11	0 84	5	do 3	5 84	Freight boat, Kamloops Lake.
Victoria.....	Quesnelle	do	do 25	364	282	14 60	8	do 5	22 60	Passenger and freight, Soda Creek to Quesnelle.
Enterprise	Victoria.....	do	Sept. 20	542	442	21 72	8	do 24	29 72	Passenger and freight, Victoria to New Westminster.
Beaver	do	do	Oct. 20	159	109	6 40	8	Oct. 20	14 40	Tug, Victoria and Burrard Inlet.
Ada.....	New Westminster..	Wm. Henry Lowe..	Nov. 16	71	56	2 85	5	Nov. 20	7 85	Freight and tug, New West- minster and Nanaimo.
Gem	do ..	do ..	do 16	60	27	2 44	5	Dec. 3	7 44	Passenger and freight, Fraser River.
Pilot	Victoria.....	Wymond Hamley ..	Dec. 1	183	107	7 32	8	do 3	15 32	Freight and Tug, Victoria and Nanaimo.
Total 25 vessels.....	.....	.....	.....	4973	3541	274 23	170	.....	444 23	

THOS. WESTGARTH,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1877.

MANITOBA DIVISION.

Name of Vessels.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Keewatin.....	Lower Fort Garry.	Geo. B. Spencer....	May 1	24	23	1 75	5	April 24	6 75	Side-wheel, passenger and freight, City of Winnipeg and Selkirk.
Swallow	do ..	do	do 7	38	33	2 66	5	do 24	7 66	Stern-wheel, passenger and freight, City of Winnipeg and Selkirk.
City of Winnipeg	Port of Winnipeg.	do	do 17	15	10	1 05	5	May 5	6 05	Ferry, City of Winnipeg and St. Boniface, N.B., a rope ferry, assisted by steam.
Colville.....	Lower Fort Garry.	Geo. B. Spencer....	do 23	164	134	11 48	5	do 26	16 48	Twin-screw, freight, Lower Fort Garry and Grand Rapids.
Northcote ..	Grand Rapids.....	.....	Aug. 28	461	290	.....	.....	.....	.....	Stern-wheel, freight, Grand Rapids to Edmonton; surveyed same day as inspected.
Prince Rupert	Lower Fort Garry.	Geo. B. Spencer....	Sept. 27	30	28	2 10	5	May 15	7 10	Side-wheel, tug, on Red and Assiniboine Rivers.
Total, 6 vessels				733	519	19 04	25		44 04	

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1877; 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 DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Admiral D. D. Porter.	24-77	Screw ...	Wood ...	152-75	108-91	Wilmingon, Del., U.S., 1864	Tug, Montreal and Bic.
Northern Belle.....	45-12	do	do ...	322-21	219-10	Port Huron, U.S., 1875.....	Passenger and freight, Georgian Bay Ports
Myrtle.....	6-37	do	do ...	26-73	13-35	St. Catherine, 1877.....	Passenger, Wanbaushene and Penetanguishene.
Clara.....	2-00	do	do ...	11-51	7-83	Barrie, 1877.....	Passenger, ferry, Kemperfeldt Bay.
Mocking Bird.....	19-26	do	do ...	45-12	35-72	Buffalo, U.S., 1877.....	Tug, Welland Canal.
Sandford Davis.....	9-40	do	do ...	33-55	19-79	Collingwood, 1877.....	Fishing tug, Collingwood and Mink Island.
Mary Anne.....	3-70	do	do ...	9-74	5-90	Buffalo, U.S., 1877.....	Tug, Pike Bay.
Helen	2-00	do	do ...	10	10	Southampton, 1877.....	Fishing tug, Saugeen.
Sarah E. Day.....	1-26	do	do ...	4-69	4-36	Buffalo, 1872.....	Tug, Little Pike Bay.
Josephine.....	13-74	do	do ...	81-30	55-28	Gibraltar, U. S., 1870.....	do and freight, Thames and Detroit Rivers.
Henry Smyth.....	19-26	do	do ...	54	37	Wallaceburg, 1877.....	do Sydenham and St. Clair Rivers. -
Maganettawak.....	30-12	do	do ...	208-10	179-22	Byng Inlet, 1877	Passenger and freight, Georgian Bay Ports.
Northern.....	6-69	Side-wheel.....	do ...	98-63	62-14	Port Sydney, 1877.....	Passenger and freight, Port Sydney, Port Vernon.

Parker	60-48	Screw	do ...	170	105	Detroit, U.S., 1861	River tug, Detroit River.
Leslie	11-31	do	do ...	11	6	Buffalo, U.S., 1868	do Lachine Canal.
Prince Alfred	76-93	do	do ...	275	190	Sarnia, 1860	River tug, Detroit River, purchased from Dominion Government.
Totals	332 43			1513-73	1069-60		

W. J. MENEILLEY,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1877, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

EAST ONTARIO DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Cruiser.....	6	Screw	Wood ..	55	24	Portsmouth	Passenger steamer, Private Yacht.
Fairy	3	do	do ..	9	6	Cobourg.....	do Cobourg Harbor and vicinity.
Herald.....	8	do	do ..	73	47	Detroit, U.S.....	Freight steamer, Rideau Canal and River St. Lawrence.
Lorena.....	3	do	do ..	9	9	Ogdensburg, U.S.	Tug steamer, River St. Lawrence.
Mayflower.....	4	do	do ..	23	11	Kemptville.....	Passenger, steamer, Rideau Canal.
Morning Star.....	3	do	do ..	4	4	Fort Covington, U.S.....	do Charleston Lake.
New York.....	35	Side-wheel.....	do ..	129	81	Ogdensburg, U.S.....	do Bay of Quinté.
Pilgrim.....	3	Screw	do ..	19	15	Mill Point.....	do do
R. S. Sperry.....	8	do	do ..	23	16	Fayetteville, N.Y., U.S.....	do Lake St. Francis.
Transit.....	22	do	do ..	140	93	Clayton, U.S.	do River St. Lawrence.
McArthur.....	50	do	do ..	169	77	Portsmouth.....	Tug, steamer, River St. Lawrence.
Total, 11 Steamers.....	145	.....	.....	653	393		

JOSEPH TAYLOR,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
St. George	36.54	Screw	Wood ..	49	31	Montreal	Towing on Lachine Canal.
William	36.54	do	do ..	49	31	do	do
Tim Doyle	20.54	do	do ..	20	14	Buffalo	do
James Worthington.....	27.08	Centre Wheel	do ..	32	21	Buckingham	Towing and carrying passengers, Lièvres River.
Beta	14.00	Screw	do ..	92	63	Quebec	Carrying freight, Ottawa River.
	134.70			242	160		

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

THREE RIVERS DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
F. B. Maxwell.	43-57	Side-wheel.	Wood	338	177	Sorel	Passenger and tug, River St. Lawrence.
Star.	47-08	do	do	366	200	do	do Ottawa and St. Lawrence.
Bourgeois	18-71	do	do	171	93	do	Passenger, Three Rivers and Duquet's Landing.
Lucie	6-60	Centre-wheel.	do	25	17	do	Tug, Nicolet River.
St. Léon.	4-08	do	do	25	16	Rivière du Loup.	Passenger, Rivière du Loup.
Grace	2-70	Screw	do	9	6	Newport, Vt.	do Lake Magog.
Minnie	10-32	Centre-wheel.	do	38	26	Bolton.	Ferry, Georgeville and Bolton.
Total, 7 Steamers	133-06			972	535		

XAVIER BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1877; their Class and Horse-power; whether of Wood or Iron their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Champion No. 2.....	63	Side-wheel.....	Wood...	323-42	81-18	Lévis.....	Towing, Montreal and Gulf.
Hunkey Doré.....	3	Screw.....	do...	4-52	3-07	Quebec.....	Tug, Quebec Harbour.
Ruby.....	3	do.....	do...	5-48	3-73	Lévis.....	do do
Robert Stoker.....	5	do.....	do...	13-72	5-06	Quebec.....	do do
Rupert.....	75	Side-wheel.....	do...	250-00	75-81	do.....	Intended for towing between Montreal & Bic.
Swallow.....	3	Screw.....	do...	3-79	1-90	do.....	Tug, Quebec Harbour.
Total, 6 Steamers....	152			600-93	170-75		

JOS. SAMSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1877; 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.
Arrow	2	Passenger	Wood	10	8	Halifax, N.S.	Screw, steam yacht, Halifax, N.S.
Soulanges	75	do	do	318	200	Fredencton, N.B.	Paddle, St. John River, N.B.
St. Daisy	2	do	do	10	7	Pictou, N.S.	Screw, ferry, Pictou, N.S.
Prince Arthur	95	do	do	544	343	St. John, N.B.	Paddle, passenger, St. John River, N.B.
W. T. Mason	25	Tug	do	15	15	United States	Screw, Cow Bay, C.B.
Wellington	20	do	do	75	20	Antigonish, N.S.	Paddle, Antigonish, N.S.
Richard Doan	45	do	do	70	47	United States	Screw, St. John, N.B.
Total, 7 steamers	264	.....	.....	1,042	640		

WM. M. SMITH,
Steamboat Inspector, Maritime Provinces Division.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Alexander	106	Side-wheel	Wood ...	331.61	191.56	Nyas River, B.C.	Tug, Victoria and Burrard Inlet.
Pilot	32	Screw	do ...	183.11	107.19	Portland, Oregon	Freight and tug, Victoria and Nanaimo.
Total, 2 steamers	138	.....	.....	514.72	298.75		

THOS. WESTGARTH,
Steamboat Inspector, British Columbia Division.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

PROVINCE OF MANITOBA.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Keewatin.	6-05	Side-wheel.....	Wood....	24-86	23-24	Winnipeg.....	Passenger and freight, Red and Assinaboine Rivers.
Swallow	6-18	do	do ...	38-00	33-00	Burlington, Iowa, U.S.....	do do do
City of Winnipeg.....	5-85	Centre-wheel.....	do ...	15 00	10-00	Winnipeg.....	Ferry, from City of Winnipeg to St. Boniface.
Colville	28-00	Twin-screw	do ...	164-41	134-38	Grand Falls, U.S., and completed at Lower Fort Garry.	Freight, Lake Winnipeg.
Northcote	39-72	Stern-wheel	do ...	461-34	290-65	Grand Rapids.....	do Saskatchewan River.
Prince Rupert	17-24	Side-wheel.....	do ...	30-00	28-00	Brokenhead River, Manitoba.	Tug, Red and Assinaboine Rivers.
Total, 6 steamers.....	103-49			733-61	519-27		

EDWARD R. ABELL,
Steamboat Inspector for Manitoba.

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, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

WEST ONTARIO.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Algoma	119.68	Side-wheel..	Wood...	768	623	Detroit, U.S., 1863	Passenger and freight, Collingwood and Duluth.
Cumberland	91.56	do	do	418	228	Port Robinson, 1871.....	do
Hero	19.26	Screw	do	38	19	Hamilton, 1861.....	Tug, Sydenham and St. Clair Rivers.
Lily Kerr.....	30.12	do	do	58	26	St. Catharines, 1869.....	do Georgian Bay.
Ogemah	26.40	Side-wheel	do	102	75	Fenelon Falls, 1864.....	do and freight, Lindsay Lakes.
Ranger.....	19.14	do	do	53	40	Lindsay, 1864.....	do
Wm. Seymour.....	21.39	Screw.....	do	77	46	Goderich, 1860.....	Passenger, Owen Sound and Manitoulin.
Excursion.....	13.74	do	do	93.05	88.05	Lindsay, 1873.....	Tug and freight, Lindsay Lakes.
Total, 8 steamers.....	341.29			1597.05	1145.05		

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, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EAST ONTARIO DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Norfolk	32	Side-wheel	Wood....	70	42	Port Rowan.....	Passenger steamer on Bay of Quinté.

JOSEPH TAYLOR,
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, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Prince Arthur.....	60	Side-wheel.....	Wood ...	239	169	Sand Point.....	Carrying passengers on Chats Lake; burn in the month of May.

JOHN BURGESS,
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 31st December, 1877; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

THREE RIVERS DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed
Star.....	47.08	Side-wheel.....	Wood...	205	41	Montreal.....	Tug, Montreal and Carillon.
King Bird.....	6.60	Centre-wheel.....	do...	18	10	Rivière du Loup.....	Tug, Montreal and Rivière du Loup.
St. Nicolas.....	18.71	Side-wheel.....	do...	82	52	St. Nicolas.....	Passenger, Trois Rivières and St. Angele.
Total, 3 steamers.....	72.39			305	103		

XAVIER BEFORT,
Steamboat Inspector.

QUEBEC DIVISION.

Nil.

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, 1877; 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.
Peril	80	Freight.. ..	Wood...	638	471	United States.....	Screw, Halifax, N.S., to United States.
Scud	4	Passenger	do ...	8	2	do	Screw, steam yacht, Halifax, N.S.
Total, 2 steamers.....	84	.....	.....	646	473		

W.M. M. SMITH, *Steamboat Inspector.*

BRITISH COLUMBIA.

Nil.

THOMAS WESTGARTH, *Steamboat Inspector.*

MANITOBA DIVISION.

None returned for Manitoba.

W. J. MENEILLY, *Steamboat Inspector for West Ontario.*

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877, 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. \$ cis.
Armstrong, John.....	L.	.....	1876	2	.....	1876	2	1877.	Morrisburg.....	Eureka.....	Taylor.....	1877.	5 00
Anderson, Wm.....	3	.....	1870	2	5	.....	.....	April.....	Port Colbourne.....	Revoked, 1876.....	Board.....	do.....	1 00
Atkins, Wm.....	.....	1	1872	1	5	1871	1	March.....	Annapolis, N.S.....	Nil.....	do.....	do.....	1 00
Arcand, Hercule.....	2	.....	1860	2	16	.....	.....	May.....	Montreal.....	Arabian.....	do.....	do.....	2 00
Allison, J. L.....	.....	1	1876	1	1	1875	1	July.....	Morrisburg.....	R. Kendricks.....	do.....	do.....	1 00
Anderson, Henry.....	3	.....	1877	2	.....	1876	1	October.....	Montreal.....	Rimouski.....	do.....	1878.	9 00
Armstrong, Wm.....	2	.....	1861	1	17	.....	.....	do.....	Ottawa.....	Frances.....	do.....	do.....	3 00
Arcand, John.....	2	.....	1869	4	6	.....	.....	do.....	Sorel.....	R. Du Loup.....	do.....	do.....	5 00
Arpin, Louis.....	2	.....	1860	1	18	.....	.....	do.....	St. Hugues.....	Nil.....	do.....	do.....	1 00
Auger, Edward.....	.....	1	1868	2	9	.....	.....	do.....	Lévis.....	Activity.....	do.....	do.....	1 09
Aubain, Michel.....	2	.....	1860	1	18	.....	.....	do.....	St. Nicholas.....	Humber.....	do.....	do.....	1 00
Audette, Pierre.....	3	.....	1860	1	18	.....	.....	do.....	St. A.....	Samson.....	do.....	do.....	1 00
Allan, Bradford.....	.....	1	1874	2	3	.....	.....	do.....	St. John, N.B.....	Captain.....	do.....	do.....	5 00
Allan, A. B.....	3	.....	1871	3	5	1870	1	do.....	Chatham.....	Relief.....	do.....	do.....	5 00
Allan, Herman.....	.....	1	1871	2	6	1876	1	do.....	St. John, N.B.....	General.....	do.....	do.....	1 00

Andrews, Jas.....	1	1877	1	1	1	1876	1	do	Bathurst.....	Gipsy	do	do	1 00
Andrews, Alex.....	1	1875	3	1	1	.....	1	do	St. John, N.B.....	Dominion.....	do	do	1 00
Anderson, John	3	1869	2	8	.....	.....	.....	do	Pictou, N.S.....	Gipsy	do	do	1 00
Adams, Edward	1	1872	1	6	.....	.....	.....	do	Kingston.....	Nil.....	do	do	5 00
Alexander, Jas.....	2	1865	2	12	.....	.....	.....	do	St. Louis.....	Pictou.....	do	do	1 00
Allan, Jas	2	1870	1	8	.....	.....	.....	do	Garden Island.....	Bay of Quinté.....	do	do	1 00
Allison, W. H.....	1	1876	2	1	.....	.....	.....	do	Morrisburg.....	Eureka.....	do	do	6 00
Armstrong, John.....	2	1876	2	1	1876	4	.....	do	do	Arcic.....	do	do	1 00
Arnold, John	1	1870	2	7	.....	.....	.....	do	Kingston.....	Hastings.....	do	do	1 00
Avis, Joseph.....	2	1877	2	.....	.....	.....	December.	do	Sarnia.....	Manitoba.....	do	do	5 00
Abbs, George.....	2	1877	2	.....	.....	.....	do	do	Nottawa.....	Nil.....	do	do	5 00
Anderson, Wm.....	3	1869	2	7	.....	.....	do	do	Port Colborne.....	Mary.....	do	do	1 00
Andrews, Wm.....	3	1878	1	.....	.....	.....	do	do	Toronto.....	Nil.....	do	do	5 00
Anderson, Dugald B..	3	1874	4	1	1875	1	do	do	Waubashene.....	Prince Alfred.....	do	do	5 00
Aston, John W.....	2	1877	2	.....	.....	.....	do	do	Allandale.....	Emily May.....	do	do	5 00
Arpin, Louis, jun.....	2	1868	3	8	.....	.....	do	do	Montreal.....	Carillon.....	do	do	1 00
Allan, Geo. W.....	1	1871	1	7	.....	.....	do	do	Yarmouth.....	Nil.....	do	do	1 00
Alexander, N. S.....	3	1876	1	2	.....	.....	do	do	Halifax.....	Beta.....	do	do	1 00
Burns, Henry.....	3	1869	1	8	.....	.....	April	do	Kingston.....	W. T. Robb.....	do	do	1 00
Boice, Hugh.....	2	1870	1	7	.....	.....	do	do	St. John, N.B.....	Speck.....	do	do	1 00
Brunette, Honore	1	1870	2	6	.....	.....	do	do	Lachine.....	Mattawan.....	do	do	1 00
Burton, John.....	1	1861	1	16	.....	.....	do	do	Montreal.....	Peerless.....	do	do	1 00
Bell, J. E.....	3	1869	1	8	.....	.....	do	do	Port Dalhousie.....	Alma Munro.....	do	do	2 00
Breckenridge, J.....	L.	1875	2	1	1877	1	do	do	Collingwood.....	P. E. McK.....	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the year ended 31st December, 1877—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.
Barras, Cleophas	L.	.....	.....	.....	.....	1877	1	1877.	Levis	L. N. G.	Samson.	1877.	\$ cts
Braund, Henry.	3	.....	1861	1	16	.....	.....	May	St. Catherines....	Alma Munro	Board	January....	5 00
Battelle, Fred	L.	.....	1876	1	1	1877	1	do	Kingston.	H. C. Rothwell	Taylor.....	do	1 00
Brown, James.....	.....	3	1872	1	5	.....	.....	do	Niagara.	City of Toronto....	Board.....	do	5 00
Bellais, Francis .....	.....	1	1870	1	7	1869	1	do	Montreal	St. Catherines	do	do	1 00
Boyd, Isaac.....	L.	.....	1876	2	.....	1877	1	July.....	Garden Island....	R. Anglin.....	Taylor.....	do	1 00
Barron, George	2	.....	1868	1	9	.....	.....	do	Kingston.....	Elfin.....	Board	do	2 00
Banks, Erastus .....	.....	3	1872	1	5	1871	1	January..	Toronto.....	Nil	Board	do	1 00
Broule, Henry .....	.....	1	1871	2	5	1871	1	do	Sorel.....	Berthier.....	do	do	1 00
Beaudet, Noel.....	3	.....	1867	1	10	.....	.....	do	do	Express	do	do	1 00
Brampton, James.....	.....	1	1870	3	5	.....	.....	do	Port Robinson....	Minerva	do	do	2 00
Banks, J. D.....	3	.....	1869	1	8	.....	.....	do	Toronto.....	Globe Office	do	do	1 00
Brooks, Alfred.....	L	.....	.....	.....	.....	1877	1	do	Detroit	Joanes.....	Meneilley.....	do	5 00
Bentley, Fred. J.....	.....	1	1874	2	2	1873	2	February..	Kingston.....	Excavator	Board	do	1 00
Botard, Pierre.....	3	.....	1866	2	10	.....	.....	do	Montreal	Beaver.....	do	do	1 00
Brackenbury, T. C.....	.....	3	1875	1	2	1874	1	March	Brighton	J. McEdward.....	do	do	1 00

Bonfort, Xavier.....	1	1872	3	3	1870	1	do	Levis.....	City.....	do	do	1 00
Brown, John.....	1	1860	1	17	.....	do	do	Kingston.....	Corsican.....	do	do	1 00
Burrow, Thomas.....	1	1870	3	5	.....	do	do	do	Shannon.....	do	do	1 00
Blight, Richard.....	L.	.....	.....	.....	1876	2	do	Victoria, B.C.....	Grappier.....	Westgarth.....	do	5 00
Bruce, K. T.....	L.	.....	.....	.....	1874	2	May	Kincardine.....	Rightmeyer.....	Meneilley.....	do	5 00
Bruce, George.....	L.	.....	.....	.....	1877	1	June	Ottawa.....	Cruiser.....	Taylor.....	do	5 00
Bannerman, J. H.....	L.	.....	.....	.....	1877	1	do	Belle Ewart.....	Victoria.....	Meneilley.....	do	5 00
Bellefeuille, Eli.....	3	1864	2	12	1876	1	July	Montreal.....	Express.....	Board.....	do	1 00
Bute, George.....	L.	1875	2	1	1875	2	August	Collingwood.....	Collingwood.....	Risley.....	do	5 00
Brown, James E.....	.....	1876	1	1	1874	1	do	Pictou, N.S.....	Secret.....	Board.....	do	1 00
Brown, James E.....	L.	1876	1	1	1874	2	do	do	do	Samson.....	do	5 00
Beaudreau, Gilbert.....	.....	1877	2	.....	.....	.....	October	Carillon.....	Nil Desperandum.....	Board.....	1878.	5 00
Brunette, Zotique.....	.....	1874	1	3	.....	.....	do	St. Anne.....	Fawn.....	do	1877.	3 00
Brusette, Zotique ...	.....	1874	2	3	.....	.....	do	do	do	do	1878.	5 00
Brisson, Napoleon	3	1878	1	.....	.....	.....	do	Montreal.....	Manitoba.....	do	do	5 00
Burton, John	1	1861	1	17	.....	.....	do	Montreal.....	Peerless.....	do	do	1 00
Burnett, William.....	.....	1878	1	.....	.....	.....	do	Ottawa.....	Engineer.....	do	do	5 00
Bedard, Edward .....	.....	1878	1	.....	.....	.....	do	Carillon.....	Canada.....	do	do	5 00
Bellefeuille, Leocn .....	.....	1875	1	3	1874	1	do	Pt. Claire.....	Elevator.....	do	do	1 00
Berard, Pierre.....	3	1866	2	12	.....	.....	do	Montreal.....	Georgian.....	do	do	1 00
Broule, Henry .....	.....	1871	2	6	.....	.....	do	Sorel.....	Charlemagne.....	do	do	1 00
Beaudet, Noel.....	2	1867	2	10	.....	.....	do	do	Express.....	do	do	5 00
Boucler, Paul .....	.....	1877	1	1	.....	.....	do	do	Rocket.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
								1877.				1878.	\$ cts.
Blette, Pierre	3 .....	.....	1865	1	13 .....	.....	.....	October	Sorel	Como	Board	January	1 00
Belaire, François	1	1869	1	9 .....	.....	.....	do	do	Canada	do	do	1 00
Brouillard, Michel	3 .....	.....	1866	1	12 .....	.....	.....	do	do	Lady of the Lake	do	do	1 00
Bourgeois, Charles	3	1878	1 .....	.....	.....	.....	do	do	Bourgeois	do	do	5 00
Bigelow, Ekra	2	1876	1	2 .....	.....	.....	do	Georgetown	Nil	do	do	2 00
Barbel, Narcisse	1	1869	3	7 .....	.....	.....	do	Sorel	Canada	do	do	1 00
Beaudoin, Napoleon	2	1876	2	1 .....	.....	.....	do	do	J. Young	do	do	1 00
Boucher, Alexander	3	1876	1	2 .....	.....	.....	do	do	Victoria	do	do	1 00
Barri, Lende	3	1876	1	2 .....	.....	.....	do	do	Beaver	do	do	1 00
Beauceage, Elie	1	1873	2	4 .....	.....	.....	do	do	Quebec	do	do	1 00
Barron, Odilon	2	1877	2 .....	.....	.....	.....	do	St. Antoine	Hope	do	do	5 00
Barron, Xavier	2	1875	2	2 .....	.....	.....	do	do	Gatineau	do	do	1 00
Barras, Cleophae	2	1878	1 .....	.....	.....	.....	do	Lévis	Fairy	do	do	5 00
Belanger, Joseph	1	1877	2 .....	.....	.....	.....	do	do	Lake	do	do	5 00
Belanger, Ph. Jas	3	1878	1 .....	.....	.....	.....	do	Quebec	Druid	do	do	5 00
Belanger, Germain	1	1874	3	2 .....	.....	.....	do	do	Adel	do	do	1 00

Beaudoin, Luke	3	1875	1	3	do	Lauzon	Norwegian	do	do	1 00
Begeron, Louis	3	1878	1	do	do	St. Croix	Conqueror	do	do	5 00
Bergeron, Honoré	1	1873	2	4	1872	1	St. Apollinaire	Victor	do	1 00
Biair, Joseph	1	1874	3	2	1875	1	Lévis	Kate	do	1 00
Blanchette, Dazire	1	1874	3	2	do	do	Quebec	Randolph	do	1 00
Bolduc, J. B.	3	1869	3	7	do	do	Lauzon	St. Andrew	do	1 00
Bouchard, Pierre	2	1876	2	1	do	do	Lévis	Lady Dufferin	do	1 00
Barton, Wm. J.	1	1874	3	2	do	do	St. John, N.B.	Fawn	do	1 00
Bell, John	3	1869	1	8	do	do	Newcastle	Sutton	do	1 00
Blundell, Wm. R.	1	1877	2	do	do	do	Halifax, N.S.	Goliath	do	5 00
Burchell, F. E.	1	1875	1	3	do	do	Sydney, C.B.	Favorite	do	3 00
Boutillier, Thos.	1	1875	1	3	do	do	do	Neptune	do	1 00
Barrows, George	1	1873	1	5	do	do	Halifax, N.S.	Goliath	do	1 00
Butler, George	1	1876	3	do	do	do	St. John, N.B.	Send	do	5 00
Berthiaume, Xavier	3	1876	1	2	do	do	Sorel	John	do	1 00
Befort, F. X.	3	1875	1	3	do	do	do	Quaker City	do	2 00
Bonfort, Xavier	1	1872	3	4	do	do	Lévis	Sensation	do	1 00
Brown, James	2	1876	2	1	1874	2	Pictou, N.S.	Secret	do	5 00
Burns, Walter	3	1877	1	1	1876	1	do	Hadji	do	1 00
Brownrigg, John	2	1874	2	3	do	do	Quebec	Secret	do	2 00
Barlow, Thos.	3	1870	4	5	do	do	Kingston	Shannon	do	5 00
Batell, Fred	2	1876	2	1	1877	1	do	Crusoe	do	5 00
Bonar, John	1	1864	1	14	do	do	Belleville	G. Bonar	do	1 00
Boswell, H. T.	3	1876	2	1	1876	1	Peterborough	Nil	do	1 00
Boswell, W. F.	1	1877	2	do	1876	1	do	Whistle Wing	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877.—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.
Bourke, Michael.....	3	.....	1868	1	13	.....	.....	1877.	Lindsay	Vanderbilt.....	Board	January...	1 00
Boyd, George.....	.....	2	1876	2	1	.....	.....	do	Garden Island.....	J. Cassels.....	do	do	5 00
Boyd, Isaac .....	.....	1	1876	3	.....	1877	1	do	do	R. Anglin	do	do	5 00
Buchanan, J. B.	3	.....	1874	2	3	.....	.....	December.	Keene	J. Butts	do	do	1 00
Burk, Francis.....	.....	1	1875	2	2	1874	1	do	Lindsay.....	Lady Ida.....	do	do	1 00
Burns, Henry.....	3	.....	1869	1	9	.....	.....	do	Kingston	Pilgrim.....	do	do	1 00
Batchelor, Wm.....	.....	1	1866	2	10	1876	1	do	Chatham.....	Comet.....	do	do	1 00
Bice, Jas.....	2	.....	1869	2	8	.....	.....	do	Windsor.....	Transit.....	do	do	1 00
Brown, Jas. W.	2	.....	1878	1	.....	.....	.....	do	do	P. Alfred.....	do	do	5 00
Belson, Wm.....	3	.....	1872	4	3	1871	1	do	do	G. Western.....	do	do	1 00
Barrows, Chas. ....	.....	1	1873	2	4	1872	1	do	Wallaceburg.....	Manitoba.....	do	do	1 00
Blondin, Moses.....	2	.....	1867	2	10	.....	.....	do	Hamilton	Leake Erie	do	do	1 00
Brown, Jas.....	.....	1	1876	3	.....	.....	.....	do	do	Canada.....	do	do	5 00
Bassett, Frank.....	.....	1	1875	2	2	1874	2	do	Manitoba.....	Chatham.....	do	do	6 00
Brown, Jas.....	.....	3	1878	1	.....	.....	.....	do	Owen Sound	F. Smith	do	do	5 00
Baker, Geo. D.....	.....	2	1875	2	2	.....	.....	do	D. Landing	Metamora.....	do	do	1 00

Date, Geo. J.	1	1875	1	1875	2	do	Collingwood	Collingwood	do	5 00	
Bampton, Wm	3	1865	3	11	do	do	Chippawa	Minerva	do	1 00	
Rogardus, J. O.	1	1874	2	3	1873	1	do	Norcross	do	1 00	
Black, R. J.	3	1873	4	2	1872	2	do	St. Catharines	do	5 00	
Bennett, Alfred	3	1874	1	4	do	do	do	do	do	1 00	
Black, John	3	1878	1	do	do	do	Goderich	Nil	do	5 00	
Breckeuridge, John	3	1875	3	1	do	do	Collingwood	P. E. McK	do	5 00	
Bannerman, J. H.	1	1878	1	do	1877	1	Belle Ewart	Victoria	do	5 00	
Black, David A	1	1873	3	3	do	do	Goderich	Nil	do	1 00	
Bruce, K. T.	1	1878	1	do	1875	2	Kincardine	M. R. Robin	do	5 00	
Black, Wm. A.	2	1869	3	6	1869	1	Montreal	Passport	do	1 00	
Bellefeuille, Eli	3	1863	2	14	1876	1	do	Express	do	1 00	
Browne, Abraham	1	1874	3	2	do	do	Ottawa	Cruiser	do	6 00	
Boutiller, Fred.	1	1876	1	2	do	do	Halifax	Beta	do	1 00	
Blec, Wm.	3	1878	1	do	1876	1	Victoria, B.C.	Maudé	do	5 00	
Charland, Pierre	1	1873	2	3	1874	1	January	Nil	do	1 00	
Campbell, G. B.	L.	do	do	do	1877	1	September	Thorold	Sovereign	do	5 00
Cathline, M. H.	2	1866	2	10	do	do	January	Amberstburg	Isaac May	do	1 00
Cooke, John	3	1875	2	1	1871	1	do	Pictou, N.S.	Venezia	do	5 00
Calcott, William	3	1872	4	2	do	do	do	St. Catharines	Argyle	do	1 00
Champagne, Ed., sen.	2	1860	1	17	do	do	February	Montreal	Port Neuf	do	1 00
Cooke, J. R.	L.	1876	1	1	1877	1	March	Pictou, N.S.	Flamborough	do	5 00
Clifton, James	3	1876	1	1	do	do	do	Victoria, B.C.	Etta White	do	1 00
Clement, Charles	1	1871	1	6	do	do	do	Sorel	Nil	do	1 00
Glissold, Joseph	1	1870	2	6	1875	1	do	Petrolia	Nil	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
								1877.				1877.	\$ cts.
Crawford, George.....		3	1876	1	1			April	Halifax, N.S.....	Fiamborough.....	Board.....	January	1 00
Carmichael, Wm.....	L.					1877	1	do	Montreal.....	Nil.....	Burgess.....	do	5 00
Cameron, James.....		1	1872	3	3			May	Sarnia.....	Quebec.....	Board.....	do	1 00
Craigie, John.....	L.					1871	2	do	Penetanguishene... ..	Belle Taylor.....	Risley.....	do	5 00
Cherrier, George.....		3	1875	1	2			June	Northport.....	Picton.....	Board.....	do	2 00
Cherrier, George.....	L.		1875	1	2	1877	1	do	Carillon.....	P. Ferry.....	Taylor.....	do	5 00
Caldwell, F. E.....	L.		1876	1	1	1877	1	do	Kingport, N.S.....	S. A. Good.....	Smith.....	do	5 00
Cutle, Robert.....		2	1874	1	3	1872	1	September	Mount Forest.....	Crandell.....	Board.....	do	3 00
Cameron, Allan J.....	2		1866	2	10			July	Toronto.....	Southern Belle....	do	do	1 00
Cayen, John.....	2		1860	1	17			do	Montreal.....	John Young.....	do	do	4 00
Crisner, Warren.....		3	1874	1	3	1873	1	August	Wallaceburg.....	H. Sewell.....	do	do	3 00
Crisner, Warren.....	L.		1874	1	3	1873	2	do	do	do	Risley.....	do	5 00
Carr, Alexander.....		3	1875	1	2			October	Norman.....	Kingston.....	Board.....	do	1 00
Campbell, Peter.....		2	1877	1	1			November	Charlottetown, P.E.I.....	Mayflower.....	do	January	1 00
Cochran, George.....	3		1868	1	10			Oct	Montreal.....	Elfin.....	do	do	1 00

Carrigan, Thos.....	3	1867	1	11	do	Ottawa.....	Spray.....	do	do	2 00
Caulfield, Edward.....	.....	1 1873	2	4	1876	1	do	Dandy.....	do	1 00
Costonguay, Er.....	.....	2 1871	2	6	.....	do	Montreal.....	Elevator.....	do	1 00
Champagne, Ed.....	1	1869	3	7	.....	do	do	St. Peter.....	do	5 00
Clement, Maxime.....	1	1860	2	17	.....	do	Sorel.....	National.....	do	1 00
Champagne, Jos.....	.....	1 1877	2	.....	.....	do	do	Star.....	do	5 60
Charland, Nerre.....	.....	1 1873	3	3	1874	1	do	Nil.....	do	1 00
Contois, John.....	.....	1 1872	2	5	1871	2	do	Abrakes.....	do	1 00
Charbonneau, Albert.....	.....	1 1872	2	5	1871	1	do	Beaver.....	do	1 00
Casey, Charles.....	.....	1 1876	2	1	.....	do	do	Dredge.....	do	1 00
Chapelaine, François	3	1871	4	4	.....	do	do	Quebec.....	do	1 00
do	1	1860	1	18	.....	do	do	do	do	1 00
Charland, H.....	.....	1 1875	3	1	.....	do	do	F. B. Maxwell.....	do	5 00
Clement, Napoleon.....	.....	2 1876	2	1	1875	1	do	Europe.....	do	5 00
Clement, Charles.....	.....	1 1871	1	7	.....	do	do	Monche à feu.....	do	1 00
Chevrier, Raphael.....	2	1861	1	17	.....	do	do	St. Joseph.....	do	1 00
Carroll, Stephen.....	1	1860	1	18	.....	do	Quebec.....	Druid.....	do	1 00
Carbonneau, P.....	2	1860	2	17	.....	do	Lévis.....	Rimouski.....	do	1 00
Caron, Ignace.....	.....	2 1874	2	3	1873	1	do	Mersey.....	do	1 00
Coté, Augustin.....	3	1862	1	16	.....	do	St. Appolinaire.....	Janss.....	do	1 00
Coté Alphonse.....	.....	1 1872	3	4	.....	do	Lévis.....	Helen.....	do	1 00
Coté, Adolphe.....	.....	3 1878	1	.....	.....	do	do	Canada.....	do	5 00
Coté, Germain.....	.....	1 1870	1	8	.....	do	do	do	do	1 00
Costin, Frederic.....	.....	1 1875	3	1	.....	do	do	Resolute.....	do	1 00
Charlard, Eugene.....	.....	3 1876	1	2	.....	do	St. J'n Deschailion	Anglessea.....	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877 - 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.	Names of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Charland, Victor.....	3	.....	1869	4	6	.....	.....	1877.	.....	.....	.....	1878.	\$ cts.
Cayen, Joseph	2	.....	1860	1	18	.....	.....	Oct.....	St. J'n. Deschailion	Anglesea.....	Board	January	1 00
Cayen, Philippe.....	.....	3	1877	1	2	.....	.....	do	Port Neuf	Bienvenu.....	do	do	1 00
☞ Cayen, Napoleon .....	.....	1	1874	2	3	1873	1	do	do	do	do	do	1 00
Catars, Emanuel .....	.....	2	1877	2	.....	.....	.....	do	Island of Orleans..	Fire Fly.....	do	do	1 00
Campbell, Mark.....	.....	2	1874	1	4	.....	.....	do	St. Saurveur	Gertie	do	do	5 00
Chewaynd, Robt .....	.....	2	1877	1	1	.....	.....	do	St. John, N.B.....	Nil.....	do	do	1 00
Christie, John	2	.....	1869	1	9	.....	.....	do	Halifax, N.S.....	Whisper.....	do	do	1 00
Clark, James.....	.....	1	1873	1	5	.....	.....	do	Fredericton, N.B..	City of Fredericton	do	do	1 00
Clark, Joseph.....	.....	1	1876	1	2	.....	.....	do	St. John, N.B.....	Derigo	do	do	1 00
Collins, Thos	2	.....	1873	1	5	.....	.....	do	P. E. Island.....	St. Lawrence.....	do	do	1 00
Goldwell, E. F. ....	.....	1	1876	2	1	1877	1	do	St. John, N.B.....	R. Doan.....	do	do	1 00
Cooke, John.....	3	.....	1875	2	2	.....	.....	do	Wolfville, N.S.....	G. A Good.....	do	do	5 00
Cooke, R. J.....	.....	2	1876	1	1	.....	.....	do	Pictou, N.S.....	Tiger.....	do	do	1 00
Cooke, R. J.....	.....	1	1876	2	.....	.....	.....	do	Pictou, N.S.....	Albert.....	do	do	1 00
Cossibonne, J. R.....	.....	1	1874	2	3	.....	.....	do	do	do	do	do	5 00
								do	Fredericton, N.B..	Soulanges.....	do	do	5 00

Cox, C. E.	1	1870	2	8	do	do	St. John, N.B.	Scud.	do	do	1 00
Crosby, Randolph		2 1876	2	1	do	do	Yarmouth, N.S.	Nil.	do	do	1 00
Crawford, Geo.		2 1876	2	1	do	do	Pictou, N.S.	Albert	do	do	6 00
Cumming, J. C.	1	1869	2	8	do	do	St. John, N.B.	Hercules	do	do	1 00
Cumming, Chas.		3 1875	1	3	do	do	P. E. Island	Winnie	do	do	1 00
Carmichael, Wm.	3	1878	1	1877	December	Montreal		F. Peron	do	do	5 00
Chaffey, Geo.	3	1874	2	3	do	do	Portsmouth	Grip	do	do	1 00
Cherrier, Geo.		3 1876	1	3	1877	1	Northport	P. Ferry	do	do	1 00
Coffeard, Thos.		3 1878	1		do	do	Kingston	R. Anglin	do	do	5 00
Conley, Peter		2 1873	2	4	do	do	Cornwall	T. Pearce	do	do	1 00
Corrin, Chas.		1 1875	2	2	do	do	Port Perry	Maple Leaf	do	do	1 00
Corrin, J. F.		1 1872	3	4	do	do	Lindsay	Victoria	do	do	1 00
Grandell, F.	3	1875	3	1	do	do	do	Cbampion	do	do	1 00
Chater, Thos.		1 1875	2	2	1874	1	Windsor	G. Western	do	do	1 00
Cockburn, John	3	1875	1	3	1871	1	Gordon	Transfer	do	do	1 00
Calcott, Wm.	3	1871	4	4	do	do	Windsor	Parker	do	do	1 00
Coubrough, Jas.		1 1867	2	10	do	do	Rutherford	H. Smyth	do	do	1 00
Cameron, Jas.	3	1872	3	4	1871	1	Collingwood	Quebec	do	do	5 00
Cauley, Jas.		2 1872	2	5	do	do	Hamilton	Nil	do	do	2 00
Carrol, Alex.	3	1875	3	1	do	do	do	Florence	do	do	5 00
Cunningham, Wm.	3	1869	4	6	1876	1	do	Acadia	do	do	1 00
Crossland, Jas.	2	1873	4	2	1872	1	Collingwood	Metamora	do	do	5 00
Cook, Wm.		1 1875	3	1	1876	1	Port Colborne	Sally Jack	do	do	1 00
Chapman, John		1 1871	3	5	do	do	Dunnville	W. J. Aikens	do	do	1 00
Carter, Dewitt.		2 1878	1		do	do	Port Colbourne	Hector	do	do	5

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December 1877.—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.
Carr, P. J.	3	1878	1	.....	.....	.....	1877.	Port Dalhousie	Albion	Board	1878.	5 00
Coone, Alfred	1	1872	2	5	1871	1	do	do	Neelon and Julien.	do	do	1 00
Cherry, Elbert	3	1865	1	13	1873	1	do	Dunville	Macpherson	do	do	1 00
Camp, Robert	1	1876	2	1	.....	.....	do	Port Robinson	Alma Munro	do	do	1 00
Chambers, Alfred	1	1873	2	4	1872	1	do	Goderich	J. M. Doyle	do	do	1 00
Campbell, G. K.	3	1878	1	.....	1877	1	do	St. Catharines	Sovereign	do	do	5 00
Cosford, J. C.	3	1872	4	3	1871	2	do	Dresden	Enterprise	do	do	1 00
Charland, Pierre	1872	3	4	.....	.....	do	Montreal	Mink	do	do	1 00
Cumming, John	2	1869	1	9	.....	.....	do	P. E. Island	Delta	do	do	1 00
Clifton, Jas.	1876	2	1	.....	.....	do	Victoria, B.C.	Alexander	do	do	5 00
Clarke, Jas. A.	1	1878	1	.....	1876	1	do	Burrard Inlet	Gem	do	do	5 00
Cash, James	2	1878	1	.....	1876	1	December.	N. Westminster	Reliance	do	do	5 00
Doran, John	2	1860	3	15	.....	.....	January	St. Catharines	City of Montreal	do	1877.	1 00
Dixon, John H.	1871	3	4	.....	.....	do	Kingston	Muskegon	do	do	1 00
Dunn, Henry	3	1865	1	12	.....	.....	do	Chatham	Ontario	do	do	1 00
Douglass, G. W.	1	1873	1	4	1872	1	do	Lindsay	Excursion	do	do	1 00

Ungan, John	2	1863	1	15	.....	February	Prescott	John Egan	do	.....	do	1 00
Derry, William	3	1870	3	5	.....	March	Kingston	Maud	do	.....	do	1 00
Downey, John	2	1875	1	2	1872	1	Silver Islet	Helen Grace	do	.....	do	1 00
Dunn, C. G.	1	1876	1	1	1873	2	Toronto	Nil	do	.....	do	1 00
Dayton, Isaac N.	L.	.....	.....	.....	1873	4	Port Colborne	F. H. Nasmith	Meneilley	.....	do	5 00
Davidson, Wm. James	L.	.....	4	1	1876	2	Quebec	Miramichi	Samson	.....	do	5 00
Drydale, James S.	2	.....	1	15	.....	do	Montreal	Arabian	Board	.....	do	15 00
Davidson, John	L.	.....	4	1	1877	1	St. Catharines	A. D. D. Porter	Meneilley	.....	do	5 00
Drydale, Thomas	1	.....	3	7	.....	do	Quebec	Valetia	Board	.....	do	1 00
Davy, John	L.	.....	1	2	1874	3	Parry Sound	Mittie Grew	Meneilley	.....	do	5 00
Dupere, Demas	2	.....	1	17	.....	August	Levis	Conqueror	Board	.....	do	3 00
Dupere, Joseph	.....	.....	1	2	.....	do	do	do	do	.....	do	2 00
Davidson, A. C.	L.	.....	.....	.....	1877	1	September	Mar. C. Bruce	Mary Anna	.....	do	5 00
Demers, Joseph	.....	1871	3	5	1870	1	October	Aylmer	Spray	.....	Board	1878
Deaut, Baptiste	3	.....	1	11	.....	do	Montreal	C. W. Dennis	do	.....	do	1 00
Dougall, Peter	3	1878	1	.....	.....	do	do	Nil	do	.....	do	5 00
Demeull, Edward	.....	.....	3	1878	1	do	Beaubarnois	Beaubarnois	do	.....	do	5 00
Dejardin, Hermidas	.....	.....	2	1876	1	do	Lachine	Plover	do	.....	do	2 00
Ducap, Mathias	2	.....	1	14	.....	do	Sorel	Star	do	.....	do	1 00
Dunn, Peter	1	.....	1	13	.....	do	do	Montreal	do	.....	do	1 00
Ducharne, Alexis	3	.....	1	11	.....	do	do	Boston	do	.....	do	1 00
Denis, Edouard	2	.....	2	11	.....	do	do	Cultivateur	do	.....	do	1 00
Dumas, Alexis	1	1874	1	do	do	St. Francis	do	do	1 00
Dumas, Laurent	2	1	18	do	do	Chambly	do	do	1 00

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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.
Doucette, Basil.....	.....	2	1874	2	3	.....	.....	1877.	Sorel.....	St. Francis.....	Board.....	1878.	\$ cts.
Duprè, Hyacinthe.....	.....	2	1875	2	2	1872	1	do	do	Rocket.....	do	do	1 00
Desjardin, Eusebe.....	2	.....	1861	1	17	.....	.....	do	do	Lincoln.....	do	do	1 00
Desjardin, Edmond.....	.....	3	1877	1	1	1876	1	do	do	do	do	do	1 00
Denis, François.....	.....	2	1875	2	2	.....	.....	do	do	Hope.....	do	do	1 00
Dubord, Warbert.....	.....	3	1878	1	.....	.....	.....	do	Montreal.....	Nil.....	do	do	5 00
Délaire, Edmond.....	3	.....	1862	1	16	.....	.....	do	Sorel.....	Nil.....	do	do	1 00
Davidson, Wm. J.....	1	.....	1873	5	1	1872	2	do	Quebec.....	Miramichi.....	do	do	1 00
Deschene, Josua.....	.....	2	1873	2	4	.....	.....	do	St. Gil.....	Amanda.....	do	do	3 00
Desrocher, Louis.....	2	.....	1868	4	7	.....	.....	do	Levis.....	Express.....	do	do	1 00
Desrocher, Stanislas.....	.....	3	1878	1	.....	.....	.....	do	St. Croix.....	Providence.....	do	do	5 00
Desrocher, Joseph.....	.....	3	1878	1	.....	.....	.....	do	do	William.....	do	do	5 00
Desrocher, François.....	.....	3	1878	1	.....	.....	.....	do	Levis.....	Progress.....	do	do	5 00
Dion, Michel.....	2	.....	1860	2	17	.....	.....	do	do	Clyde.....	do	do	1 00
Dion, Théophile.....	.....	1	1870	1	8	.....	.....	do	St. Ronauld.....	Asilda.....	do	do	1 00
Dupre Honore.....	2	.....	1860	2	17	.....	.....	do	Levis.....	Challenger.....	do	do	1 00

Dupre, Joseph.....	1	1875	2	2	do	do	Conqueror No. 1...	do	do	5 00
Devine, Daniel.....	1	1876	2	1	do	Sydney, C.B.....	Dolphin.....	do	do	6 00
Dick, George.....	3	1872	3	4	do	Chatham, N.E.....	Nil.....	do	do	8 00
Donovan, Daniel.....	2	1873	1	5	do	St. John, N.B.....	Fred Clinch.....	do	do	1 00
Doyle, Patrick.....	2	1872	3	4	1874	Pictou, N.S.....	Secret.....	do	do	1 00
Dion, Leon.....	1	1872	2	5	do	Peterborough.....	Golden City.....	do	do	1 00
Dodds, John.....	1	1876	3	do	Dec.	Kingston.....	Africa.....	do	do	5 00
Donnelly, John.....	3	1874	1	4	do	Garden Island.....	Chieftain.....	do	do	1 00
Dowser, Chas. ..	3	1867	1	11	do	Belleville.....	Nil.....	do	do	1 00
Douglass, G. W.....	1	1873	1	5	1872	Lindsay.....	Excursion.....	do	do	1 00
Dungan, James.....	2	1863	1	15	do	Prescott.....	Nil.....	do	do	1 00
Dagge, James W.....	3	1878	1	do	do	Chatham.....	Nil.....	do	do	5 00
Donovan, D. E.....	1	1876	3	do	do	Hamilton.....	Tecumseh.....	do	do	5 00
Duval, Francis.....	1	1874	3	2	do	Windsor.....	G. Western.....	do	do	5 00
Doan, Moses.....	2	1877	2	do	do	Port Lambton.....	Thames.....	do	do	5 00
Dougherty, Hugh.....	3	1860	1	18	do	Hamilton.....	Calabria.....	do	do	1 00
Dee, John.....	1	1875	3	1	do	Penetanguishene... M. Hall.....	M. Hall.....	do	do	1 00
Doran, Wm.....	1	1875	2	2	do	St. Catharines.....	Persia.....	do	do	1 00
Dawson.....	3	1876	1	2	1875	do	Nil.....	do	do	1 00
Davidson, A. C.....	2	1878	1	do	do	Pike Bay.....	Mary Ann.....	do	do	5 00
Doran, John.....	2	1860	3	16	do	St. Catharines.....	Mystic.....	do	do	1 00
Dowd, John R.....	1	1875	2	2	1873	Welland.....	W. Ross.....	do	do	1 00
Donolley, John.....	Q	1877	1	1	1876	New Westminster..	Enterprise.....	do	do	5 00
Elliott, W. A.....	1	1876	1	1	January	Victoria, B.C.....	Otter.....	do	do	1877.
					January					January

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
								1877.					\$ cts.
Elliott, Thomas.....	3	.....	1862	1	15	.....	.....	January.....	Kingston.....	America.....	Board.....	1877. January...	1 00
Edmonds, William.....	.....	2	1875	1	2	.....	.....	February.....	Wallaceburg.....	Hero.....	do.....	do ...	1 00
Edington, William.....	.....	1	1869	1	8	.....	.....	do	Keene.....	Summerville.....	do.....	do ...	1 00
Ecroyd, J. R.	1	.....	1871	2	5	.....	.....	April	Montreal.....	Verezia.....	do.....	do ...	1 00
Edmonds, William.....	L	.....	1875	1	2	1877	1	August.....	Wallaceburg.....	Messenger.....	Risley.....	.....	5 00
Ellenburg, Pierre.....	3	.....	1866	1	12	.....	.....	October.....	Sorel.....	Oregon.....	Board.....	1878. January...	1 00
Ericsson, Martin.....	.....	3	1876	1	2	.....	.....	do	Newcastle, N.B.....	New Era.....	do.....	do ...	1 00
Evans, Wm. B. ....	.....	2	1877	1	1	1875	1	do	St. John, N.B.....	Tiger.....	do.....	do ...	1 00
Edridge, J. W. ....	.....	3	1878	1	.....	.....	.....	December.....	Omenee.....	Col. Strickland.....	do.....	do ...	5 00
Eaton, John E. ....	.....	1	1875	2	2	.....	.....	do	Trenton.....	Nil.....	do.....	do ...	1 00
Elliott, Thos.....	3	.....	1862	1	16	.....	.....	do	Kingston.....	Elfin.....	do.....	do ...	1 00
Ellison, John, jun.....	.....	1	1874	2	3	1873	1	do	Port Stanley.....	Colin Munro.....	do.....	do ...	5 00
Edmonds, Wm. ....	.....	1	1875	2	2	1874	2	do	Wallaceburg.....	Messenger.....	do.....	do ...	5 00
Eansor, Fred W.....	3	.....	1877	2	.....	1875	1	do	Chatham	Nil.....	do.....	do ...	5 00
Edington, Wm. ....	.....	1	1869	1	9	.....	.....	do	Keene.....	Stoney Lake.....	do.....	do ...	1 00
Edgar, James.....	.....	2	1872	2	5	.....	.....	do	Dunnville.....	Jessie.....	do.....	do ...	1 00

Eddy, Alex	1	1867	2	10	do	St. John, N.B.....	City of St. John ...	do	do	1 00
Ellis, James H.....	1	1875	3	1	1875	Toronto.....	Favorite	do	do	1 00
Ercyrd, John R.	1	1871	2	6	.....	Montreal.....	Venezia	do	do	1 00
Elliott, G. E.	1	1878	1	.....	.....	St. George.....	Utopia.....	do	do	5 00
Ewing, John.....	1	1877	1	1	.....	Halifax.....	Beta	do	do	1 00
									1877.	
Fee, David F.....	1	1876	1	1	.....	January ...	Enterprise.....	do	January ...	1 00
Francombe, G.....	1	1862	1	15	.....	do	Tecumseh.....	do	do	1 00
Fregal, Jean	2	1875	2	1	.....	February..	Mark Twain.....	do	do	1 00
Farrands, T. E.	2	1877	1	.....	1876	March	W. Seymour.....	do	do	5 00
Filteau, Octavé.....	2	1860	1	17	.....	April	Champion.....	do	do	1 00
Fero, Solomon	L.	1875	2	1	1876	May	M. R. Mitchell....	Meneilley	do	5 00
Finnean, John.....	3	1868	2	8	.....	June	Ganaoquo.....	Board.....	do	1 00
Feightner, Joseph....	L.	1876	1	1	1877	July	Collingwood.....	Risley.....	do	5 00
Forcade, A. J.....	L.	.....	.....	.....	1877	August	Halifax, N.S.....	Smith	do	5 00
									1878.	
Francour, Edward.....	.....	1869	2	8	.....	October	Montreal.....	Board	January ...	1 00
Fontingway, John .....	.....	1871	2	6	1869	2	Sorel.....	do	do	1 00
Fugere, Alderic.....	.....	1874	2	3	.....	do	do	do	do	1 00
Fortin, John	2	1860	2	17	.....	do	do	do	do	1 00
Fortin, Antoine.....	.....	1877	2	.....	.....	do	do	do	do	5 00
Frechette, Wm.....	3	1869	2	8	.....	do	do	do	do	1 00
Frenette, Alphonse....	.....	1876	3	.....	.....	do	do	do	do	5 00
Filteau, Emanuel.....	.....	1878	1	.....	.....	do	do	do	do	5 00
Filteau, François....	1	1860	1	17	.....	do	do	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Filteau, Victor.....	2	.....	1880	1	16	.....	.....	1877.	Lévis.....	Beaver.....	Board.....	1878.	\$ cts.
Filteau, George.....	.....	1	1874	3	2	.....	.....	do	do	Conqueror No. 1.....	do	January	2 00
Fortier, Michel.....	.....	1	1870	2	7	.....	.....	do	Notre Dame of Buckland.....	Margaret.....	do	do	5 00
Fiamand, Michel.....	3	.....	1870	3	6	.....	.....	do	Lévis.....	Hercules.....	do	do	1 00
Frchette, Michel.....	2	.....	1860	1	18	.....	.....	do	St. Nicholas.....	Union.....	do	do	2 00
Frchette, Louis.....	3	.....	1866	1	12	.....	.....	do	Lévis.....	South.....	do	do	1 00
Firnie, Wm.....	1	.....	1874	1	4	.....	.....	do	Pictou, N. S.....	Mayflower.....	do	do	1 00
Findlay, J. A.....	.....	1	1877	1	1	.....	.....	do	Halifax, N.S.....	Beta.....	do	do	1 00
Fox, James.....	.....	1	1873	1	5	.....	.....	do	St John, N. B.....	Neptune.....	do	do	1 00
Fillion, Paul.....	.....	1	1870	2	7	.....	.....	December.	Lindsay.....	M. Ellen.....	do	do	1 00
Flanagan, John.....	2	.....	1865	1	13	.....	.....	do	Garden Island.....	Portsmouth.....	do	do	1 00
Flanagan, Patrick.....	.....	1	1870	3	6	.....	.....	do	Kingston.....	Alexandre.....	do	do	1 00
Frawley, James F.....	.....	3	1878	1	.....	.....	.....	do	Chatham.....	Nil.....	do	do	5 00
Fletcher, J W. S.....	1	.....	1865	4	10	1864	1	do	St. Catharines.....	Asia.....	do	do	5 00
Foster, James H.....	.....	2	1877	2	.....	.....	.....	do	Wallaceburg.....	Herc.....	do	do	5 00
Foster, D. M.....	.....	2	1878	1	.....	.....	.....	do	Port Burwell.....	C. W. Jones.....	do	do	5 00

Faulds, Wm. F.	3	1871	4	4	do	St. Catherines	Sovereign	do	do	do	1 00
Free, Henry	3	1878	1	do	do	do	Prussia	do	do	do	5 00
Fero, Solomon	2	1875	2	1876	2	Welland	Five Brothers	do	do	do	1 00
Fairbairn, Richard	3	1869	4	6	do	St. Catherines	Jessie L. McE	do	do	do	1 00
Ferguson, John	3	1877	2	1876	2	Toronto	Watertown	do	do	do	5 00
Fisall, John A.	2	1878	1	do	do	do	Nil	do	do	do	5 00
Ferguson, John	2	1862	2	3	do	Montreal	Engineer	do	do	do	5 00
Gowan, Thos.	L.	do	do	do	1	January	Victoria, B.C.	Nil	Westgarth	1877.	5 00
Goyette, John M.	1	1874	2	2	do	Harrison, Ont.	Brydges	Board	do	do	1 00
Goyette, Charles	1	1869	2	7	do	Kingston	Scotia	do	do	do	1 00
Galbraith, James	3	1876	1	1	do	Montreal	Spartan	do	do	do	1 00
Giandon, F. H.	2	1865	1	12	February	do	Nil	do	do	do	1 00
Grimard, Ami	2	1860	1	16	April	Longueuil	Longueuil	do	do	do	1 00
Glanfield, F. W.	L.	do	do	do	2	May	Victoria, B.C.	Gertrude	Westgarth	do	5 00
Girard, Edmond	2	1875	2	1	July	St. Hyacinthe	Spartan	Board	do	do	1 00
Gilbault, Olivier	L.	do	do	do	1	do	Berthier	Nova	Befort	do	5 00
Grier, James	L.	1877	1	do	3	August	Collingwood	Rescue	Risley	do	5 00
Grant, T. F.	L.	do	do	do	1	do	Victoria, B.C.	Dredge	Westgarth	do	5 00
Goulding, Henry	1	1877	1	do	1	do	Soda Creek, B.C.	Victoria, B.C.	Board	do	5 00
Ginto, Timoiy	2	1860	1	17	April	Brockville	Chaffey	do	do	do	1 00
Gougeon, Xavier	3	1878	1	do	do	October	Montreal	Richelieu	do	1878.	5 00
Glandin, A.	3	1860	1	18	do	do	do	Nil	do	do	2 00
Galbraith, James	2	1876	2	1	do	Lachine	Corinthian	do	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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
Godin, Pierre.....	.....	2	1876	1	.....	1876	1	1877.	Sorel.....	Louise.....	Board.....	1878.	5 00
Guillotte, Nakan.....	.....	1	1873	2	4	1869	4	do	do	Hope.....	do	do	1 00
Godin, Leasdré.....	.....	1	1873	2	4	1871	1	do	do	Trois Rivières.....	do	do	1 00
Gulbault, Joseph.....	.....	1	1873	2	4	1872	1	do	do	Champlain.....	do	do	1 00
Gendron, Charles.....	3	.....	1869	3	7	1869	1	do	do	Delisle.....	do	do	1 00
Gingris, Zosiennuc.....	.....	1	1870	3	5	1874	2	do	do	By.....	do	do	2 00
Girard, Edward.....	.....	1	1875	3	1	.....	.....	do	St. Hyacinthe.....	Spartan.....	do	do	5 00
Gendron, J. Baptiste..	2	.....	1867	2	10	.....	.....	do	Sorel.....	Sorel.....	do	do	1 00
Grannan, James.....	.....	1	1877	2	.....	.....	.....	do	do	Dredge.....	do	do	5 00
Goyette, John M.....	3	.....	1874	3	2	1873	1	do	do	Champion.....	do	do	5 00
Ginac, Trefe.....	.....	3	1877	1	1	.....	.....	do	do	British America.....	do	do	1 00
Gendron, François.....	2	.....	1860	1	18	.....	.....	do	do	Laprairie.....	do	do	1 00
Ginac, Alfred.....	3	.....	1860	1	18	.....	.....	do	do	Maskinonge.....	do	do	1 00
Garneau, Xavier.....	2	.....	1860	1	18	.....	.....	do	St. Antoine.....	St. Joseph.....	do	do	1 00
Germain, Salamone...	.....	3	1878	1	.....	.....	.....	do	Port Neuf.....	Champion.....	do	do	5 00
Godé, Talest.....	3	.....	1867	1	11	.....	.....	do	Levis.....	Flora.....	do	do	2 00

geur, Pierre	1	1876	1	2	1875	1	do	Sherbrook	L. N. G.	do	do	1 00
Gulbault, Théophile	1	1873	2	5	1872	1	do	Village Lazou	Napoleon III.	do	do	1 00
Gagnon, Narcisse	3	1860	1	18	.....	.....	do	St. Nicholas	Royal	do	do	1 00
Gaitey, Andrew	3	1874	1	4	.....	.....	do	Halifax, N.S.	Ferry	do	do	1 00
Gill, John A.	1	1869	1	9	.....	.....	do	Fredericton, N.B.	do	do	do	1 00
Gill, F. H.	1	1869	1	9	.....	.....	do	do	do	do	do	1 00
Gill, Justus	1	1869	1	9	.....	.....	do	do	do	do	do	1 00
Gossip, John G.	1	1870	1	8	.....	.....	do	Halifax, N.S.	A. C. Whitney	do	do	1 00
Gray, Wm. G.	1	1875	2	2	1876	1	do	St. John, N.B.	Victor	do	do	1 00
Green, James	1	1877	1	1	1875	1	do	Halifax, N.S.	R. Burns	do	do	1 00
Griffin, Edward	2	1869	1	9	.....	.....	do	do	Daisy	do	do	1 00
Gasken, Thomas	2	1877	2	.....	.....	.....	do	Kingston	H. F. Bronson	do	do	5 00
Gillespie, Oliver	3	1866	1	12	.....	.....	do	Cornwall	Nil	do	do	1 00
Gillie, James	2	1868	5	6	.....	.....	do	Kingston	Pierrepont	do	do	5 00
Gorrett, Charles	3	1876	3	.....	.....	.....	do	Brockville	Falcon	do	do	5 00
Gawley, James	2	1878	1	.....	1876	2	do	Belle River	A. N. Pike	do	do	5 00
Gowan, J. W.	3	1873	1	5	.....	.....	do	Windsor	Essey	do	do	1 00
Gordon, James	1	1870	1	8	.....	.....	do	Amherstburg	M. Morton	do	do	1 00
Gillespie, Archibald	3	1877	2	.....	.....	.....	do	Nottawa	Wabuna	do	do	5 00
Green, Freeman	1	1872	3	4	.....	.....	do	Dannville	D. B. Day	do	do	1 00
Graff, Theodore	3	1878	1	.....	.....	December	do	Humberstone	Nil	do	do	5 00
Good, Thomas	1	1872	3	4	.....	.....	do	Port Colborne	W. A. Routh	do	do	1 00
Grey, J. H.	3	1878	1	.....	.....	.....	do	Toronto	Nil	do	do	5 00
Grey, John	1	1877	2	.....	.....	.....	do	Holland Landing	Maganétawan	do	do	5 00
Graham, Edward	1	1871	3	5	.....	.....	do	Montreal	Corsican	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Gray, William	3	.....	1880	1	18	.....	.....	1877.	.....	.....	.....	1878.	1 00
Hazlett, John	2	.....	1869	6	4	.....	.....	December.	Hudson	Manitoba	Board	January	1 00
Harvey, William	.....	2	1876	1	1	.....	.....	January	Kingston	C. St. Catharines	do	do	1 00
Hanrahan, Richard	L.	.....	.....	.....	.....	.....	.....	do	Hamilton	Nil	do	do	1 00
Hardy, Joseph	3	.....	1865	1	12	1877	1	do	Pictou	Dredge	Smith	do	5 00
Harrison, John	.....	2	1875	1	2	.....	.....	February.	Kingston	Alliance	Board	do	1 00
Hamelin, Jephthim	.....	1	1871	3	4	.....	.....	do	do	Ripple	do	do	1 00
Hoskins, Charles	L.	.....	.....	.....	.....	.....	.....	do	Montreal	Aurora	do	do	1 00
Huff, George	L.	.....	1877	1	.....	1877	1	March	Buzzard Inlet	Maggie	Westgarth	do	5 00
Hall, William	L.	.....	.....	.....	.....	1877	1	do	Penetanguishene	Fanny Fern	Risley	April	5 00
Hart, Francis	L.	.....	.....	.....	.....	1877	1	April	Toronto	Little Eva	do	January	5 00
Hart, John	.....	3	1875	1	2	.....	.....	May	Colpoys Bay	O'Konra	do	do	5 00
Hiscock, E. C.	.....	3	1876	1	1	.....	.....	do	Kingston	Rose	Board	do	1 00
Hawkins, Luke	L.	.....	1875	3	.....	.....	.....	do	do	Lothair	do	do	1 00
Hurd, Mathew E.	L.	.....	.....	.....	.....	1877	1	April	Hamilton	Ontario	Risley	do	5 00
Holland, William	2	.....	1868	1	9	1877	1	May	Winnipeg	Prince Rupert	Abell	1877.	5 00
						.....	.....	July	Montreal	Athenian	Board	do	1 00

Hughes, James	2	1862	1	15	.....	do	.....	Amprior	.....	Ripple	.....	do	.....	do	.....	3 00
Hall, Alex.	L.	.....	.....	.....	.....	August	1	Lakefield	.....	Tiger	.....	Taylor	.....	do	.....	5 00
Hart, John	L.	1875	1	2	.....	do	1	Kingston	.....	Herald	.....	do	.....	do	.....	5 00
Hallock, L. D.	L.	187	2	.....	.....	September	2	Meaford	.....	Kate Pilgrim	.....	Risley	.....	do	.....	5 00
Holmes, T. O.	.....	3 1874	1	3	.....	do	1	Chatham	.....	City of Montreal	.....	Board	.....	do	.....	1 00
Hull, John	.....	3 1875	1	2	.....	do	.....	St. Catharines	.....	Lincoln	.....	do	.....	do	.....	1 00
Hamilton, Alex.	.....	3 1873	1	4	.....	October	.....	South Crosby	.....	Welshman	.....	do	.....	do	.....	3 00
Hamilton, Alex.	L.	1873	1	4	.....	do	1	do	.....	do	.....	Taylor	.....	do	.....	5 00
Holt, Henry	L.	.....	.....	.....	.....	do	1	St. Catharines	.....	Nil	.....	Monelley	.....	do	.....	5 00
Higgins, James	.....	2 1874	2	3	.....	do	.....	Pembroke	.....	C. O. Kelly	.....	Board	.....	do	.....	2 00
Higgins, James	.....	2 1874	2	3	.....	do	.....	do	.....	do	.....	do	.....	do	.....	5 00
Hallade, Robt.	.....	1 1870	3	6	.....	do	1	Prescott	.....	Deux Rivières	.....	do	.....	do	.....	1 00
Hodgins, George	.....	2 1875	2	2	.....	do	.....	Como	.....	Prince of Wales	.....	do	.....	do	.....	2 00
Hamelin, Hercule	.....	1 1875	3	1	.....	do	.....	Champlain	.....	Caribou	.....	do	.....	do	.....	1 00
Hanault, Pierre	.....	3 1874	1	4	.....	do	.....	Montebelle	.....	No. 6 Elevator	.....	do	.....	do	.....	1 00
Hanault, Xavier	.....	3 1874	1	4	.....	do	1	Valleyfield	.....	No. 11 Elevator	.....	do	.....	do	.....	1 00
Harrison, John	3	1877	2	.....	.....	do	.....	Pembroke	.....	Pembroke	.....	do	.....	do	.....	5 00
Halle, Joseph	3	1874	4	1	.....	do	.....	New Liverpool	.....	Calumet	.....	do	.....	do	.....	1 00
Hamil, Urbain	.....	1 1875	3	1	.....	do	.....	Lotbinière	.....	Castor	.....	do	.....	do	.....	5 00
Hunter, James H.	1	1860	1	18	.....	do	.....	Sorel	.....	Dredge	.....	do	.....	do	.....	1 00
Hebert, Elis	.....	3 1878	1	.....	.....	do	.....	Contrecoeur	.....	Cultivateur	.....	do	.....	do	.....	5 00
Haince, Ferdinand	.....	2 1876	2	1	.....	do	.....	Lévis	.....	Champion No. 2	.....	do	.....	do	.....	1 00
Hamilton, Gavin	.....	1 1874	3	2	.....	do	.....	Quebec	.....	Miramichi	.....	do	.....	do	.....	1 00
Hazel, Constant	.....	3 1878	1	.....	.....	do	.....	Lotbinière	.....	Ranger	.....	do	.....	do	.....	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
								1877.				1878.	\$ cts.
Heyghton, Peter .....	.....	3	1878	1	.....	.....	.....	October ..	Pictou, N.S.....	Secret	Board	January ..	5 00
Haddow, George.....	3 .....	.....	1869	2	8 .....	.....	.....	do ..	St. John, N.B.	St. John.....	do	do ..	1 00
Haley, John .....	.....	2	1872	1	6 .....	.....	.....	do ..	do	St. George	do	do ..	1 00
Matheway, H. A	1 .....	.....	1869	1	9 .....	.....	.....	do ..	do	Empress	do	do ..	1 00
Haviland, Thos. ....	.....	1	1872	1	6 .....	.....	.....	do ..	Chatham	Teaser	do	do ..	1 00
Hume, James .....	.....	3	1876	1	2 .....	.....	.....	do ..	Sydney, C.B.....	Dolphin	do	do ..	1 00
Hall, Alex. ....	.....	2	1878	1	.....	1877	1	December.	Lakefield	Tiger.....	do	do ..	5 00
Hamilton, Alex.....	.....	1	1873	2	4 .....	.....	1	do ..	Crosby	Rose	do	do ..	5 00
Harrison, John .....	.....	1	1875	2	2	1874	3	do ..	Kingston	Flight	do	do ..	5 00
Hazlett, Wm.....	.....	1	1874	3	2 .....	.....	.....	do ..	do	Albion	do	do ..	1 00
Henderson, George.....	.....	1	1870	3	6 .....	.....	.....	do ..	do	Glide	do	do ..	1 00
Hepburn, Robt.....	.....	1	1873	2	4 .....	.....	.....	do ..	Verona	Mattawan	do	do ..	1 00
Hickey, James.....	2 .....	.....	1862	1	16 .....	.....	.....	do ..	Garden Island.....	Traveller.....	do	do ..	1 00
Hiscock, Edgar .....	.....	1	1876	2	1 .....	.....	.....	do ..	Kingston.....	O. Belle	do	do ..	5 00
Hazlett, John	2 .....	.....	1869	5	5 .....	.....	.....	do ..	do	H. F. Bronson	do	do ..	1 00
Holmes, T. C.....	.....	1	1874	2	2	1873	1	do ..	Chatham.....	City of Montreal.....	do	do ..	5 00

Hunter, Robt.....	3	1874	3	2	1873	1	do	Wallaceburg.....	Victoria.....	do	do	5 00
Hayward, A. S.	1	1871	2	6	.....	do	do	do	Jerome.....	do	do	1 00
Helferty, Wm.....	2	1876	2	1	.....	do	do	Picton.....	Bob Hackett.....	do	do	1 00
Hunter, Walter.....	3	1866	1	12	.....	do	do	Wallaceburg.....	Hiawatha.....	do	do	1 00
Holm, Henry.....	3	1878	1	.....	.....	do	do	Port Lambton.....	Thames.....	do	do	5 00
Hawkins, Luke.....	3	1875	4	.....	1877	1	do	Hamilton.....	Lake Ontario.....	do	do	5 00
Hallock, L. D.....	2	1877	1	1	1876	2	do	Meaford.....	Kate Pilgrim.....	do	do	1 00
Hart, Francis.....	2	1878	1	.....	1877	1	do	Okonra.....	Warton.....	do	do	5 00
Horgan, Thos.....	3	1874	4	1	1874	3	do	Ancaster.....	Nil.....	do	do	1 00
Hull, John.....	3	1875	1	3	.....	do	do	St. Catharines.....	Persia.....	do	do	1 00
Henry, Michae.....	1	1875	2	2	1874	1	do	Port Dalhousie.....	Nil.....	do	do	1 00
Howe, J. C.....	2	1878	1	.....	.....	do	do	do	G. D. Granniss.....	do	do	5 00
Huffa, John.....	3	1878	1	.....	.....	do	do	Allanburg.....	C. M. Carter.....	do	do	5 00
Huff, George.....	2	1877	2	.....	1877	1	do	Penetanguishene.....	Mary Beck.....	do	do	5 00
Hill, J. E.....	3	1875	3	1	1874	1	do	Toronto.....	Bouquet.....	do	do	5 00
Hyatt, John.....	3	1878	1	.....	.....	do	do	Kingston.....	Kincardine.....	do	do	5 00
Hosker, D. M.....	3	1878	1	.....	.....	do	do	Goderich.....	Nil.....	do	do	5 00
Hugo, T. W.....	2	1870	5	4	.....	do	do	Cwen Sound.....	City of Orleans.....	do	do	1 00
Harrington, John.....	2	1877	2	.....	.....	do	do	Toronto.....	Georgian.....	do	do	5 00
Hart, James.....	2	1878	1	.....	.....	do	do	Burrard Inlet.....	Maggie.....	do	do	5 00
Hosken, Charles.....	3	1878	1	.....	.....	do	do	do	do	do	do	5 00
Hurd, M. E.....	1	1878	1	.....	1877	1	do	Manitoba.....	Swallow.....	do	do	5 00
Hebert, Paul.....	3	1874	1	4	.....	do	do	Montreal.....	Nil.....	do	do	1 00
Jacobs, Silas H.....	1	1873	2	3	1871	2	January	Lindsay.....	Strickland.....	do	do	1 00
Johaston, Hamilton.....	2	1876	1	1	1875	1	do	Sandwich, O.....	Hope.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Jardine, Patrick.....	2	1870	1	7	1869	1	1877.	Portage-du-Fort...	Prince Arthur.....	Board.....	January ... 1878.	1 00
Jolite, Joseph, jun.....	3	1876	1	1	.....	.....	April	Montreal	Caroline.....	do	do	1 00
Johnson, Joseph D.....	1	1872	3	3	1871	2	do	Midland	Nil.....	do	do	1 00
Johnson, Nicol.....	2	1876	1	1	.....	.....	June	Waubausheene.....	Minnie Wade.....	do	do	1 00
Jones, William Morgan.....	1	1876	1	1	1874	1	July.....	Ottawa.....	Resolute.....	do	do	1 00
Johnson, Nicol.....	L.	.....	1876	1	1	1877	1	August.....	Waubausheene	Prince Alfred.....	do	do	5 00
Jackson, William.....	2	1870	1	7	1876	1	September	Peterborough.....	Nil.....	do	do	1 00
Joley, Joseph, jun.....	2	1876	2	1	.....	.....	October...	Montreal	Star.....	do	do	5 00
Jean, Marie Peter	3	1876	1	2	.....	.....	do	Quio	Chaudiere.....	do	do	2 00
Julien, Ludger.....	3	1877	1	1	.....	.....	do	Deschambault	Princess	do	do	1 00
Jones, Arthur C.....	3	1878	1	.....	.....	.....	do	Ottawa	Nil.....	do	do	5 00
Jones, Alfred G.....	1	1876	2	1	.....	.....	do	do	Resolute	do	do	5 00
Jean, Marie Xavier... ..	3	.....	1869	2	8	.....	.....	do	Sorel.....	Hope	do	do	1 00
Jacque, Louis.....	1	1875	2	2	.....	.....	do	St. Shateford.....	Nil.....	do	do	1 00
Johnson, John.....	3	.....	1876	2	1	1874	1	do	Woodstock, N.B..	do	do	do	1 00
Johnston, Charles.....	2	1878	1	.....	.....	.....	do	Chatham, N.B.....	do	do	do	5 00

Judge, Peter.....	3	1875	1	3	1874	1	do	Halifax, N.S.....	Water Boat.....	do	1 00
Jewin, William.....	1	1875	2	2	1874	1	December	Kingston.....	Nil.....	do	1 00
Jacobs, Silas.....	1	1873	2	4	1870	1	do	Peterborough.....	Golden City.....	do	1 00
Jackson, William.....	1	1870	2	7	.....	.....	do	do	Aln.....	do	5 00
Jacques, J. W.....	2	1877	2	.....	.....	.....	do	Colbourn.....	M. Hall.....	do	5 00
Jento, Napoleon.....	3	1878	1	.....	.....	.....	do	Brockville.....	Chaffey.....	do	5 00
Jento, Timothy.....	2	1860	1	18	.....	.....	do	do	do	do	1 00
Jimason, Isaac.....	3	1870	2	7	.....	.....	do	Kingston.....	McArthur.....	do	1 00
Johnson, William.....	2	1864	2	13	.....	.....	do	Garden Island.....	Nil.....	do	1 00
Johnson, Gilbert.....	2	1872	5	2	.....	.....	do	Kingston.....	Jessie Hall.....	do	5 00
Jones, William.....	1	1875	3	1	1877	1	do	Garden Island.....	Saxon.....	do	5 00
Johnston, Hamilton.....	2	1876	1	2	1875	1	do	Sandwich.....	Hope.....	do	1 00
Johnston, James.....	2	1866	1	12	.....	.....	do	Garden Island.....	F. Smith.....	do	1 00
Jamieson, Samuel.....	3	1878	1	.....	.....	.....	do	Owen Sound.....	S. Spray.....	do	5 00
Kennedy, Wm.....	1	1873	3	2	.....	.....	January	Kingston.....	Argyle.....	Board	1 00
Kelly, James H.....	2	1861	2	12	.....	.....	do	Prescott.....	Lothair.....	do	1 00
Kerr, Acheson.....	1	1860	1	17	.....	.....	April	Orellia.....	Emily May.....	do	1 00
Kerr, Acheson, jun.....	1	1873	2	3	1872	1	do	do	Nipissing.....	do	1 00
Kaney, Terrence.....	1	1870	3	5	1869	1	do	Pembroke.....	Kippewa.....	do	1 00
Kinnon, John.....	L.	.....	.....	.....	1877	1	May	Meaford.....	Canada.....	Meneilley.....	5 00
Kirkpatrick, James.....	2	1865	1	12	.....	.....	do	Cobden.....	J. Gould.....	Board	1 00
Kerrigan Dennis.....	L.	.....	.....	.....	1877	1	January	Point Edward.....	Sea Gull.....	do	5 00
Kelly, John.....	L.	.....	.....	.....	1877	1	June	Victoria Harbour.....	Bella Taylor.....	Meneilley	5 00
Keaney, Robert.....	2	1873	1	4	1871	2	August	Hamilton.....	Nil.....	Board	2 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Kirkpatrick, A. H.	L.	.....	.....	.....	.....	1877	1	1877.	Brockville	Topsy	Taylor	1877.	5 00
Kennedy, Wm.	2	.....	1874	3	2	.....	.....	October	St. John, N.B.	Dufferin	Board	1878.	1 00
Kerley, John	1	.....	1875	1	3	.....	.....	do	do	Gladiator	do	do	1 00
Kelly, Wm.	3	.....	1866	2	11	.....	.....	December	Green Island	Bay of Quinté	do	do	1 00
Kennedy, Wm.	.....	1	1873	3	3	.....	.....	do	Kingston	Argyle	do	do	1 00
Kilcauley, Patrick	.....	1	1872	3	4	1875	1	do	do	Gatineau	do	do	1 00
Kerr, Adam	3	.....	1869	3	7	.....	.....	do	Point Edward	International	do	do	1 00
Kerrigan, David	.....	1	1878	1	.....	1877	1	do	do	Sea Gull	do	do	5 00
Kerr, Hugh	3	.....	1875	3	1	1876	1	do	Hamilton	Columbia	do	do	1 00
Kirkpatrick, David	.....	3	1878	1	.....	.....	.....	do	Toronto	City of Montreal	do	do	5 00
Kelley, John	.....	3	1878	1	.....	.....	.....	do	St. Thomas	Ontario	do	do	5 00
Kirkpatrick, Neil	.....	2	1877	2	.....	.....	.....	do	Toronto	Cuba	do	do	5 00
Kennedy, Wm.	4	.....	1866	1	12	.....	.....	do	do	do	do	do	1 00
Kennedy, John	.....	1	1875	2	2	1873	3	do	do	J. C. Clark	do	do	1 00
Kerr, Atcheson, jun.	.....	1	1872	2	4	1872	1	do	Orillia	Nipissing	do	do	1 00
Kelley, John	.....	2	1878	1	.....	1877	1	do	Victoria Harbour	B. Taylor	do	do	5 00

Lee, Christopher	2	1876	1	1	January	New Westminster.	Ada	do	1877.	January	1 00
Loyer, Theodore		1875	2	1	February	Gatineau Point	Mac	do	do	do	1 00
Leclaire, Jean B.		1875	1	2	do	Lachine	Calabria	do	do	do	1 00
Leclaire, Joseph		1876	1	1	do	do	Spartan	do	do	do	1 00
Lachance, Alfred		1873	1	4	do	Quebec	Venezia	do	do	do	2 00
Langlois, Olivier		1870	3	5	do	Lévis	Rover	do	do	do	1 00
Littlebury, John	L.				1 April	Manitoba	Colville	Abell	do	do	5 00
Lewis, Edwin H.	L.				1 do	Winnipeg	Red River Steamer	do	do	do	5 00
Lecerte, Roderick	L.	1874	1	3	1 July	Dundee, P. Q.	Jennie	Board	do	do	5 00
Lee, John	2	1866	2	10	August	Southampton	Nil	do	do	do	1 00
Lawson, H. C.	L.				1 March	Victoria, B. C.	J. Douglass	Westgarth	do	do	5 00
Lec, Fred. Augustus	L.	1877	1		1 do	Burrard's Inlet	Maggie	do	do	do	5 00
Laurie, Wm.	2	1870	2	6	April	Sorel	Active	Board	do	do	1 00
Lariviere, Pierre	2	1860	1	17	do	Montreal	National	do	do	do	1 00
Lalonde, Alphonse		1872	2	4	do	Rigeaud	Nil	do	do	do	1 00
Langlois, Zepherin	3	1865	1	12	do	Montreal	Nil	do	do	do	1 00
Lapointe, Frank		1868	2	8	2 do	Fort William	Tug	do	do	do	1 00
Lafaire, Francis	3	1865	1	12	May	Montreal	W. C. Francis	do	do	do	1 00
Lamoite, Nazaire		1870	3	5	do	St. Antoine	Victor	do	do	do	1 00
Lumsden, George	L.				1 do	Winnipeg	Swallow	Abell	do	do	5 00
Locke, James Lee		1878	1		October	Montreal	Nil	Board	do	1878.	5 00
Ladoncin, Louis		1868	2	7	do	St. Andrews	Eclair	do	do	do	1 00
Loyer, Theodore	1	1875	3	1	do	Gatineau Point	Mac	do	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Laclaire, Michel.....	2	.....	1860	1	18	.....	.....	1877. October ...	Sorel.....	Berthier.....	Board.....	1878. January ..	\$ cts. 1 00
Lusier, Raphael.....	2	.....	1860	2	17	.....	.....	do ...	do	Fire Fly.....	do	do ...	1 00
Lafleche, Augustin....	2	.....	1860	1	18	.....	.....	do ...	Sorel.....	Three Rivers.....	do	do ...	1 00
Lamotte, Olivier.....	3	.....	1864	1	14	.....	.....	do ...	do	Criquet.....	do	do ...	1 00
Lacombe, Louis.....	3	.....	1860	1	18	.....	.....	do ...	do	Albert.....	do	do ...	1 00
Lacroix, Louis.....	3	.....	1860	1	18	.....	.....	do ...	Trois Rivieres.....	Arthur.....	do	do ...	1 00
Lacroix, Pierre.....	3	.....	1860	1	18	.....	.....	do ...	do	Nil.....	do	do ...	1 00
Lablanc, Pierre.....	3	.....	1866	1	12	.....	.....	do ...	do	Laval.....	do	do ...	1 00
Lacombe, Alfred.....	.....	1	1875	2	2	.....	.....	do ...	do	Canada.....	do	do ...	1 00
Lamerville, Archil....	.....	1	1870	2	7	1870	2	do ...	do	Bourgeois.....	do	do ...	5 00
Lavallie, Alfred.....	.....	2	1878	1	.....	.....	.....	do ...	Sorel.....	Cultivateur.....	do	do ...	5 00
Laclaire, William.....	3	.....	1868	1	10	.....	.....	do ...	do	Nil.....	do	do ...	1 00
Lachance, Joseph.....	.....	1	1871	3	5	.....	.....	do ...	do	Nil.....	do	do ...	1 00
Lussier, Bartume.....	.....	3	1878	1	.....	.....	.....	do ...	do	Marie.....	do	do ...	5 00
Laurie, Wm.....	2	.....	1869	2	8	.....	.....	do ...	do	Nil.....	do	do ...	1 00
Lachance, Honore.....	.....	1	1875	3	1	.....	.....	do ...	Lévis.....	Nil.....	do	do ...	1 00
Lacroix, Trefé.....	2	.....	1860	1	18	.....	.....	do ...	St. Ann.....	Etoile.....	do	do ...	1 00

Lacroix, Wilbrod	2	1860	2	17	do	Lévis	Champion No. 2...	do	1 00
Lacroix, Urbain	2	1860	1	18	do	do	Progress	do	1 00
Lafleur, Xavier	2	1860	1	18	do	St. Antoine	St. Croix	do	1 00
Lahay, François	2	1860	1	18	do	Lévis	St. George	do	1 00
Lamotte, Nazaire	3	1870	3	6	do	St. Antoine	Union	do	5 00
Lainoche, Louis	2	1860	2	17	do	St. Nicholas	Eugenie	do	1 00
Lamotte, Ubald	3	1867	1	11	do	St. Antoine	Gatineau	do	1 00
Lamotte, Octave	1	1871	3	5	do	St. Croix	Saguenay	do	1 00
Lamotte, Napoleon	3	1876	1	2	do	Champlain	Union	do	2 00
Lapointe, Joseph	2	1860	1	18	do	Village Lauzon	Shannon	do	1 00
Lard, Remie	3	1870	1	8	do	Lotbinière	Becancour	do	1 00
Lard, Joseph Gideon	2	1876	2	1	do	St. Ed. of Lotbin- ière.	Clyde	do	5 00
Lard, Elois	3	1876	1	2	do	do	Canada	do	1 00
Leduc, Zotique	2	1876	2	1	do	St. Roch, Quebec	St. Catharines	do	6 00
Lemieux, Joseph	2	1870	4	5	do	Lévis	Prince Edward	do	5 00
Lesard, Augustin	2	1876	2	1	do	Village Lauzon	J. R. Touter	do	6 00
Lefavre, Hector	3	1878	1	.....	do	Deschambault	Reindeer	do	5 00
Lemai, Isai	3	1868	1	10	do	St. Ed. of Lotbin- ière.	Victory	do	1 00
Lacerte, Rode	1	1874	2	3	do	Dundee, P.Q.	L. S. Sjerby	do	5 00
Lamere, Peter	2	1867	1	11	do	Prescott	Nil	do	1 00
Leclair, Joseph	2	1876	2	1	do	Lachine	Dromedary	do	5 00
Long, John A.	1	1873	3	3	do	Ottawa	Mac	do	1 00
Loveley, Edward	1	1874	3	2	do	Afford, P.O.	Hoit	do	1 00
Lockerbie, Wm.	3	1873	4	2	do	Collingwood	N. Belle	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Laurence, Z.	.....	1	1873	2	4	.....	.....	1877.	Welland.	M. Bird	Board	1878.	1 00
Lawrence, P.	.....	1	1871	3	5	1871	1	do	do	C. W. Jones	do	do	1 00
Leitch, Robt.	3	.....	1873	3	3	.....	.....	do	do	M. & Julien	do	do	1 00
Lintz, W. F.	.....	3	1878	1	.....	.....	.....	do	Montreal	Ocean	do	do	5 00
Loyd, Robert	.....	3	1878	1	.....	.....	.....	do	St. Catharines	Persia	do	do	5 00
Linter, Charles	2	.....	1865	1	13	.....	.....	do	do	Dominion	do	do	1 00
Leitch, Thomas	.....	1	1873	3	3	1876	1	do	Welland	Munro	do	do	1 00
Linter, O. H. W.	.....	2	1877	2	.....	.....	.....	do	St. Catharines	Dominion	do	do	5 00
Leaney, Walter	.....	1	1872	5	.....	.....	.....	do	Port Robinson	McFarland	do	do	1 00
Lepine, Isadore	.....	3	1876	1	2	.....	.....	do	Point Claire	Nil	do	do	1 00
Lefebvre, Isadore	3	.....	1867	1	11	.....	.....	do	Carillon	Matilda	do	do	1 00
Leclair, Dominique	.....	1	1874	3	2	1876	1	do	Lachine	Plover	do	do	1 00
Leitch, Alexander	1	.....	1866	1	12	.....	.....	do	do	Mattawan	do	do	1 00
Ladouceur, Gaspard	.....	1	1877	1	1	.....	.....	do	St. Andrew	Hawksbury	do	do	6 00
Lawson, C. H.	3	.....	1878	1	.....	1877	1	do	Burrard Inlet	Douglas	do	do	5 00
Lee, Fred. A.	.....	2	1877	2	.....	1877	1	do	do	Maggie	do	do	5 00

Littlebury, John	3	1878	1	1877	1	do	Manitoba	Colville	do	do	5 00
Lewis, Edwin H.	3	1878	1	1877	1	do	do	Keewatin	do	do	5 00
Munro, Daniel	L.	1873	4	1876	1	May	Glencoe	Ontario	Risley	January	5 00
Mowbray, James	1	1872	1	5	do	do	St. John, N.B.	Nil	Board	do	1 00
Munro, George	1	1865	1	12	do	do	Glencoe	City of Toronto	do	do	1 00
Murphy, Thomas	L.	1872	2	4	1871	5	Newboro'	Rose	Taylor	do	5 00
Munson, Wm. H.	3	1875	1	2	do	do	Ottawa	Orford	Board	do	1 00
May, Wm.	L.	1876	1	1	1874	2	Montreal	Nil	Burgess	do	5 00
Mignault, Eusebe	L.	1877	1	1	1877	1	Sorel	Polino	Before	do	5 00
Morley, Thos.	L.	1877	1	1	1877	1	Barric	Clara Florence	Mensiley	do	5 00
Mahier, Jean B.	1	1860	1	17	do	July	Berthier	Vermont	Board	do	3 00
Murray, John	1	1877	1	1	1876	1	Victoria, B.C.	Emma	do	do	10 00
Miller, William	3	1876	1	1	do	do	Kingston	Armenia	do	do	1 00
Magden, Daniel	3	1867	1	10	do	do	do	Elswood	do	do	1 00
Miller, John	1	1873	1	4	do	January	Windsor	Nil	do	do	1 00
Merrill, S. G.	3	1876	1	1	do	do	Dresden	Nil	do	do	1 00
Montgomery, S.	1	1873	3	2	1875	1	Bobcaygeon	Novely	do	do	1 00
Murphy, Philip	1	1870	1	7	1869	1	Elfin	Olive	do	do	1 00
Morrison, Donald	L.	1876	2	2	1876	2	Silver Islet	Hattie Vinton	do	do	5 00
Mephan, Wm.	L.	1875	2	1	1877	1	Collingwood	Magdalena	Risley	April	5 00
Maxwell, James	1	1870	3	5	do	do	Allan's Corners	Picton	Board	January	1 00
Madigan, B.	2	1876	1	1	do	do	Victoria, B.C.	Maude	do	do	1 00
Menish, Angus	1	1869	1	8	do	do	Sorel	Harbour Tug	do	do	1 00
Milne, Alex.	2	1862	1	15	do	ay	Kingston	Alexandra	do	do	1 00

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Marchand, Robt	1 1869	2	8	1868	1	1877. October	Batiscau.....	Manxman.....	Board.....	1877. January	1 00
Munson, W. H.....	2 1875	2	2	do	Ottawa	Orford.....	do	do	5 00
Marchand, Narcisse.....	1 1873	3	3	do	Champlain.....	Algerian	do	do	1 00
(Martineau, Jos., sen....	2	1	13	do	Montreal.....	Port Neuf.....	do	do	1 00
Martineau, Jos., jun....	2 1874	2	3	do	do	Nil.....	do	do	1 00
Morris, Christopher G....	2 1878	1	1877	1	do	do	Nooya.....	do	do	5 00
Morin, Damase.....	1 1876	2	1	1873	1	do	do	No. 8 Elevator.....	do	do	1 00
Marchand, Joseph.....	2 1874	2	3	do	Champlain.....	Princess	do	do	1 00
Marchand, Joseph.....	3	1	11	do	do	do	do	do	1 00
Moreau, Louis.....	1 1870	3	6	do	Montreal.....	C. J. Brydges.....	do	do	1 00
Mallet, Hyacinthe.....	3	1	11	do	do	Shickluna	do	do	2 00
Martin, Asa	1	1	18	do	Sorel.....	Nil.....	do	do	1 00
Mandeville, Francois..	2	1	18	do	do	Dredge.....	do	do	1 00
Martinbeau, Narcisse..	1 1878	1	do	Berthier.....	Nil.....	do	do	5 00
Marcotte, Thos.....	3	1874	1	4	1873	1	do	Sorel	Albert.....	do	do	1 00
Mallote, Pierre.....	3	1	17	do	do	Luisis.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Madden, Michael.....	2	.....	1861	1	17	.....	.....	1877.	Kingston.....	D. E. West.....	Board.....	1878.	1 00
Magden, Daniel.....	3	.....	1867	1	11	.....	.....	do	Bedford Mills.....	Elswood.....	do	do	1 00
Marshall, Robt.....	.....	2	1877	2	.....	1876	1	do	Garden Island.....	J. Hall.....	do	do	5 00
Mathews, Jacob.....	.....	1	1870	2	7	.....	.....	do	Kingston.....	Portsmouth.....	do	do	1 00
Merriam, Ohas.....	.....	2	1875	1	3	.....	.....	do	Mill Point.....	R. Mill.....	do	do	1 00
Milne, Alex.....	2	.....	1862	1	16	.....	.....	do	Kingston.....	Alexandra.....	do	do	1 00
Milne, Wm.....	3	.....	1864	2	13	.....	.....	do	do	do	do	do	1 00
Monck, R. C.....	.....	1	1876	3	.....	.....	.....	do	Morrisburg.....	Glide.....	do	do	5 00
Morrison, Stephen.....	.....	1	1873	2	4	1872	1	do	Mill Point.....	Nil.....	do	do	1 00
Mulholland, James.....	.....	1	1875	3	1	1874	1	do	Kingston.....	Pearl.....	do	do	5 00
Mullin, John.....	.....	1	1876	3	.....	.....	.....	do	Garden Island.....	H. A. Calvin.....	do	do	5 00
Mundell, John.....	3	.....	1873	3	3	.....	.....	do	Kingston.....	Geneva.....	do	do	1 00
Murphy, Peter.....	.....	1	1869	3	7	.....	.....	do	do	Adventure.....	do	do	1 00
Munro, Francis.....	2	.....	1862	1	16	.....	.....	do	do	Argyle.....	do	do	1 00
Murphy, Martin.....	.....	1	1875	3	1	.....	.....	do	Elgin.....	Lake Ontario.....	do	do	5 00
Murphy, Thos.....	3	.....	1870	1	8	.....	.....	do	Kingston.....	S. S. Edsall.....	do	do	1 00

Murray, James.....	2	1861	1	17	do	do	Spartan.....	do	1 00
Murphy, Alex.....	3	1878	1	do	do	Chatham.....	do	do	5 00
Munro, Alex.....	3	1870	3	5 1869	do	Glencoe.....	do	do	5 00
Morrison, Hugh.....	3	1870	2	7	do	Wallaceburg.....	do	do	5 00
Morrison, Thos. W.....	3	1878	1	do	do	do	Victoria.....	do	5 00
Munro, Daniel.....	2	1873	5	1 1876	do	Glencoe.....	do	do	6 00
May, John.....	1	1864	2	13	do	Point Edward.....	do	do	1 00
Mellon, George.....	2	1876	2	1	do	do	do	do	1 00
Merrick, Fred.....	3	1877	1	1	do	Dresden.....	do	do	1 00
Miller, William.....	2	1876	2	1	do	Kingston.....	do	do	5 00
Miller, John B.....	3	1875	4	do	do	New York.....	do	do	5 00
Morden, C. H.....	2	1878	1	do	do	Pictou.....	do	do	5 00
Morrill, Thos.....	3	1878	1	do	do	Collingwood.....	do	do	5 00
Mitchell, George.....	3	1869	1	9	do	Port Colborne.....	do	do	1 00
Miller, Sopha.....	1	1871	3	5	do	Dunnville.....	do	do	1 00
Mills, J. A.....	2	1869	5	5 1873	do	St. Catharines.....	do	do	1 00
Marshall, Thos.....	1	1874	2	3 1873	do	Orillia.....	do	do	1 00
Moyle, J. E.....	3	1878	1	do	do	Paris.....	do	do	5 00
Mills, Thos.....	2	1874	2	3 1873	do	Toronto.....	do	do	1 00
Magee, Richard.....	1	1878	1	do	do	do	do	do	5 00
Mephum, Wm.....	1	1875	3	1 1877	do	Collingwood.....	do	do	5 00
Menish, George.....	2	1867	2	10	do	Montreal.....	do	do	1 00
Morrison, R. A.....	1	1872	3	4	do	do	do	do	1 00
Maxwell, James.....	1	1870	3	6	do	St. L. D. G.....	do	do	1 00
Martin, Pierre.....	1	1874	1	5 1873	do	Montreal.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
								1877.				1878.	\$ cis.
Mahier, Jean B.....	1		1860	1	18			December	Berthier.....	Vermont.....	Board.....	January...	1 00
Morris, John.....		1	1878	1				do	Quebec.....	Fiamborough.....	do.....	do	5 00
Murray, John.....	3		1877	2	1	1876	1	do	Victoria, B.C.....	Emma.....	do.....	do	5 00
McManus, P. F.....	2		1865	1	12			January	Bath.....	Jessie Cassels.....	do.....	January...	1 00
McCallum, Charles....	2		1860	1	17			do	Markham.....	Red River Steamer.....	do.....	do	1 00
McNeil, John.....		1	1869	3	6			February	Ottawa.....	McMahon.....	do.....	do	1 00
McMaugh, A. W.....	L		1875	3		1877	1	April	St. Catharines.....	Sovereign.....	Risley.....	do	5 00
McCaul, Robert.....	2		1867	2	9			March	Kingston.....	Oswego Belle.....	Board.....	do	1 00
McArthur, James.....		1	1870	3	5	1876	2	do	Montreal.....	Albion.....	do.....	do	1 00
McTaggart, Joseph....	L					1876	2	do	Victoria, B.C.....	Emma.....	Westgarth.....	do	5 00
McDonald, J. E.....		2	1873	2	3	1872	1	do	Kingsbridge.....	Herald.....	Board.....	do	1 00
McCaw, John.....	3		1873	2	3	1872	1	April	Montreal.....	Nil.....	do.....	do	1 00
McDonald, R.....		2	1876	1	1			do	Pictou, N.S.....	Secret.....	do.....	do	1 00
McDonald, R.....	L		1876	1	1	1877	1	do	do	do	Samson.....	do	5 00
McKenzie, J. T.....		3	1876	1	1			May	St. John, N.B.....	Dredge.....	do.....	do	1 00
McKenzie, J. T.....	L		1876	1	1	1877	1	do	do	do	Smith.....	do	5 00

McKenzie, Wm.....	3	1874	1	3	.....	May.....	St. John, N.B.....	Scud.....	Board.....	do	1 00
McKenzie, Wm.....	L.	1874	1	3	.....	do	do	May Queen.....	Smith.....	do	5 00
McGillivray, James...	L.	.....	.....	.....	.....	do	Washburn.....	Lily.....	Taylor.....	do	5 00
McIntosh, E. I.	L.	.....	.....	.....	.....	do	Victoria, B.C.....	Alexandra.....	Westgarth.....	do	5 00
McIntyre, A.....	3	1874	1	3	.....	do	St. Catharines.....	Alma Munro.....	Board.....	do	3 00
McLeod, K.....	L.	1877	1	.....	.....	do	Wallaceburg.....	Beaver.....	Risley.....	do	5 00
McQuade, David.....	L.	1876	2	.....	.....	June	Montreal.....	Maganettewan.....	do	do	5 00
McCallum, John.....	1	1872	1	5	.....	July.....	Goderich.....	Nil.....	Board.....	do	2 00
McEwan, John F.	3	1871	2	5	.....	do	Morrisburg.....	do	do	do	2 00
McDonald, J. W.....	L.	.....	.....	.....	.....	August.....	Georgetown, P.E.I.....	Lion.....	Smith.....	do	5 00
McDonald, J. C.....	L.	.....	.....	.....	.....	do	Halifax, N.S.....	Carrie.....	do	do	5 00
McDonald, Charles.....	1	1874	2	2	.....	September	Dundas.....	D. R. Vanallen.....	Board.....	do	1 00
McDonald, Charles.....	L.	1874	2	2	.....	do	do	do	do	do	5 00
McGill, Jeremiah.....	L.	.....	.....	.....	.....	August.....	Nanaimo.....	Alexander.....	Westgarth.....	do	5 00
McRoberts, Alex'r.....	2	1860	1	18	.....	October.....	Chateauguay Basin	Dagmar.....	Board.....	1878.	1 00
McCaig, Duncan.....	3	1866	1	12	.....	do	Allan's Corners.....	Chaudiere.....	do	do	1 00
McElroy, Thos.....	1	1867	1	11	.....	do	Ottawa.....	Maudie.....	do	do	1 00
McAllister, James.....	2	1878	1	.....	.....	do	do	Nil.....	do	do	5 00
McLean, David.....	2	1870	2	7	.....	do	Aylmer.....	Bohemian.....	do	do	1 00
McGowan, Wm.....	1	1865	1	13	.....	do	Ottawa.....	Queen Victoria.....	do	do	1 00
McAlcer, Edw'd.....	1	1869	2	8	.....	do	St. John, N.B.....	Nil.....	do	do	1 00
McCarthy, Daniel.....	2	1876	1	2	.....	do	do	Derigo.....	do	do	1 00
McDonald, Angus.....	2	1871	2	6	.....	do	Pictou, N.S.....	Dragon.....	do	do	5 00
McDonald, John.....	3	1873	2	4	.....	do	Newcastle, N.B.....	Andover.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
McInnes, Duncan.....	.....	2	1871	2	6	.....	.....	1877.	St. Catherines.....	Nil.....	Board.....	1878.	2 00
McDonald, Rand.....	.....	1	1876	2	1	1877	1	do	Quebec.....	Tiger.....	do	do	5 00
McDonald, Alex.....	.....	3	1870	1	8	.....	.....	do	Pictou, N.S.....	do	do	do	2 00
McDonald, J. W.....	.....	2	1878	1	.....	1877	1	do	Georgetown.....	Lion.....	do	do	5 00
McFarlane, Chas.....	2	.....	1876	1	2	.....	.....	do	P. E. Island.....	Nil.....	do	do	1 00
McFarlane, D. H.....	.....	1	1872	2	5	.....	.....	do	Pictou, N.S.....	do	do	do	1 00
McGachey, Henry.....	3	.....	1874	2	3	1873	1	do	St. John, N.B.....	Ferry.....	do	do	5 00
McKenzie, Allan.....	.....	1	1876	1	2	.....	.....	do	Sydney, C.B.....	Lady Lake.....	do	do	1 00
McKenzie, John T.....	.....	2	1876	2	1	1877	1	do	St. John, N.B.....	Dredge.....	do	do	5 00
McKenzie, Wm.....	.....	1	1874	2	3	1877	1	do	do	Fawn.....	do	do	5 00
McKenzie, Peter.....	.....	1	1877	1	1	.....	.....	do	Glacé Bay, C. B.....	C. M. Cates.....	do	do	1 00
McKenzie, D. H.....	.....	1	1876	1	2	.....	.....	do	do	L. Boyer.....	do	do	1 00
McMillan, John.....	1	.....	1878	1	.....	.....	.....	do	P. E. Island.....	Northern Light.....	do	do	5 00
McPherson, Robt.....	3	.....	1876	1	2	1875	1	do	do	Ferry.....	do	do	1 00
McPherson, Alex.....	.....	2	1877	1	1	.....	.....	do	P. E. Island.....	Ferry.....	do	do	1 00
McArthur, James.....	.....	3	1878	1	.....	.....	.....	December.	Lindsay.....	Victoria.....	do	do	5 00

McArthur, Alexander.....	3	1872	3	4	1871	1	do	do	Commodore.....	do	do	1 00
McBride, Archibald.....	2	1863	2	4	do	do	do	Kingston.....	Magnet.....	do	do	1 00
McBride, Robert.....	3	1863	1	15	do	do	do	do	do	do	do	1 00
McFaul, Michael.....	3	1865	1	13	do	do	do	do	H. B. Sherwood.....	do	do	1 00
McFaul, Michael, Sen.....	3	1878	1	do	do	do	do	Montreal.....	do	do	do	5 00
McGillivray, James.....	2	1878	1	do	do	1877	1	Washburn	Lily.....	do	do	5 00
McNamee, Peter.....	1	1871	3	5	do	do	do	Hamlet.....	Eleanor.....	do	do	1 00
McReady, William.....	3	1874	2	3	1873	1	do	Garden Island.....	H. A. Calvin.....	do	do	1 00
McDonald, Charles.....	2	1874	3	2	1873	2	do	Dundas.....	Tecumseh.....	do	do	5 00
McLeod, Kenneth.....	2	1877	2	do	1877	1	do	Wallaceburg.....	Beaver.....	do	do	5 00
McLaren, Donald.....	3	1876	1	2	do	do	do	Sarnia.....	J. U. Clark.....	do	do	1 00
McDonald, Alexander.....	2	1869	4	5	do	do	do	do	Sagshaw.....	do	do	1 00
McBride, Thomas.....	2	1877	2	do	do	do	do	Collingwood.....	S. C. Doty.....	do	do	5 00
McGulloch, J.....	1	1872	2	5	1868	1	do	Port Colborne.....	C. M. Carter.....	do	do	1 00
McGuinness, Wm.....	1	1872	2	5	do	do	do	do	Nil.....	do	do	1 00
McRea, John.....	2	1875	2	2	do	do	do	Dunville.....	N. & J.....	do	do	5 00
McOppen, James.....	3	1873	1	do	do	do	do	Port Robinson.....	A. Carter.....	do	do	5 00
McMaugh, Wm. J.....	3	1872	4	3	1873	1	do	St. Catharines.....	Ocean.....	do	do	1 00
McMaugh, A. W.....	3	1875	4	do	1877	1	do	do	J. L. McElward.....	do	do	5 00
Maclear, Thomas.....	2	1870	5	4	1869	1	do	do	Europe.....	do	do	1 00
McQuaie, James.....	2	1864	1	14	do	do	do	Northern.....	Wabano.....	do	do	1 00
McQuade, Henry.....	2	1875	2	2	do	do	do	do	Cumberland.....	do	do	1 00
McQuade, David.....	3	1874	4	1	1877	1	do	do	Maganettawan.....	do	do	5 00
McGee, William.....	1	1877	1	1	do	do	do	Collingwood.....	Peerless.....	do	do	1 00
McDonald, Stephen.....	3	1877	1	1	do	do	do	P. E. Island.....	Beta.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
McIntosh, R. J.	.....	.....	1878	1	.....	1877	1	December.	Victoria, B.C.	Cariboo Fly	Board	1878.	\$ cts. 5 00
McGill, Jeremiah	2	.....	1878	1	.....	1877	1	do	Nanaimo, B.C.	Alexander	do	do	5 00
McArthur, James	3	.....	1878	1	.....	.....	.....	do	N. Westminster, B.C.	Ada	do	do	5 00
McFarlane, C., jun.	.....	3	1878	1	.....	.....	.....	do	P. E. Island	Gulnore	do	do	5 00
Misbet, John	.....	2	1876	1	1	1875	1	January.	Owen Sound	C'y of Owen Sound	do	1877.	1 00
Nolin, Edward	.....	3	1876	1	1	.....	.....	March	Quebec	Nil	do	do	1 00
Norton, J. H.	.....	2	1875	2	1	.....	.....	April	St. Catharines	Lincoln	do	do	1 00
Norris, Chris. G.	L.	.....	.....	.....	.....	.....	.....	May	Montreal	Noosa	Burgess	do	5 00
Niles, Thos.	.....	1	1875	2	1	1875	1	do	Whitby	Niagara	Board	do	1 00
Neil, Henry	L.	.....	1877	1	.....	1877	1	June	New Westminster	Ada	Westgarth	do	5 00
Nichol, Thomas	L.	.....	1877	1	.....	1877	1	July	Chatham	Comet	Risley	do	5 00
Nash, Russell	.....	1	1871	3	4	1875	1	do	Morrisburg	Arctic	Board	do	1 00
Nash, B. Merison	L.	.....	.....	.....	.....	1877	1	do	do	Lorena	do	do	5 00
Noyes, John O.	.....	3	1878	1	.....	.....	.....	October	Chatham	Manitoba	do	1878.	5 00
Newton, James	.....	2	1878	1	.....	.....	.....	do	Ottawa	Engineer	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
O'Reilly, Thos.....	2	.....	1865	2	12	.....	.....	1877.	Kingston.....	Hastings.....	Board.....	1878.	1 00
O'Neil, James.....	.....	1	1876	3	.....	.....	.....	do	Newborough.....	Asia.....	do	do	5 00
Odette, Henry.....	3	.....	1871	2	6	1870	1	December.	Sarnia.....	Trudeau.....	do	do	5 00
O'Brien, John N.....	.....	1	1871	2	6	.....	.....	do	Port Robinson.....	D. E. McFarland.....	do	do	1 00
Perkins, Edward.....	.....	1	1872	1	5	1871	3	January....	St. John, N.B.....	Telegraph.....	do	do	1 00
Paule, Charles.....	.....	3	1876	1	1	.....	.....	do	Burrard Inlet.....	Union.....	do	do	1 00
Painter, John.....	3	.....	1869	1	8	.....	.....	April.....	Kingston.....	Lady Franklin.....	do	do	1 00
Pratt, Wm. T.....	1	.....	1872	1	5	.....	.....	do	St. John, N.B.....	Rothsay.....	do	do	1 00
Paquette, Jeremie.....	2	.....	1860	1	17	.....	.....	do	Longueuil.....	Montraville.....	do	do	1 00
Pardunn, David.....	L.	.....	1877	1	.....	1876	2	do	New Westminster.....	Royal City.....	Westgarth.....	do	5 00
Perron, Francis.....	L.	.....	.....	.....	.....	1877	1	do	Levis.....	Champion.....	Samson.....	do	5 00
Pelletier, Edouard.....	.....	1	1870	2	6	.....	.....	May.....	Sorel.....	Nil.....	Board.....	do	2 00
Polson, Wm.....	.....	2	1876	1	1	.....	.....	June.....	Cobourg.....	J. Butts.....	do	do	1 00
Polson, Wm.....	L.	.....	1876	1	1	1877	1	do	do	Fairy.....	Taylor.....	do	5 00
Payline, Narcisse.....	.....	2	1874	2	2	1873	1	August.....	Deschambault.....	Bic.....	Board.....	do	2 00

										1878.	
Paquette, Peter	1	1878	1	.....	October.....	Montreal.....	Bytown.....	do	do	January ...	5 00
Piché, Prosper	3	1865	1	13	do	St. Hyacinthe.....	Fawn.....	do	do	do ...	1 00
Piché, Michel	3	1873	4	2	do	Greses Point.....	M. K. D.....	do	do	do ...	5 00
Paquette, Modest	3	1865	1	13	do	Montreal.....	Passport.....	do	do	do ...	1 00
Paquette, Jermie	2	1860	1	18	do	Longueuil.....	Montraville.....	do	do	do ...	1 00
Poirer Jean B.....	.....	1874	3	2	do	do	Bohemian.....	do	do	do ...	5 00
Potrais, Jean B.	3	1874	1	4	do	Lachine.....	Hope.....	do	do	do ...	4 00
Piché, Napoleon.....	2	1872	5	2	do	Montreal.....	St. Helen.....	do	do	do ...	5 00
Pelletier, Edouard.....	.....	1870	2	7	do	Sorel.....	L'Assumption.....	do	do	do ...	1 00
Piché, George.....	.....	1878	3	.....	do	Deschambault.....	Chikelonia.....	do	do	do ...	5 00
Price, Thos.....	.....	1878	2	.....	do	Montreal.....	Dredge.....	do	do	do ...	5 00
Plot, Philias .....	.....	1874	2	3	do	Lothiniere.....	Contest.....	do	do	do ...	1 00
Picker, Ferdinand.....	3	1871	4	4	do	Montreal.....	Engineer.....	do	do	do ...	1 00
Paquin, Trefle.....	.....	1870	3	6	do	Deschambault.....	NH.....	do	do	do ...	1 00
Physick, Thos.....	.....	1877	1	1	do	Sorel.....	St. Louis.....	do	do	do ...	1 00
Pare, Joseph.....	.....	1875	3	1	do	Village Lauzon.....	Gertie.....	do	do	do ...	1 00
Parrie, Berthémié.....	.....	1873	3	3 1872	1	Levis.....	Beaver.....	do	do	do ...	2 00
Poite, Noïrbaine.....	3	1860	1	18	do	do	Tiger.....	do	do	do ...	1 00
Parks, Wm. B.....	.....	1877	2	.....	do	St. John, N.B.....	Hercules.....	do	do	do ...	5 00
Phillips, Alex.....	.....	1877	2	1 1876	1	do	Admiral.....	do	do	do ...	1 00
Phipps, A. J.....	3	1873	2	4	do	do	St. Patrick.....	do	do	do ...	1 00
Pierce, Abraham.....	2	1870	1	8	do	Halifax, N.S.....	Ferry.....	do	do	do ...	1 00
Pierce, Wm.....	3	1870	1	9	do	do	do	do	do	do ...	1 00
Porter, John E.....	1	1869	2	8	do	St. John, N.B.....	Starr.....	do	do	do ...	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Pool, W. L.	.....	3	1878	1	.....	.....	.....	1877.	P. E. Island	Nil.	Board	1878. January	5 00
Perkins, Edward	.....	1	1872	1	6	1871	1	do	St. John, N.B.	Nil.	do	do	1 00
Patterson, Wm. M.	.....	1	1875	2	2	1874	1	do	Portsmouth.	Nil.	do	do	1 00
Pendargast, James	2	.....	1872	2	5	1871	1	December.	Cornwall	Norseman.	do	do	1 00
Pierce, William	.....	3	1877	1	1	.....	.....	do	Farnersville	H. F. Bronson.	do	do	1 00
Powers, Patrick	.....	1	1871	1	7	.....	.....	do	Kingston	Elevator	do	do	1 00
Prieur, Oliver	.....	2	1869	1	9	.....	.....	do	Garden Island	Traveller.	do	do	1 00
Palmer, J. W.	.....	3	1878	1	.....	.....	.....	do	Newbury	Metamora.	do	do	5 00
Park, Joseph	2	.....	1865	1	13	.....	.....	do	Windsor	G. Western.	do	do	1 00
Parent, J. J.	.....	3	1878	1	.....	.....	.....	do	do	Transit.	do	do	5 00
Pettigrew, George	3	.....	1875	4	.....	1874	1	do	Sarnia.	Ontario.	do	do	5 00
Pettigrew, Thomas	1	.....	1870	3	6	.....	.....	do	do	do	do	do	1 00
Park, James M.	.....	3	1878	1	.....	.....	.....	do	do	Saginaw	do	do	1 00
Polly, John	.....	3	1878	1	.....	.....	.....	do	Pictou.	Pictou.	do	do	5 00
Poor, George	.....	1	1872	3	4	.....	.....	do	Welland	J. H. Doyle.	do	do	1 00
Patterson, Jos	3	.....	1874	3	2	1873	1	do	Toronto.	Munson E.	do	do	1 00

Polson, Wm	1	1876	2	1	1877	1	do	Cobourg	Fairy	do	do	5 00
Port, Andrew	2	1871	1	7		do	do	Gollingwood	Rescue	do	do	1 00
Parsons, Thos	1	1865	1	13		do	do	Wexford, P.O.	Nil	do	do	1 00
Paul, Chas	2	1876	2	1		do	do	Burrard Inlet, B.C.	Union	do	do	5 00
Parent, Pierre	2	1860	1	18		do	do	Beauharnois	St. Paul	do	do	1 00
Quackenbush, C.	L.				1876	2	May	Port Dalhousie	Powell Beyer	Menelley	do	5 00
Quig, Samuel	2	1862	1	16		October	do	Beauharnois	Beauharnois	Board	do	1 00
Quig, John	2	1875	2	2		do	do	do	St. Francis	do	do	1 00
Query, Onesime	1	1860	1	18		do	do	Sorel	John Young	do	do	1 00
Quin, Henry		1873	2	4		do	do	Québec	Dolphin	do	do	1 00
Quigley, James	1	1870	1	8		do	do	do	Carlyle	do	do	1 00
Quinn, Michael	2	1860	1	18		do	do	Montreal	Wren	do	do	1 00
Quackenbush, Chas		1878	1		1876	2	do	Port Dalhousie	P. Beyer	do	do	5 00
Quinn, Patrick	3	1878	1			do	do	do	A. Munro	do	do	5 00
Ross, George	3	1873	1	4		January	do	Port Robinson	King	Board	1877.	
Reynolds, James F.	3	1870	2	6	1869	2	do	Dundas	Emma Munson	do	do	1 00
Ramsey, Alexander	3	1869	1	8		do	do	St. Catharines	Lincoln	do	do	1 00
Reed, Thos. G.	3	1865	1	12		do	do	Hamilton	do	do	do	1 00
Ryan, Thomas	L.				1877	1	March	Lévis	Southern	Samson	March	5 00
Rousseau, Etelze	3	1860	1	17		do	do	do	Helen	Board	January	1 00
Reid, John	3	1876	1	1		April	do	Pictou, N.S.	Nil	do	do	1 00
RoY, Edmond	3	1871	1	6		do	do	Montreal	Monitor	do	do	1 00
Robinson, Christopher	3	1868	1	9		do	do	Manitoba	Nil	do	do	4 00
Reenie, Robert	L.	1876	2	1	1877	1	May	Collingwood	Kate Marks	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Radcliffe, E. D.	L.	.....	.....	.....	.....	1877	1	1877.	St. Catharines.....	Lizzie.....	Menelley.....	1877. January ...	5 00
Ruth, Edward	L.	.....	.....	.....	.....	1870	3	do	Port Dalhousie.....	Louise.....	Risley.....	do ... do ...	5 00
Reid, Hill	L.	.....	.....	.....	.....	1876	2	do	Samia.....	Wm. Seymour.....	Menelley.....	do ... do ...	5 00
Robertson, John	L.	.....	1876	1	1	1876	3	do	Victoria, B. C.....	Beaver.....	Westgarth.....	do ... do ...	5 00
Reilley, Thomas	L.	.....	1877	1	.....	1877	1	June	Port Robinson.....	T. R. Seacord.....	Risley.....	do ... do ...	5 00
Racicot, Antoine	3	.....	1863	1	14	.....	.....	July	Ottawa ..	Matilda.....	Board.....	do ... do ...	2 00
Reynolds, Samuel	.....	2	1873	2	3	.....	.....	August	Port Hope.....	Nil.....	do	do ... do ...	1 00
Ryan, James W	L.	.....	.....	.....	.....	1877	1	do	Pictou, N. S.....	Daisy.....	Smith.....	do ... do ...	5 00
Ryan, Thomas	2	.....	1860	1	18	.....	.....	October	Lachine.....	Prince of Wales...	Board.....	1878. January ...	1 00
Roberge, Louis	.....	2	1876	2	1	.....	.....	do	Montreal.....	Calumet.....	do	do ... do ...	1 00
Robitaille, Louis	3	.....	1864	1	14	.....	.....	do	do	New York.....	do	do ... do ...	1 00
Roy, Edmond	.....	2	1871	2	6	.....	.....	do	do	Monitor.....	do	do ... do ...	5 00
Racicot, Antoine	3	.....	1863	1	15	.....	.....	do	do	Ivy.....	do	do ... do ...	1 00
Rondeau, Louis	3	.....	1864	1	14	.....	.....	do	Sorel.....	Louise.....	do	do ... do ...	1 00
Raymond, Oqisime	.....	3	1876	1	2	.....	.....	do	do	Dredge.....	do	do ... do ...	1 00

Robert, Placide	3	1867	1	11	do	do	do	do	do	St. George.....	do	do	1 00
Rapple, George	2	1877	1	1	do	do	do	do	do	St. James.....	do	do	1 00
Rondeau, Diendonc6.....	3	1877	1	1	do	do	do	do	do	Champlain.....	do	do	1 00
Reynold, Alex. John .. .	3	1877	2	.....	do	do	do	do	do	Acadian	do	do	5 00
Roger, Ferdinand	3	1877	1	1	do	do	do	do	do	St. George.....	do	do	1 00
Rousseau, Eleize.....	3	1860	1	18	do	do	do	do	do	Ranger.....	do	do	1 00
Roulean, Mederic.....	1	1874	3	2	do	do	do	do	do	Maud	do	do	1 00
Ryan, Thos. jun.....	2	1878	1	.....	do	do	do	do	do	St. Ronald	do	do	5 00
Roy, Alfred	1	1870	3	5	do	do	1877	1	do	Swallow.....	do	do	1 00
Reed, John	2	1876	2	1	do	do	.....	.....	do	Dauntless.....	do	do	5 00
Retallic, John.....	1	1871	4	4	do	do	.....	.....	do	Alpha	do	do	1 00
Riddle, George W.....	3	1876	2	1	do	do	.....	.....	do	Western Extension	do	do	1 00
Ritchie, William.....	1	1872	1	6	do	do	.....	.....	do	Alpha	do	do	1 00
Robson, William.....	1	1869	2	1	do	do	1876	1	do	Flamborough.....	do	do	1 00
Ross, John.....	1	1869	1	9	do	do	.....	.....	do	Nil.....	do	do	1 00
Roach, Thomas.....	2	1869	2	8	do	do	.....	.....	do	E. Stuart.....	do	do	1 00
Rowe, William C.....	1	1872	1	6	do	do	.....	.....	do	Enterprise.....	do	do	1 00
Russel, Robert.....	3	1869	1	9	do	do	.....	.....	do	Dominion.....	do	do	1 00
Ryan, James W.....	3	1878	1	.....	do	do	1877	1	do	Wellington.....	do	do	4 00
Russel, Mathew.....	1	1875	1	3	do	do	.....	.....	do	Daisy.....	do	do	5 00
Rice, John.....	3	1877	1	12	do	do	.....	.....	do	Dufferin.....	do	do	1 00
Robertson, Henry.....	2	1866	1	1	do	do	.....	.....	do	McArthur.....	do	do	1 00
Robinson, William F.....	3	1869	2	8	do	do	.....	.....	do	New York.....	do	do	1 00
Roy, Francis.....	3	1870	3	6	do	do	1875	1	do	Prince Edward.....	do	do	1 00
Rodman, Joseph.....	3	1878	1	.....	do	do	.....	.....	do	Transit.....	do	do	1 00
					do	do	.....	.....	do	Golden Eye.....	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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 Steam last employ.	By whom Examined.	Date Certi cate.	Fee. \$ cts.
Ross, John .....	.....	2	1876	2	1	.....	.....	1877.	Chatham	Victoria	Board	1878.	5 00
Robert, Joseph .....	.....	1	1869	3	6	.....	.....	do	do	Alexander.....	do	do	1 00
Reynolds, Thomas .....	.....	3	1874	1	4	.....	.....	do	do	Nil.....	do	do	1 00
Russell, William	2	.....	1874	2	3	.....	.....	do	Windsor	Michigan.....	do	do	1 00
Reilly, Robert	1	.....	1862	2	15	.....	.....	do	Point Edward.....	International.....	do	do	5 00
Reid, Thomas G.....	3	.....	1871	1	7	.....	.....	do	Hamilton	Nil.....	do	do	1 00
Reynolds, James F....	3	.....	1870	2	7	1869	2	do	Dundas	Prince Alfred.....	do	do	1 00
Reid, Hill.....	.....	1	1878	1	.....	1876	2	do	Owen Sound.....	W. Seymour.....	do	do	5 00
Ross, Robert.....	.....	1	1874	3	2	.....	.....	do	Port Robinson.....	M. P. King.....	do	do	6 00
Ross, John.....	.....	1	1869	1	9	.....	.....	do	do	M. R. Mitchell.....	do	do	1 00
Ross, William.....	.....	1	1869	1	9	.....	.....	do	do	William Ross.....	do	do	2 00
Raddiffe, E. D.....	.....	3	1878	1	.....	1877	1	do	St. Catharines.....	Lizzie.....	do	do	5 00
Reilly, Thomas.....	.....	2	1877	2	.....	1877	1	do	Chippawa.....	A. Carter	do	do	5 00
Ramsay, Alexander...	3	.....	1869	1	9	.....	.....	do	St. Catharines.....	Lincoln.....	do	do	1 00
Robertson, James.....	.....	3	1877	1	1	.....	.....	do	do	Nil.....	do	do	1 00
Robertson, John.....	.....	2	1876	1	2	1876	3	do	Victoria, B.C.....	Beaver.....	do	do	1 00

Sutherland, David	2	1860	1	17	January	Chatham	Nil	Board	1877.	1 00
Stephen, David	3	1876	1	1	do	Victoria, B.C.	Oter	do	do	1 00
Stevenson, John	1	1862	1	15	do	Port Hope	Lothair	do	do	1 00
Stroner, David	3	1876	1	1	do	Kincardine	Doty	do	do	1 00
Snyder, Alex.	3	1866	1	11	February	Lachine	Dromedary	do	do	1 00
Smith, John	1	1873	1	4	do	Montreal	John Brown	do	do	1 00
Simpson, A. H. T.	L.	1877	1	1	March	St. John, N.B.	Richd. Doane	Smith	do	5 00
Summerville, Alex.	1	1860	1	17	do	Kingston	Algerian	Board	do	1 00
St. Michael, C., sen.	2	1865	1	12	April	Napierville	Rover	do	do	1 00
Snyder, Alex.	L.	1877	1	1	do	Meaford	Belle	Risley	do	5 00
Sutherland, Wm.	2	1873	2	3	May	Kingston	Oswego Belle	Board	do	1 00
Sherwin, W. J.	L.	1877	1	1	do	Collingwood	Rescue	Risley	do	5 00
Shell, Robt.	L.	1874	2	2	do	Yorkville	Princess of Wales	Meneilley	do	5 00
Smith, Wm. J.	L.	1877	1	1	do	Ottawa	Freight Steamer	Burgess	do	5 00
Stroner, David	L.	1876	1	1	July	Southampton	Tommy Wright	Risley	do	5 00
Simmons, Geo. L.	L.	1869	4	5	August	Portsmouth	Kincardine	Taylor	do	5 00
Strachan, James	2	1874	1	3	do	Goderich	Minnie Walker	Board	do	1 00
Smiley, John	L.	1877	1	1	do	Port Sydney	Northern	Meneilley	do	5 00
Stevens, James	L.	1877	1	1	September	Boboygeon	Champion	do	do	5 00
Stroh, George F.	1	1877	1	1	October	Buffalo	John Heckler	Board	1878.	1 00
Seguin, Jean B.	1	1871	2	6	do	Montreal	Arctic	do	do	1 00
Seguin, Jean B.	3	1872	3	4	do	do	J. B. A.	do	do	5 00
Smith, Wm. J.	1	1878	1	1	do	Ottawa	Empress	do	do	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Smith, William	1	.....	1860	1	18	.....	.....	1877.	Sorel.....	Rocket	Board	1878.	\$ cts.
Spedding, Henry, sen..	2	.....	1865	2	12	.....	.....	October ...	Montreal	Caroline	do	January ...	1 00
Spedding, Henry, jun..	.....	1	1873	3	3	1874	1	do ...	do	Leslie	do	do ...	1 00
St. Michael, C., sen....	2	.....	1865	1	13	.....	.....	do ...	Napierville	Rover	do	do ...	1 00
St. Louis, Hercule.....	.....	3	1878	1	.....	.....	.....	do ...	Montreal	St. Paul	do	do ...	5 00
St. Martin, Felix .....	.....	1	1871	3	5	.....	.....	do ...	Sorel	Liiza	do	do ...	1 00
Sheriden, Michel .....	.....	1	1871	2	6	1876	1	do ...	do	Montreal	do	do ...	1 00
St. Martin, Narcisse ..	.....	2	1877	1	1	.....	.....	do ...	do	Nil	do	do ...	1 00
St. Amand, Honore ...	3	.....	1867	1	11	.....	.....	do ...	do	Vermont	do	do ...	1 00
St. Michel, Pierre .....	.....	1	1871	1	7	.....	.....	do ...	do	Circe... ..	do	do ...	1 00
St. Pierre, Antoine.....	.....	1	1868	2	9	.....	.....	do ...	Trois Rivières	La Ligne	do	do ...	1 00
St. Pierre, Alfred .....	.....	1	1876	2	1	1874	2	do ...	do	do	do	do ...	1 00
Spinard, Jean B.	3	.....	1871	4	4	.....	.....	do ...	Sorel	Chas. M. Riter.....	do	do ...	5 00
Samson, Jean. ....	.....	1	1871	3	5	.....	.....	do ...	Lévis	Beaver	do	do ...	1 00
Samson, Alexander....	3	.....	1864	1	14	.....	.....	do ...	Lévis.....	Conqueror No. 2...	do	do ...	3 00
Samson, Ernest	3	.....	1872	4	3	.....	.....	do ...	Village Lauzon.....	Lake	do	do ...	1 00

Simoneau, François	2	1874	2	3	do	Levis	Ruby	do	3 00
Stewart, Wm. Scott.....	2	1878	1	do	do	Lachute.....	Miramichi	do	5 00
Stewart, James	3	1878	1	do	do	do	Noosa	do	5 00
Steel, Wm.....	1	1874	1	4	do	New York	Camina.....	do	1 00
Salter, Wm. H.....	2	1877	2	do	do	Halifax, N.S.....	Gollah	do	6 00
Scott, Wm.....	3	1878	1	do	do	Sydney, O.B.....	Nil.....	do	5 00
Seeley, N. A.....	1	1873	1	5	do	St. George, N.B.....	Utopia.....	do	1 00
Springer, H. B.....	3	1878	1	do	do	St. John do	Nil.....	do	5 00
Smith, S. B.....	1	1878	2	5	do	Newcastle do	New Era.....	do	1 00
Stephenson, Patrick... 3	3	1871	2	6	do	St. John do	Prince Edward....	do	1 00
Suttie, C. D.....	2	1877	2	do	do	Yarmouth.....	Dominion.....	do	5 00
Sweet, Wm.....	1	1876	2	1	do	Cape Breton.....	Richmond.....	do	1 00
Sweet, James	3	1878	1	do	do	P. E. Island	Frank.....	do	5 00
Simmons, Thomas.....	2	1874	2	3	do	Elgin.....	D. C. West.....	do	1 00
Simons, John	2	1871	2	6	do	Garden Island.....	J. A. Macdonald...	do	1 00
Smith, F. E.....	1	1875	2	2	do	Lindsay	Ontario.....	do	1 00
Smith, Thomas	3	1862	1	16	do	Garden Island.....	H. A. Galvin.....	do	1 00
Snyder, Alexander.....	3	1866	1	12	do	Lachine.....	do	do	1 00
Simmons, G. L.....	3	1869	4	5	do	Portsmouth.....	Kincardine	do	1 00
Sommerville, Frank... 2	2	1872	1	6	do	Morrisburg	Chieftain.....	do	1 00
Stevens, David	3	1878	1	do	do	Bedford, M.....	Elawood.....	do	5 00
Stevens, James.....	3	1877	1	1	do	Bobcaygeon.....	Champion.....	do	1 00
Sullivan, Wm.....	1	1869	1	9	do	Kingston.....	Nil.....	do	1 00
Spain, Fred.....	1	1874	3	2	do	Port Rowan	Bob Hackett.....	do	1 00
Stewart, Adam.....	3	1877	1	1	do	Hamilton.....	Columbia	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Scott, Walter	2	.....	1860	1	18	.....	.....	1877.	Hamilton.....	Celtic.....	Board.....	1878.	1 00
Spence, W. R.....	.....	2	1877	1	.....	.....	.....	do ..	do ..	do ..	do ..	do ..	1 00
Smith, James L.....	.....	1	1877	2	.....	.....	.....	do ..	Collingwood.....	N. Belle.....	do ..	do ..	5 00
Swain, Wm. J.....	.....	2	1877	2	.....	.....	.....	do ..	do ..	Rescue.....	do ..	do ..	5 00
Smith, John H.....	.....	1	1872	3	4	1875	1	do ..	Port Colborne.....	Hector	do ..	do ..	1 00
Swanson, John .....	.....	1	1870	1	8	.....	.....	do ..	Dunnville	Nil	do ..	do ..	1 00
Smith, Wm.....	.....	2	1875	2	2	.....	.....	do ..	Port Colborne	H. Neelon	do ..	do ..	5 00
Stevens, John.....	2	.....	1866	2	11	.....	.....	do ..	St. Catherines	Shickluna	do ..	do ..	1 00
Stewart, Donald .....	.....	2	1878	1	.....	.....	.....	do ..	Port Dalhousie.....	Macpherson.....	do ..	do ..	5 00
Snider, Alexander.....	.....	3	1878	1	.....	1877	1	do ..	Meaford	Belle.....	do ..	do ..	5 00
St. John, O. P.....	2	.....	1869	3	7	.....	.....	do ..	St. Catherines	Sovereign	do ..	do ..	1 00
Swift, John.....	.....	2	1874	2	3	1873	1	do ..	Kingston.....	Shickluna	do ..	do ..	5 00
Sutherland, David.....	2	.....	1860	1	18	.....	.....	do ..	Chatham.....	M. R. Robertson.....	do ..	do ..	1 00
Stephen, David.....	2	.....	1876	1	2	.....	.....	do ..	Victoria, B.O.....	Otter.....	do ..	do ..	5 00
Stevens, Douglas.....	1	.....	1877	1	1	1876	1	do ..	Halifax, N.S.....	Delta	do ..	do ..	1 00
Short, Wm. H.....	1	.....	1863	3	18	.....	.....	do ..	Montreal	Chain Tug.....	do ..	do ..	1 00

Short, Thomas.....	3	1872	2	5	1874	1	do	do	C. J. Brydges.....	do	do	1 00
Short, Uriab.....	1	1876	2	1	do	do	do	America.....	do	do	do	1 00
Short, Alexander.....	1	1876	1	2	1875	1	do	do	J. Worthington....	do	do	1 00
Tetereau, Francis.....	3	1870	1	7	do	do	February	Montreal.....	Plover.....	do	do	1877.
Turnbull, John.....	L.	1875	1	2	1877	1	April	Chatham.....	D. K. Vanallen....	do	do	5 00
Turnbull, A. S.....	L.	do	do	do	1877	1	do	do	do	do	do	5 00
Thompson, Wm.....	L.	do	do	do	1877	1	May	Toronto.....	Equinox.....	do	do	5 00
Troup, Wm. Henry.....	2	1877	1	do	1876	1	do	Victoria, B.C.....	Alexander.....	do	do	5 00
Tarling, Geo.....	L.	1877	1	do	1875	4	do	Toronto.....	J. L. McEdwards...	do	do	5 00
Treleaven, Walter.....	L.	do	do	do	1870	2	June	Sarnia.....	Vanderbilt.....	do	do	5 00
Tetereau, François.....	3	1870	1	8	do	do	October	Montreal.....	Milford.....	do	do	1878.
Trempe, Pierre.....	3	1864	1	14	do	do	do	Sorel.....	John.....	do	do	1 00
Thibadeau, Alexis.....	3	1870	3	6	do	do	do	do	Boston.....	do	do	1 00
Taylor, Henry S.....	2	1878	1	do	do	do	do	Stanstead.....	Gracie.....	do	do	5 00
Thomson, Andrew.....	2	1873	4	2	1873	1	do	Sorel.....	Richelieu.....	do	do	5 00
Tardie, Napoleon.....	1	1875	2	2	do	do	do	Lévis.....	Rein Deer.....	do	do	1 00
Theriault, J. Baptiste.....	3	1860	1	18	do	do	do	do	Saguenay.....	do	do	1 00
Theriant, Simeon.....	3	1860	1	18	do	do	do	Lancon Village....	Montmagny.....	do	do	1 00
Thanguay, Xavier.....	3	1860	1	18	do	do	do	Bienville Village..	Rival.....	do	do	1 00
Thanguay, Isidore.....	3	1867	1	11	do	do	do	Lévis.....	North.....	do	do	1 00
Thompson, A. F.....	3	1875	1	3	do	do	do	St. John, N.B.....	Nil.....	do	do	1 00
Thorn, A. F.....	1	1870	2	7	do	do	do	do	Norman.....	do	do	1 00
Todyin, Daniel.....	3	1872	2	5	do	do	do	P. E. Island.....	L. Ecile.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Trail, William.....	.....	1	1870	1	8	.....	.....	1877.	P. E. Island	St. Lawrence	Board.....	1878. January...	1 00
Turner, James.....	1	.....	1869	1	9	.....	.....	do ...	do	do	do	do ...	1 00
Theriault, Frank.....	2	.....	1866	1	12	.....	.....	do ...	Beauharnois.....	J. A. Macdonald...	do	do ...	1 00
Thornton, Edward .....	.....	1	1875	3	1	.....	.....	do ...	Kingston.....	Nil.	do	do ...	1 00
Turnbull, James.....	2	.....	1876	1	2	.....	.....	December.	Prescott.....	Nashua.....	do	do ...	1 09
Trotter, Samuel	3	.....	1873	4	2	.....	.....	do ...	Chatham.....	City of Montreal...	do	do ...	1 00
Tindall, John O.....	.....	2	1878	1	.....	.....	.....	do ...	Galt.....	Nil	do	do ...	5 00
Taylor, Henry.....	.....	1	1877	1	1	1873	2	do ...	Chatham.....	J. S. Noyes.....	do	do ...	1 00
Thorpe, Geo.....	.....	1	1874	2	3	.....	.....	do ...	Windsor.....	Michigan.....	do	do ...	1 00
Taylor, Wm.....	.....	1	1873	2	4	.....	.....	do ...	do	do	do	do ...	1 00
Tonkin, John	2	.....	1871	2	6	1875	1	do ...	Sarnia.....	Manitoba.....	do	do ...	1 00
Treleaven, Walter.....	3	.....	1878	1	.....	.....	.....	do ...	do	Vanderbilt.....	do	do ...	5 00
Trickey, Alex.....	.....	2	1875	2	2	1870	2	do ...	Cornwall.....	Lake Erie	do	do ...	5 00
Twohy, E. J .....	.....	3	1878	1	.....	.....	.....	do ...	Hamilton.....	Nil	do	do ...	5 00
Theriault, J. F.....	.....	2	1877	2	.....	.....	.....	do ...	Beauharnois	F. Smith	do	do ...	5 00
Thorne, Robt	3	.....	1874	4	1	.....	.....	do ...	Collingwood.....	S. Belle	do	do ...	5 00

Thornley, Samuel.....	3	1876	2	1	1875	1	do	Port Colborne.....	K. Hoyht.....	do	do	1 00
Taylor, David.....		1878	1			do	do	Port Colborne.....	Hector.....	do	do	5 00
Townsend, Wm.....	3	1861	1	17		do	do	Port Dalhousie.....	H. Neelon.....	do	do	1 00
Tilley, W. E.....		1877	2			do	do	Sarnia.....	J. May.....	do	do	5 00
Taylor, J. F.....	1	1861	1	17		do	do	St. Catharines.....	St. Catharines.....	do	do	1 00
Thurston, Henry.....	2	1870	5	4	1869	4	do	Kingston.....	Africa.....	do	do	1 00
Van Beamer, James...	L	1876	1	1	1877	1	January	Burrard Inlet.....	Lily.....	do	1877. January	5 00
Vreiland, David.....	3	1866	1	12			December	Sarnia.....	Huron.....	do	1878. January	1 00
Williamson, Andrew.....		1870	2	6	1875	1	January	Goderich.....	Nil.....	do	1877. January	1 00
Willing, Wm. H.....		1873	1	4	1872	2	do	Wallaceburg.....	Ireland.....	do	do	1 00
Warner, Arch.....	1	1869	1	8			do	Halifax, N.S.....	Newfield.....	do	do	1 00
Walker, John G.....	1	1875	1	2	1874	1	do	do	Nil.....	do	do	1 00
Weir, Robert.....	L				1877	1	do	do	Newfield.....	Smith.....	do	5 00
West, James.....	3	1875	2	1	1874	2	do	Gordon, P. O.....	Florence.....	Board.....	do	1 00
Williams, Samuel.....		1876	1	1	1875	3	March	Toronto.....	Georgian.....	do	do	1 00
Wilcox, John.....	L	1876	2		1876	1	do	Burrard Inlet.....	Leonora.....	Westgarth.....	do	5 00
White, James L.....	L	1877	1		1877	1	April	Harwood.....	T. Sherlock.....	Taylor.....	do	5 00
Wells, Charles.....	L				1876	2	do	Ogdensburg.....	Florence.....	do	do	5 00
Willing, Wm. H.....	L	1873	1	4	1872	2	do	Wallaceburg.....	Ireland.....	Risley.....	do	5 00
Wilson, J. T.....	2	1871	3	4	1870	1	do	Toronto.....	R. Carth.....	Board.....	do	1 00
Wood, Thos.....	L				1877	1	May	Victoria, B.C.....	Alexander.....	Westgarth.....	do	5 00
Webster, William.....	2	1867	2	9			May	Montreal.....	Empress.....	Board.....	do	1 00
Wat, James S.....		1876	1	1			June	Gananogue.....	East.....	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
Wells, Joseph.....	L.....	.....	1875	2	1	1877	1	1877.	Wallaceburg.....	Hero (changed to Beaver.)	Risley.....	1877.	5 00
Williams, Samuel.....	L.....	.....	1876	1	1	1875	4	do.....	Toronto.....	Golden City.....	Meneilley.....	do.....	5 00
Wallace, James.....	2.....	.....	1877	1	.....	1876	1	August.....	Victoria.....	Grapplet.....	Board.....	do.....	5 00
Wheeler, Fréd. E.....	L.....	.....	.....	.....	.....	1877	1	do.....	Whitby.....	Niagara.....	Risley.....	do.....	5 00
Williams, Samuel.....	L.....	.....	1876	1	1	1875	5	do.....	Toronto.....	Georgian.....	Meneilley.....	do.....	5 00
Watson, William.....	.....	.....	1878	1	.....	.....	.....	October.....	Lachine.....	Passport.....	Board.....	1878.	5 00
Webster, William.....	2.....	.....	1867	2	10	.....	.....	do.....	Montreal.....	do.....	do.....	do.....	1 00
Watson, George.....	.....	.....	1876	2	1	.....	.....	do.....	Lachine.....	Lake Michigan.....	do.....	do.....	5 00
Waterfall, Wm. S.....	.....	.....	1876	1	1	1875	2	do.....	Halifax.....	Hadjj.....	do.....	do.....	1 00
Wells, Wm. F.....	1.....	.....	1871	4	4	1870	2	do.....	do.....	Acadian.....	do.....	do.....	5 00
Webb, George.....	.....	.....	1878	1	.....	1875	1	do.....	P. E. Island.....	Nil.....	do.....	do.....	5 00
Welsh, John.....	.....	.....	1869	2	8	.....	.....	do.....	St. John, N.B.....	Dot.....	do.....	do.....	1 00
White, William.....	.....	.....	1874	1	3	.....	.....	do.....	do.....	Dominion.....	do.....	do.....	1 00
Wilder, Willard.....	3.....	.....	1877	2	.....	1874	2	do.....	Halifax, N.S.....	Shattuck.....	do.....	do.....	5 00
Wilson, Alex., sen.....	1.....	.....	1869	1	9	.....	.....	do.....	St. John, N.B.....	Admiral.....	do.....	do.....	1 00

Wilson, Alex., jun.....	2	1871	2	6	.....	do	do	Ferry.....	do	do	1 00
Wilson, William.....	2	1872	1	6	.....	do	Halifax, N.S.....	do	do	do	1 00
Wilson, Thomas.....	2	1875	1	3	1874	do	do	H. Hoover.....	do	do	1 00
Williams, H. O.....	3	1876	2	1	1874	do	Cow Bay, C.B.....	Ingraham.....	do	do	5 00
White, Wm.....	3	1874	2	3	.....	do	St. John.....	Dot.....	do	do	5 00
Walker, David.....	1	1871	3	5	.....	December	Lindsay.....	Coboconk.....	do	do	1 00
Watts, James S.....	1	1876	2	1	.....	do	Gananoque.....	C. Louise.....	do	do	5 00
Welsh, Warren.....	3	1877	1	1	.....	do	Newboro'.....	Saxon.....	do	do	1 00
Wilson, G. E.....	2	1877	1	1	.....	do	Rondeau.....	Colin Munro.....	do	do	1 00
Williams, Peter.....	1	1875	2	2	1874	do	Windsor.....	Superior.....	do	do	7 00
Westaway, John.....	2	1865	2	12	.....	do	Gordon.....	Transfer.....	do	do	1 00
Wells, Joseph.....	1	1875	3	1	1877	do	Dresden.....	Beaver.....	do	do	5 00
Windover, Manly.....	3	1878	1	.....	.....	do	do	do	do	do	5 00
Wright, Emerson.....	2	1869	3	7	.....	do	St. Catharines.....	California.....	do	do	1 00
Webster, R. A.....	2	1875	2	2	.....	do	Florence.....	Nil.....	do	do	2 00
Wilcox, David.....	1	1867	3	9	.....	do	Port Colborne.....	Maggie.....	do	do	1 00
Walsh, Wm.....	2	1865	1	13	.....	do	St. Catharines.....	Persia.....	do	do	1 00
Wilcox, G. H.....	2	1876	2	1	.....	do	Port Robinson.....	Wadsworth.....	do	do	1 00
Warner, Christopher.....	3	1877	1	1	.....	do	St. Catharines.....	Nil.....	do	do	1 00
Wilson, S. T.....	2	1871	3	5	1870	do	Toronto.....	Sultan.....	do	do	1 00
Williams, Samuel.....	1	1876	2	1	1875	do	do	Georgian.....	do	do	5 00
Wheeler, F. E.....	2	1878	1	.....	1877	do	Whitby.....	Niagara.....	do	do	5 00
White, J. L.....	1	1877	2	.....	1877	do	Harwood.....	Summersville.....	do	do	5 00
Walton, Thos.....	1	1877	1	1	1874	do	Toronto.....	W. T. Robb.....	do	do	1 00
Wilcox, Solon.....	2	1876	2	1	1876	do	Burrard Inlet, B. O.....	Leonors.....	do	do	1 00

STAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1877—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.
York, Edward.....	3	.....	1871	1	7	.....	.....	1877.	.....	.....	.....	[1878.	\$ cis.
Yeates, G. W.....	.....	1	1872	3	4	1876	1	do ..	Wallaceburg.....	Ada E. Allen.....	do ..	do ..	7 00
Young, Francis.....	.....	2	1873	2	4	1872	1	do ..	Owen Sound.....	Owen Sound.....	do ..	do ..	1 00

APPENDIX No. 2.

REPORT OF THE CHAIRMAN OF THE BOARD OF EXAMINERS OF
MASTERS AND MATES FOR THE CALENDER YEAR ENDED
31st DECEMBER, 1877.

HALIFAX, N.S., 2nd January, 1878.

SIR,—I have the honour to submit a Report of the proceedings of the Board of Examiners of Masters and Mates, to 31st December, 1877.

The Board sat at the Ports of St. John, N.B., Halifax, N.S., Charlottetown Prince Edward Island, and Quebec, for the examination of Candidates as follows:—

At St. John, N.B., on 4th and 5th January.

Masters who obtained Certificates.....	4
Mates do do	Nil
One Candidate for the grade of Master having failed in Navigation.	

At Halifax, N.S., on 10th January.

Master who obtained a Certificate.....	1
Mates do do	Nil
One Candidate for the grade of Master having failed in Navigation.	

At St. John, N.B., on 30th and 31st January.

Masters who obtained Certificates.....	2
Mate do do	1
One Candidate for the grade of Mate having failed in Seamanship.	

At Halifax, N.S., on 2nd and 3rd February.

Masters who obtained Certificates.....	2
Mates do do	2
One Candidate for the grade of Master and two for that of Mate having failed in Navigation.	

At Halifax, N.S., on 22nd and 23rd February.

Master who obtained a Certificate.....	1
Mate do do	3
Two Candidates for the grade of Mate having failed in Navigation.	

At St. John, N.B., on 27th and 28th February.

Masters who obtained Certificates.....	2
Mate do do	1
One Candidate for the grade of Master and one for that of Mate having failed in Navigation.	

At Halifax, N.S., on 8th and 9th March.

Mate who obtained a Certificate	1
One Candidate for the grade of Master and one for that of Mate having failed in Navigation.	

At Charlottetown, P.E.I., on 16th and 17th March.

Master who obtained a Certificate..... 1
 Mates do do 2

One Candidate for the grade of Master and one for that of Mate having failed in Navigation.

At St. John, N.B., on 22nd and 23rd March.

Masters who obtained Certificates..... 2
 Mate do do 1

One Candidate for the grade of Master and three for that of Mate having failed in Navigation.

At Halifax, N.S., on 28th and 29th March.

Masters who obtained Certificates..... 3
 Mate do do 1

At St. John, N.B., on 12th and 13th April.

Masters who obtained Certificates..... 6
 Mates do do 2

Two Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Quebec, on 18th and 19th April.

Master who obtained a Certificate..... 1
 Mates do do 2

One Candidate for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 23rd and 24th April.

Masters who obtained Certificates..... 3
 Mate do do 1

One Candidate for the grade of Master having failed in Navigation.

At Charlottetown, P.E.I., on 28th and 30th April.

Master who obtained a Certificate..... 1
 Mates do do Nil

One Candidate for the grade of Master and two for that of Mate having failed in Navigation.

At St. John, N.B., on 8th and 9th May.

Masters who obtained Certificates..... 5
 Mates do do 3

Three Candidates for the grade of Master and two for that of Mate having failed in Navigation, and one Master failed in Seamanship.

At Quebec, on 12th and 14th May.

Masters who obtained Certificates..... Nil
 Mate do do 1

Three Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 22nd and 23rd May.

Mate who obtained a Certificate..... 1

One Candidate for the grade of Master and one for that of Mate having failed in Navigation.

At St. John, N.B., on 4th and 5th June.

Masters who obtained Certificates.....	8
Mates do do	2

Three Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Quebec, on 7th June.

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 13th and 14th June.

Masters who obtained Certificates.....	2
Mate do do	1

One Candidate for the grade of Master and one for that of Mate having failed in Navigation.

At Charlottetown, on 16th June.

Master who obtained a Certificate.....	1
Mates do do	Nil

At St. John, N.B., on 26th and 27th June.

Masters who obtained Certificates.....	2
Mates do do	2

Two Candidates for the grade of Master and three for that of Mate having failed in Navigation.

At Halifax, N.S., on 4th and 5th July.

Masters who obtained Certificates.....	2
Mate do do	1

Two Candidates for the grade of Mate having failed in Navigation.

At St. John, N.B., on 17th and 18th July.

Masters who obtained Certificates	3
Mates do do	7

At Charlottetown, P.E.I., on 20th July.

Masters who obtained Certificates.....	3
Mates do do	Nil

At Halifax, N.S., on 25th and 26th July.

Masters who obtained Certificates.....	2
Mates do do	Nil

One Candidate for the grade of Master and two for that of Mate having failed in Navigation.

At St. John, N.B., on 14th and 15th August.

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.

At Halifax, N.S., on 21st August.

Masters who obtained Certificates.....	2
Mates do do	2

One Candidate for the grade of Master and two for that of Mate having failed in Navigation.

At Halifax, N.S., on 3rd September.

Masters who obtained Certificates.....	2
Mate do do	1

At Charlottetown, on 5th September.

Master who obtained a Certificate.....	1
Mates do do	Nil

At St. John, N.B., on 11th September.

Masters who obtained Certificates.....	Nil
Mate do do	1

At Charlottetown, P.E.I., on 26th September.

Masters who obtained Certificates.....	Nil
Mates do do	2

At Halifax, N.S., on 28th September.

Master who obtained a Certificate.....	1
Mate do do	1

One Candidate for the grade of Master having failed in Navigation.

At St. John, N.B., on 3rd and 4th October.

Masters who obtained Certificates.....	3
Mate do do	1

Two Candidates for the grade of Master and one for that of Mate having failed in Navigation, and one for that of Master having failed in Seamanship.

At Charlottetown, on 11th October.

Masters who obtained Certificates.....	3
Mates do do	Nil

At Quebec, on 17th and 18th October

Masters who obtained Certificates.....	2
Mate do do	1

One Candidate for the grade of Mate having failed in Navigation.

At Halifax, N.S., on 22nd and 23rd October.

Master who obtained a Certificate.....	1
Mates do do	3

Two Candidates for the grade of Mate having failed in Navigation.

At St. John N.B., on 25th October.

Masters who obtained Certificates.....	3
Mates do do	Nil

One Candidate for the grade of Mate having failed in Navigation.

At Halifax, N.S., on 15th and 16th November.

Master who obtained a Certificate.....	1
Mates do do	3

At Charlottetown, P.E.I., on 16th and 17th November.

Masters who obtained Certificates.....	3
Mates do do	Nil

At Quebec, on 20th and 21st November.

Masters who obtained Certificates.....	Nil
Mates do do	2

At St. John, N.B., on 23rd and 24th November.

Masters who obtained Certificates.....	2
Mates do do	Nil

Three Candidates for the grade of Master and one for that of Mate having failed in Navigation.

At Halifax, N.S., on 6th and 7th December.

Master who obtained a Certificate.....	1
Mates do do	2

At St. John, N.B., on 20th and 21st December.

Masters who obtained Certificates	3
Mates do do	2

Two Candidates for the grade of Master and two for that of Mate having failed in Navigation.

Thus it will be seen that during the year, at the port of St. John, N.B., forty-seven (47) passed for the grade of Master, and twenty-four (24) for that of Mate; at Halifax, N.S., twenty-four (24) as Master and twenty-three (23) as Mate; at Charlottetown, P.E.I., thirteen (13) as Master, and four (4) as Mate; and at Quebec five (5) as Master, and seven (7) as Mate.

Twenty-two (22) Certificates of Service as Master, and eight (8) as Mate have also been issued during the year.

I would beg respectfully to again call the attention of the Department to the want of a Second Mate's Certificate. Officers serving in that capacity are now under the necessity of clearing in a British Port as Boatswain, and are unable to take their proper position until after the vessel has proceeded to sea.

The want of this Certificate also affects the whole of those who wish to pass for the grade of Master in Canada, since the British Board of Trade requires that they shall have served two years in the capacity of Mate, instead of one year as is the case in the United Kingdom.

It has been suggested that provision should be made for the examination of the Masters of all vessels propelled by steam, 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 Honourable the Minister of Marine may direct.

I have the honour to be, Sir,

Your most obedient servant,

P. A. SCOTT,

Chairman.

To the Deputy of the
Minister of Marine and Fisheries.

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, 1877.

COMPETENCY.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
	1877.					
952	January 15	Francois Dugas.....	Master.....	Clare, Digby Co., N.S.....	St. John, N.E.....	10 00
953	do	Oscar Reichter Dakin.....	do	Digby, N.S.....	do	10 00
954	do	Joseph Henry Morehouse.....	do	Sandy Cove, N.S.....	do	10 00
955	do	Wesley Smith Sutherland.....	do	Advocate Harbour, N.S.....	do	10 00
956	do	Henry Allan Suttis.....	do	Indian Harbour, N.S	Halifax.....	10 00
957	February 5	William Smith Ruddock.....	do	Portland, N.B	St. John.....	10 00
958	do	William Henry Porter	do	Yarmouth, N.S.....	do	10 00
959	do	Robert Wellesley Crawford.....	Mate.....	Long Reach, N.B.....	do	5 00
960	do	Leonard Pye Locke.....	Master.....	Richmond, N.S.....	Halifax, N.S.....	10 00
961	do	Charles Partis Cochran	Mate.....	Windsor, N.S.....	do	5 00
962	do	Wm. Cecil Coke Preston	do	Acadia Mines, Londonderry, N.S.....	do	5 00
963	do	Dougall Campbell.....	do	Sydney, C.B., N.S.....	do	5 00
964	do	Dewis Spicer.....	do	Advocate Harbour, N.S.....	do	5 00
965	do	John Thomas Smith.....	Master.....	Mount Denison, Hants Co., N.S.....	do	10 00
966	do	Alfred John Scott.....	Mate.....	Windsor, N.S.....	do	5 00

967	March	6	Henry Saunders.....	Mate.....	Clementsport, N.S.....	St. John.....	5 00
968	do	6	Robert Wm. McCormack.....	Master.....	Yarmouth, N.S.....	do.....	10 00
969	do	6	Nathaniel B. Raymond.....	do.....	do.....	do.....	10 00
970	do	14	William Ross.....	Mate.....	Pictou, N.S.....	Halifax.....	5 00
971	do	24	John J. Murchison.....	do.....	Charlottetown, P. E. I.....	Charlottetown.....	5 00
972	do	24	Michael O'Connell.....	Master.....	do.....	do.....	10 00
973	do	24	Silas Campbell.....	Mate.....	Montague Bridge, P. E. I.....	do.....	5 00
974	do	29	John Haley.....	Master.....	Carleton, N. B.....	St. John.....	10 00
975	do	29	Ronald McDonald.....	do.....	St. John, N. B.....	do.....	10 00
976	do	29	Samuel R. Hill.....	Mate.....	Economy, N.S.....	do.....	5 00
977	April	4	Thomas W. Matson.....	Master.....	Halifax, N.S.....	Halifax.....	10 00
978	do	4	William Dawson Lawrence.....	do.....	Maitland, N.S.....	do.....	10 00
979	do	4	John E. Hopkins.....	Mate.....	Barrington, N.S.....	do.....	5 00
980	do	4	Colin Nicholas Doyle.....	Master.....	Halifax, N.S.....	do.....	10 00
981	do	7	Charles West.....	do.....	Somerset, N.S.....	do.....	10 00
982	do	18	Oliver Comfort Vickery.....	Mate.....	St. John, N. B.....	St. John.....	5 00
983	do	18	Johann J. A. Tietz.....	Master.....	do.....	do.....	10 00
984	do	18	James Francis Harward.....	do.....	do.....	do.....	10 00
985	do	18	Albert W. Wade.....	do.....	Granville Ferry, N.S.....	do.....	10 00
986	do	18	Omar P. Brown.....	do.....	St. Martins, N. B.....	do.....	10 00
987	do	18	Paskey P. Allan.....	do.....	St. John, N. B.....	do.....	10 00
988	do	18	Abner Lewis.....	do.....	Weymouth, N.S.....	do.....	10 00
989	do	18	James Anthony Sanders.....	Mate.....	Yarmouth, N.S.....	do.....	5 00
990	do	26	Joseph C. Rousseau.....	Master.....	St. Michel, Quebec.....	Quebec.....	10 00
991	do	26	Jean B. Emond.....	Mate.....	Quebec.....	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.
992	April 26	Geo. M. May	Mate	Hedleyville, Quebec	Quebec	\$ 5 00
993	do 30	Edward J. Larkin	do	Pubnico, N.S.	Halifax	5 00
994	do 30	John Eldridge Hopkins	Master	Barrington, N.S.	do	10 00
995	do 30	Wm. Alex. Van Rorden	do	Port La Tour, N.S.	do	10 00
996	do 30	Thomas Whalen	do	Pictou, N.S.	do	10 00
997	May 7	Malcolm McLean	do	Charlottetown, P.E.I.	Charlottetown, P.E.I	10 00
998	do 16	Richard McLaughlin	do	St. John, N.B.	St. John	10 00
999	do 16	Bruno McIsaac	Mate	do	do	5 00
1000	do 16	Samuel Wm. Bucknam	Master	do	do	10 00
1001	do 16	Thomas Clendinning	do	do	do	10 00
1002	do 16	Joseph B. Tingley	do	Hopewell, N.B.	do	10 00
1003	do 16	Robert Austin	do	Digby, N.S.	do	10 00
1004	do 16	Robert S. Sulis	Mate	do	do	10 00
1005	do 16	Edgar B. Haines	do	Freeport, N.S.	do	5 00
1006	do 17	Charles Fortin	do	Cape St. Ignace, Quebec	Quebec	5 00
1007	do 26	Frank Gardner	do	Yarmouth, N.S.	Halifax	5 00
1008	June 11	Lemuel A. Buck	Master	Dorchester, N.B.	St. John	10 00
1009	do 11	James A. Stevens	Mate	Hillsboro', N.B.	do	5 00

1010	do	11	James S. Harris.....	do	St. John, N.B.....	do	.....	5 00
1011	do	11	James M. McLeod.....	Master.....	St. George, N.B.....	do	.....	10 00
1012	do	11	Hernan Wilbur.....	Master.....	St. John, N.B.....	do	.....	10 00
1013	do	11	Jno. F. Eldridge.....	do	Sandy Cove, N.S.....	do	.....	10 00
1014	do	11	William B. Holdsworth.....	do	Digby, N.S.....	do	.....	10 00
1015	do	11	William Baynon.....	do	St. John, N.B.....	do	.....	10 00
1016	do	11	Jno. Albert Chapman.....	do	Dorchester, N.B.....	do	.....	10 00
1017	do	11	Jno. Edward Simpson.....	do	St. John, N.B.....	do	.....	10 00
1018	do	11	Zephirin Caron.....	Mate.....	L'Islet, Quebec.....	Quebec..	.....	5 00
1019	do	11	Cyril Fournier.....	Master.....	St. Rochs, Quebec.....	do	.....	10 00
1020	do	11	Wilfred E. C. Dugal.....	do	Quebec.....	do	.....	10 00
1021	do	18	Jantha L. Elderkin.....	Mate.....	Wolfville, N.S.....	Halifax	.....	5 00
1022	do	18	John Thos. Liseomb.....	Master.....	Sydney, N.S.....	do	.....	10 00
1023	do	18	Cyrus C. Davison.....	do	Hantsport, N.S.....	do	.....	10 00
1024	do	25	Thomas Richards.....	do	Charlottetown, P.E.I.....	Charlottetown.....	.....	10 00
1025	July	4	Henry Purdy.....	do	St. John, N.B.....	St. John, N.B.....	.....	10 00
1026	do	4	Charles W. Grafton.....	Mate.....	Port Gilbert, N.S.....	do	.....	5 00
1027	do	4	George N. Cosman.....	do	Yarmouth, N.S.....	do	.....	5 00
1028	do	4	Reuben Harris.....	Master.....	do	do	.....	10 00
1029	do	9	James E. Rathbun.....	Mate.....	Horton Landing, N.S.....	Halifax	.....	5 00
1030	do	9	James McQuarrie.....	Master.....	Picton, N.S.....	do	.....	10 00
1031	do	9	Albert Lawrence.....	do	Hantsport, N.S.....	do	.....	10 00
1032	do	28	Albert R. Crosby.....	Mate.....	Yarmouth, N.S.....	St. John.....	.....	5 00
1033	do	28	Jens Danielsen.....	Master.....	Carleton, N.B.....	do	.....	10 00
1034	do	28	George Davis.....	do	Yarmouth, 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.
1035	July 28	James C. Doty.....	Mate.....	Carleton, N.B.....	St. John.....	\$ 5 00
1036	do 28	Gilman E. Raymond.....	do.....	do.....	do.....	5 00
1037	do 28	George F. Corning.....	do.....	do.....	do.....	5 00
1038	do 28	George Wm. Corning.....	Master.....	Yarmouth, N.S.....	do.....	10 00
1039	do 28	John Banks.....	do.....	Charlottetown, P.E.I.....	Charlottetown.....	10 00
1040	do 28	James H. Walsh, jun.....	do.....	Summerside, P.E.I.....	do.....	10 00
1041	do 28	William T. Grady.....	do.....	do.....	do.....	10 00
1042	August 6	William J. Robinson.....	Master.....	Halifax, N.S.....	Halifax, N.S.....	10 00
1043	do 6	William J. Forbes.....	do.....	Liverpool, N.S.....	do.....	10 00
1044	do 20	Henry M. Seeley.....	do.....	Yarmouth, N.S.....	St. John.....	10 00
1045	do 20	Alexander Chisholm.....	do.....	Carleton, N.B.....	do.....	10 00
1046	do 20	John McKenzie.....	Mate.....	St. John, N.B.....	do.....	5 00
1047	do 27	Jas. H. O'Brien.....	Master.....	Noel, Hants Co., N.S.....	Halifax.....	10 00
1048	do 27	Ellery S. Scott.....	do.....	Carleton, N.B.....	do.....	10 00
1049	do 27	James H. Armstrong.....	Mate.....	do.....	do.....	5 00
1050	do 27	St. Just Bernard.....	do.....	Halifax, N.S.....	do.....	5 00
1051	do 28	Frank L. Crosby.....	do.....	Yarmouth, N.S.....	St. John.....	5 00
1052	do 28	Arthur H. Parker.....	do.....	Carleton, N.B.....	do.....	5 00

1058	Sept.	10	Walter B. Read.....	Master.....	Summerside, P.E.I.....	Charlottetown.....	10 00
1054	do	10	Frederick W. Foye.....	do.....	Hantsport, N.S.....	Halifax.....	10 00
1065	do	10	Isaac Kenney.....	do.....	Sheet Harbour, Halifax Co., N.S.....	do.....	10 00
1056	do	10	Caleb B. Cox.....	Mate.....	Maitland, N.S.....	do.....	5 00
1057	do	19	Julius F. Greaves.....	do.....	Carleton, N.B.....	St. John.....	5 00
1058	October	2	Louis Jno. Westaway.....	do.....	Georgetown, P.E.I.....	Charlottetown.....	5 00
1059	do	2	James Fairchild.....	do.....	do.....	do.....	5 00
1060	do	9	William Meikle.....	Master.....	New Glasgow, Pictou Co., N.S.....	Halifax.....	10 00
1061	do	9	Jas. Rodk. McDonald.....	Mate.....	Halifax, N.S.....	do.....	5 00
1062	do	11	Arthur W. Goldfinch.....	do.....	Yarmouth, N.S.....	St. John.....	5 00
1063	do	11	Charles Corbett.....	Master.....	Parrsboro', N.S.....	do.....	10 00
1064	do	11	Frank Scott.....	do.....	Yarmouth, N.S.....	do.....	10 00
1065	do	11	Archibald E. Oann.....	do.....	do.....	do.....	10 00
1066	do	17	Michael Sutton.....	do.....	Kingston, N.B.....	Charlottetown.....	10 00
1067	do	17	Hector Murchison.....	do.....	Charlottetown, P.E.I.....	do.....	10 00
1068	do	17	Montague Yates.....	do.....	do.....	do.....	10 00
1069	do	22	Michel Gagnon.....	do.....	Trois Saumons, Quebec.....	Quebec.....	10 00
1070	do	22	Telephore Rousseau.....	do.....	St. Michel, Quebec.....	do.....	10 00
1071	do	22	Alphonse Lelaidier.....	Mate.....	St. Pierre les Becquets, Quebec.....	do.....	5 00
1072	do	29	Edwin J. Fritz.....	Mate.....	St. John, N.B.....	Halifax.....	5 00
1073	do	29	Nelson Faulkner.....	Master.....	Noel, Hants County, N.S.....	do.....	10 00
1074	do	29	Edgar Harris.....	Mate.....	Wolfville, N.S.....	do.....	5 00
1075	do	29	Dumbarton Mitchner.....	do.....	Hantsport, N.S.....	do.....	5 00
1076	Nov.	2	Melville J. Starrit.....	do.....	Digby, N.S.....	St. John.....	5 00
1077	do	5	Robert C. Bacon.....	Master.....	St. John, N.B.....	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.
1078	Nov. 5	Stephen Alpine Steele	Master	St. John, N.B.	St. John	\$ 10 00
1079	do	William C. Gardner	do	do	do	10 00
1080	do	Robert Lawrence	Mate	Hantsport, N. S.	Halifax	5 00
1081	do	James Henry Hunter	Master	Falmouth	do	10 00
1082	do	John Robert Mulhall	Mate	Liverpool, N. S.	do	5 00
1083	do	James Albert Smith	do	Hantsport, N. S.	do	5 00
1084	do	Thomas McClure	Master	Murray Harbour, North, P. E. I.	Charlottetown	10 00
1085	do	Donald McIver	do	Charlottetown	do	10 00
1086	do	Robert West	do	Biddeford, P. E. I.	do	10 00
1087	do	Onesime C. Bernier	Mate	Cape St. Ignace, Quebec	Quebec	5 00
1088	do	Cyprien Bossé	do	do	do	5 00
1089	December 3	Michael John Hewson	Master	St. John, N. B.	St. John	10 00
1090	do	William Symonds	do	Yarmouth, N. S.	do	10 00
1091	do	Ira S. Crowe	do	Londonderry, N. S.	Halifax	10 00
1092	do	Robert P. Belfountain	Mate	Arichat, N. S.	do	5 00
1093	do	John Grasse	do	Halifax, N. S.	do	5 00
1094	do	Joseph Pearson	Master	St. John, N. B.	St. John	10 00
1095	do	Oliver B. Rideout, jun.	do	do	do	10 00

1066	do	29	Charles McConnell.....	do	.....	do	.....	10 00
1097	do	29	John McDonald.....	Mate.....	.....	do	.....	5 00
1098	do	29	Edward Wells.....	do	.....	do	.....	5 00
Fees received from Candidates who failed to obtain their Certificates								1,180 00
.....								200 00
.....								1,380 00

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY.

236	William Thompson.....	Master.....	Economy, N. S .....	.....	5 00
704	James Quinn.....	do	St. John, N. B.....	.....	5 00
619	Samuel A. Shaw.....	Mate.....	do	.....	2 50
400	John Graham.....	Master.....	Georgetown, P. E. I.....	.....	5 00
612	James R. Aylward.....	Mate.....	Five Islands, N. S .....	.....	2 50
503	Joseph Dugal.....	Master.....	Gaspé, Quebec.....	.....	5 00
703	O. J. A. Hottendorff.....	do	St. John.....	.....	5 00
Total received in connection with Certificates of Competency, for the year ended 31st December, 1877.....				.....	1,410 00

* Fore and aft rigged vessels.

List of Certificates granted to Masters and Mates—Continued.

SERVICE.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1877.					\$ cts.
1072	January 29	Wm. A. Wilband	Mate	Harvey, N.B.	St. John, N.B.	3 00
1073	do	Matthias Reddy	Master	Guysboro', N.S.	Halifax, N.S.	5 00
1074	February 20	Thos. C. Ryan	Mate	Halifax, N.S.	do	3 00
1075	do	Alfred D. Cole	Master	Rockport, N.B.	do	5 00
1076	March 19	Geo. A. Burgess	do	Cheverie, Hants Co.	do	5 00
1077	do	Geo. M. Sanford	do	Canning, N.S.	do	5 00
1078	April 21	W. M. Somerville	do	Ottawa, Ontario	Ottawa	5 00
1079	May 7	Peter Stuart	Mate	Harbourville, N.S.	Halifax	3 00
1080	do	Thos. Bernier	Master	Quebec	Quebec	5 00
1081	do	Benjamin Nickerson	do	Highland Village, N.S.	Halifax	5 00
1082	June 15	Edward J. Mann	do	New Carlisle, Quebec	do	5 00
1083	July 9	Jas. S. Cunningham	do	Summerside, P. E. I.	do	5 00
1084	do	Chas. Atkins	Mate	Port Medway, N. S.	do	3 00
1085	do	Matthew Morehouse	Master*	Sandy Cove, N.S.	do	5 00
1086	do	John W. Milbury	Mate	Bear River, N.S.	do	3 00
1087	do	Geo. H. Robson	do	Carleton, N. B.	St. John	3 00
1088	do	Jas. J. Warner	do	Plympton, N.S.	Halifax	3 00

1089	August 27	Daniel Knowlton.....	Master.....	Parrsboro', N.S.....	St. John.....	5 00
1090	Sept. 4	William Bonnell.....	do	Baltimore, U.S.....	Halifax.....	5 00
1091	do 25	Andrew H. Rourke.....	do	Portland, St. John, N.B.....	St. John.....	5 00
1092	October 1	Joseph A. Kimball.....	do	do	do	5 00
1093	do 3	Wm. J. Meredith.....	Mate	Halifax, N.S.....	Halifax.....	3 00
1094	November 5	Joseph Dechene.....	Master.....	St. Sauveur, Quebec.....	Quebec.....	5 00
1095	do 9	Wellington Grearson.....	do	St. John, N.B.....	St. John.....	5 00
1096	do 20	Matthew J. McLoughlin.....	do	Little Glacé Bay, C.B., N.S.....	Halifax.....	5 00
1097	do 27	Leander Deveau.....	do	Metaghau, N.S.....	do	5 00
1098	Dec. 10	Geo. L. Wyman.....	do	St. John, N.B.....	St. John.....	5 00
1099	do 20	Augustine O. Le Blanc.....	do	Clare, Digby Co, N.S.....	Halifax.....	5 00
1100	do 20	Jacques Aug. Melancon.....	do	Metaghau, Digby Co., N.S.....	do	5 00
1101	1878. January 2	Wm. Edward Spencer.....	do	Great Village, Londonderry, N.S.....	Halifax.....	5 00
					<i>Carried forward</i>	\$134 00

* Fore and aft rigged vessels.

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF SERVICE.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee
833		Stephen Siteman	Master	Halifax, N.S.	Brought forward	00
794		John Duggan	do	do		2 50
98		Thomas Clare	do	Hantsport, N.S.		2 50
1082		E. J. Mann	do	New Carlisle, Quebec		No fee req.
484		Thomas Kimber	Mate	St. John, N.B.		1 50
				Total fees received in connection with Certificates of Service for the year ended 31st December, 1877		\$143.00

SUMMARY.

	\$	cts.
Total fees received for Certificates of Competency	1,410	00
do do Service	143	00
Total amount of fees received during the year ended 31st December, 1877	1,553	00

NOTE.—The sum of \$1,559.50 has been deposited to the credit of the Receiver-General on account of fees received. The difference, \$6.50, between this amount and that shown by the statement, is owing to the fact of the Chairman of the Board of Examiners having received and deposited fees for Candidates, whose Certificates had not been issued on the 31st December, 1877.

List of Canadian Certificates of Competency which have been cancelled from the 16th September, 1871, to the 31st December, 1877.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
8	September 27, 1871	Laughlin McLean	Mate	Passed for a higher grade certificate	April 3, 1873
59	February 27, 1872	Ernest K. Kersten	do	do	July 25, 1873
119	June 19, 1872	A. K. McKenzie	Master	Died of yellow fever	do 11, 1873
180	August 19, 1872	George T. Highton	Mate	Passed for a higher grade certificate	November 6, 1873
118	June 19, 1872	B. G. Fownes	do	do	January 9, 1874
325	April 19, 1873	Abner J. Turner	do	do	do 9, 1874
30	November 28, 1871	J. H. Wilson	do	do	do 31, 1874
337	April 29, 1873	O. W. Brundage	do	do	March 31, 1874
270	December 13, 1872	N. J. Lockhart	do	do	do 26, 1874
21	October 28, 1871	E. J. Ward	Master	Died of yellow fever	June 28, 1873
376	July 11, 1873	R. Wilson	do	Drowned at Cardiff	February 10, 1874
465	March 2, 1874	T. Olsen	Mate	Passed for a higher grade certificate	March 6, 1874
54	February 27, 1872	E. W. McFaden	do	do	April 28, 1874
14	October 28, 1871	A. P. Owen	do	do	May 20, 1874
20	do 28, 1871	J. E. Grafton	do	do	do 20, 1874
456	February 9, 1874	G. H. Brown	Master	Drowned at sea	March 10, 1874
182	August 19, 1872	J. B. Sutherland	Mate	Passed for a higher grade certificate	August 28, 1874

List of Canadian Certificates of Competency which have been cancelled, &c.—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
101	May 18, 1872	J. W. Buck	Mate	Passed for a higher grade certificate.	September 4, 1874
61	March 11, 1872	M. Rudolf	do	do	do 21, 1874
40	January 30, 1872	F. D. Homer	do	do	October 7, 1874
407	October 13, 1873	M. G. Henderson	do	do	November 10, 1874
170	August 12, 1872	O. Bernier	do	do	do 10, 1874
181	do 22, 1872	S. E. Witter	do	do	October 13, 1874
272	December 13, 1872	J. Wyman	do	do	November 17, 1874
88	April 19, 1872	J. J. Letson	Master	Drowned at sea	October 1874
360	June 4, 1873	J. W. Gerow	Mate	Passed for a higher grade certificate	February 10, 1875
77	April 8, 1872	J. E. Brown	do	do	April 12, 1875
368	June 24, 1873	A. D. Hilton	do	do	May 19, 1875
195	August 31, 1872	C. D. Allen	do	do	do 19, 1875
486	April 1, 1874	R. Morrison	do	do	do 27, 1875
301	March 8, 1873	J. S. Brooks	do	do	June 9, 1875
649	January 2, 1875	Wm. McLean	do	Found drowned	do 23, 1875
306	March 17, 1873	C. M. Marvin	do	Passed for a higher grade certificate	July 8, 1875
242	October 10, 1872	Abner Nelson	Master	Cancelled on account of loss of the Ship "Thomas Bayne"; a new certificate was subsequently given him.	May 6, 1875

103	May	18, 1872	Edwin A. Holder	Mate	Drowned at sea	July	1872
384	August	4, 1873	O. P. Johnson	do	Passed for a higher grade certificate	do	22, 1875
341	April	29, 1873	Jessie Pierce	do	do	do	22, 1875
431	December	10, 1873	Thomas Larsen	Master	Drowned at sea	do	2, 1875
229	October	10, 1872	A. C. Vance	Mate	Passed for a higher grade certificate	June	1875
196	July	8, 1872	Richard Bennett	do	do	September 3,	1875
542	do	11, 1874	Charles Arch. Cox	do	do	October	6, 1875
502	April	27, 1874	Henry Chouinard	Master	Cancelled in consequence of errors in papers of application; a new certificate was subsequently given him.		
628	November	13, 1874	A. R. O'Brien	Mate	Passed for a higher grade certificate	September 10,	1875
263	do	15, 1872	Ludger Bolduc	do	do	do	24, 1875
210	September	23, 1872	Arthur W. Burns	do	do	October 21,	1875
16	October	28, 1871	M. A. Brown	Master	Died of fever in Havana	July	18, 1875
608	October	6, 1874	George Lyon	Mate	Passed for a higher grade certificate	December 10,	1875
375	July	11, 1873	Henry D. Kinney	do	Died at Havana	August	3, 1875
541	do	11, 1874	Charles H. Swain	do	Passed for a higher grade certificate	February	4, 1876
274	December	30, 1872	John Barry	do	do	March	8, 1876
607	October	6, 1874	B. R. Clements	do	do	do	8, 1876
755	September	1, 1875	Roderick McKay	do	Drowned at sea	January	28, 1876
372	June	27, 1873	James McCrossan	do	Passed for a higher grade certificate	March	17, 1876
102	May	18, 1872	J. J. Quigley	do	Drowned at sea	do	25, 1876
425	November	11, 1873	Alexander Mann	do	Passed for a higher grade certificate	May	30, 1876
690	September	14, 1874	George A. Hughes	Master	Died of yellow fever	July	3, 1876
578	August	25, 1874	W. M. Gillmore	Mate	Passed for a higher grade certificate	June	23, 1876
558	July	15, 1874	R. W. Smith	do	do	do	15, 1876

List of Canadian Certificates of Competency which have been Cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
763	September 15, 1875	Joseph Alex. Gavin	Master	Died at Porto Rico	May 16, 1876
497	April 1, 1874	John Peterson	do	Drowned at sea	do 2, 1876
202	September 16, 1872	F. L. Walley	Mate	Passed for a higher grade certificate	August 8, 1876
468	March 13, 1874	J. W. O'Neill	do	do	do 2, 1876
579	August 25, 1874	W. McPhee	do	do	September 28, 1876
617	October 27, 1874	M. L. Power	do	do	do 26, 1876
489	April 1, 1874	S. J. Dagley	Master	Died of yellow fever	August 28, 1876
409	October 25, 1873	J. Gaul	Mate	Passed for a higher grade certificate	September 22, 1876
445	January 20, 1874	C. Casparson	do	do	do 22, 1876
367	June 24, 1873	J. S. Crowe	do	do	December 7, 1877
678	April 5, 1875	A. S. Thomas	do	do	October 12, 1876
446	January 20, 1874	Donald McRae	do	do	November 8, 1876
207	September 23, 1872	Charles Raymond	do	do	do 22, 1876
513	May 20, 1874	Thomas F. Graham	Master	Died	September 13, 1876
426	November 11, 1873	C. H. Gilliatt	Mate	Passed for a higher grade certificate	November 28, 1876
572	August 21, 1874	Wm. S. Ruddock	do	do	January 31, 1877
729	June 15, 1875	A. S. Campbell	do	do	do 12, 1877

415	ctober 25, 1873	D. McKeagan	Master	Drowned at sea	November 27, 1876
804	December 21, 1875	Robert Murray	do	Died of small-pox	September 25, 1876
494	April 14, 1874	Gustaf Anderson	Mate	Passed for a higher grade certificate	January 16, 1877
537	June 25, 1874	J. T. Smith	do	do	February 23, 1877
634	December 2, 1874	N. B. Raymond	do	do	do 28, 1877
679	April 5, 1875	R. W. McCormack	do	do	do 28, 1877
597	September 17, 1874	W. D. Lawrence	do	do	March 29, 1877
230	October 10, 1872	R. McDonald	do	do	do 23, 1877
162	August 2, 1872	P. P. Allen	do	do	April 13, 1877
567	August 3, 1874	T. Clendinning	do	do	May 9, 1877
979	April 14, 1877	J. E. Hopkins	do	do	April 24, 1877
91	do 19, 1872	Thomas Whalen	do	do	do 24, 1877
756	September 1, 1875	Thomas G. Taylor	do	do	February 21, 1877
670	March 9, 1875	Aug. Cann	do	do	April 10, 1877
569	August 21, 1874	James H. Utting	Master	Cancelled on account of misconduct	May 31, 1877
841	March 24, 1876	Cyrus C. Davison	Mate	Passed for a higher grade certificate	June 14, 1877
912	April 13, 1876	L. A. Buck	do	do	June 5, 1877
736	July 8, 1875	J. T. Liscomb	do	do	do 14, 1877
587	September 2, 1874	James McQuarrie	do	do	July 5, 1877
665	March 9, 1875	Albert Lawrence	do	do	do 5, 1877
562	July 25, 1874	W. J. Forbes	do	do	do 26, 1877
714	June 3, 1875	W. J. Robinson	do	do	do 26, 1877
685	April 12, 1875	J. H. O'Brien	do	do	August 21, 1877
869	June 5, 1876	Clarence Weir	do	Cancelled on account of errors in his statement of service	do 21, 1877
838	March 24, 1876	John Edward Jones	do	Died at sea	December 20, 1876

List of Canadian Certificates of Competency which have been Cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
612	December 23, 1874	Thos. Nickerson.....	Master.....	Died of yellow fever at Santos.....	September 5, 1877
485	April 1, 1874	F. W. Toys.....	Mate.....	Passed for a higher grade certificate.....	do 3, 1877
806	January 12, 1876	Isaac Kenny.....	do.....	do.....	do 3, 1877
323	April 19, 1873	Edward P. Borden.....	do.....	Drowned at sea.....	do 24, 1877
410	October 25, 1873	Alonzo G. Virgie.....	Master.....	Cancelled on account of misconduct.....	do 20, 1877
547	July 15, 1874	Frank Scott.....	Mate.....	Passed for a higher grade certificate.....	October 4, 1877
686	April 19, 1875	M. Gagnon.....	do.....	do.....	do 14, 1877
689	May 3, 1875	Tel Rouseau.....	do.....	do.....	do 14, 1877
583	August 25, 1874	Robert John Pottle.....	Master.....	Died at Sydney.....	August 23, 1877
785	October 30, 1875	S. A. Steele.....	Mate.....	Passed for a higher grade certificate.....	October 25, 1877
824	March 17, 1876	R. C. Bacon.....	do.....	do.....	do 25, 1877
563	July 25, 1874	H. Mitchner.....	do.....	do.....	April 25, 1877
793	November 26, 1875	Thomas McClure.....	do.....	do.....	November 17, 1877
442	January 5, 1873	H. W. Gould.....	do.....	do.....	June 13, 1877
478	March 30, 1874	Wm. Symonds.....	do.....	do.....	November 24, 1877
201	September 16, 1872	Frederick Currie.....	Master.....	Died of small-pox.....	December 3, 1877
956	January 17, 1877	H. A. Suttis.....	do.....	Lost at sea.....	.....
797	November 26, 1875	Lewis Fulton.....	Mate.....	Passed for a higher grade certificate.....	November 20, 1877

823	March 6, 1876	J. S. Crowe	do	do	December 7, 1877
904	September 5, 1876	Henry Roberts	Master	Drowned	September 1, 1876
780	October 12, 1875	Joseph Howe	Mate	Passed for a higher grade certificate	January 4, 1878
185	August 31, 1872	Peter Anderson	do	do	do 17, 1878

List of Canadian Certificates of Service which have been Cancelled from the 27th March, 1872, to the 31st December, 1877.

92	August 10, 1872	Robert Wilson	Master	Passed for a higher grade certificate	July 4, 1873
16	September 2, 1872	Adolf Bergman	Mate	do	April 21, 1873
03	August 22, 1872	Joseph Thibault	Master	do	September 24, 1872
40	June 29, 1872	Napoleon Pelletier	do	do	do 25, 1872
267	November 15, 1872	Henry Frelick	Mate	do	February 27, 1873
488	May 17, 1873	George McK McIntosh	do	do	June 17, 1873
566	July 24, 1873	Jeffery Boudrot	Master	Drowned at sea	August, 1873
575	August 11, 1873	D. T. Mergan	Mate	Passed for a higher grade certificate	September 30, 1873
411	March 15, 1873	R. K. Rose	Master	do	October 16, 1873
564	July 24, 1873	John Nicholson	do	do	November 6, 1873
115	September 2, 1872	Thomas Larson	do	do	December 2, 1873
352	January 7, 1873	Tobias Doty	do	do	do 19, 1873
501	May 29, 1873	R. R. Couley	e	Died	August, 1873
613	October 1, 1873	Alonzo G. Virgie	Master	Passed for a higher grade certificate	October 16, 1873
168	September 23, 1872	H. C. Starrett	Mate	do	February 20, 1874
508	June 7, 1873	W. J. Foster	Master	do	April 3, 1873
439	April 13, 1873	W. W. Steele	Mate	do	March 5, 1874

List of Canadian Certificates of Service which have been cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
228	October 24, 1872	O. T. Knowlton	Mate	Passed for a higher grade certificate.....	May 20, 1874
440	April 13, 1873	F. Stewart.....	do	do	do 20, 1874
408	March 15, 1873	N. McKay	do	do	June 22, 1874
273	November 26, 1872	R. S. Austin	do	do	July 7, 1874
509	June 7, 1873	J. Woodworth	do	do	do 7, 1874
99	August 19, 1872	J. Potter.....	Master.....	do	August 18, 1874
602	September 16, 1873	J. Ellis	do	do	July 27, 1874
345	December 30, 1872	W. A. Waycott	do	do	October 27, 1874
756	July 6, 1874	A. Neilson	do	do	do 19, 1872
161	September 23, 1872	J. J. Graham	Mate	do	do 7, 1874
241	October 30, 1872	J. K. Gunn	do	do	September 9, 1874
498	May 21, 1873	R. Nicol	Master.....	do	do 9, 1874
63	July 25, 1872	G. H. Hughes	do	do	do 11, 1874
226	October 24, 1872	N. Trefry.....	Mate.....	do	do 4, 1874
533	June 30, 1873	O. H. Holder.....	Master.....	do	October 27, 1874
106	August 22, 1873	J. B. Tooker	do	do	December 23, 1874
238	October 30, 1872	William Hogan	Mate	Drowned at sea	October, 1874
167	September 27, 1872	Chas. R. Foster.....	Master.....	Passed for a higher grade certificate.....	March 3, 1875

704	April	9, 1874	J. T. Jean.....	do	do	do	do	do	do	3, 1875
67	July	27, 1872	H. H. McLean.....	do	do	do	do	do	do	3, 1875
486	May	17, 1873	M. Mathiasen.....	do	do	do	do	do	do	February 10, 1875
189	October	10, 1872	Robert Corbett.....	do	do	do	do	do	do	January 21, 1875
16	June	3, 1872	James Cochran.....	do	do	do	do	do	do	do 8, 1875
395	February 24,	1872	J. Horne.....	Mate	do	do	do	do	do	May 27, 1875
44	June	29, 1872	H. Forbes.....	Master	do	do	do	do	do	do
260	November 6,	1872	A. Currie.....	do	do	do	do	do	do	April 21, 1875
664	December 29,	1873	D. McKinnon.....	Mate	do	do	do	do	do	do 1, 1875
275	November 25,	1872	D. T. Lewis.....	Master	do	do	do	do	do	March 27, 1875
608	September 22,	1873	G. Kyffin.....	Mate	do	do	do	do	do	April 12, 1875
179	do	9, 1872	James Innes.....	Master	do	do	do	do	do	May 7, 1875
838	September 29,	1874	O. Y. Florian.....	Ma'te	do	do	do	do	do	July 24, 1875
678	January 23,	1874	J. Flynn.....	Master	do	do	do	do	do	do 29, 1875
673	do	9, 1874	O. Johnson.....	Mate	do	do	do	do	do	do 29, 1875
298	December 2,	1872	George Reid.....	do	do	do	do	do	do	August 25, 1875
846	November 3,	1874	Jno. McDonald.....	do	do	do	do	do	do	October 6, 1875
111	August 2,	1872	Alonzo Hindon.....	Master	do	do	do	do	do	September 28, 1875
659	December 19,	1873	Wm. Fongere.....	do	do	do	do	do	do	August 4, 1875
211	October 18,	1872	John Bruce Pettis.....	do	do	do	do	do	do	October 26, 1875
714	April 25,	1874	Wm. Watson Leary.....	do	do	do	do	do	do	November 16, 1875
433	do	4, 1873	E. C. Cousins.....	do	do	do	do	do	do	do 20, 1875
624	October 15,	1873	James Rawding.....	do	do	do	do	do	do	December 20, 1874
697	September 4,	1873	Robert Murray.....	Mate	do	do	do	do	do	do 16, 1875
113	do	2, 1872	Thomas Ryan.....	Master	do	do	do	do	do	do 16, 1875

List of Canadian Certificates of Service which have been cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
680	January 26, 1874	A. O. Copp.....	Mate.....	Passed for a higher grade certificate.....	December 10, 1875
946	August 30, 1875	S. A. Anderson.....	Master.....	do	do 10, 1875
607	September 22, 1873	H. Mackenzie.....	do	do	January 6, 1875
808	August 27, 1874	C. C. Harper.....	Mate.....	Drowned at sea.....	December 8, 1875
109	do	H. A. McDonald.....	do	Passed for a higher grade certificate.....	February 4, 1876
447	April 12, 1873	G. A. Mallet.....	Master.....	do	March 8, 1876
90	August 10, 1872	N. Mullen.....	Mate.....	do	do 8, 1876
557	July 18, 1873	G. W. J. Bessett.....	Master.....	do	do 8, 1876
712	April 22, 1874	Henderson Ellis.....	Mate.....	do	do 17, 1876
84	August 9, 1872	John James Irving.....	Master.....	do	do 31, 1876
565	July 24, 1873	J. Berrigan.....	Mate.....	do	April 1, 1876
444	April 12, 1872	Weston Wade.....	Master.....	Drowned at sea.....	do 3, 1876
354	January 8, 1873	J. A. Farquhar.....	do	Passed for a higher grade certificate.....	May 12, 1876
989	November 26, 1875	James Keating.....	Mate.....	do	do 12, 1876
108	August 24, 1872	Jeffery Babin.....	Master.....	do	do 12, 1876
381	February 1, 1873	Albert Davidson.....	do	do	do 29, 1876
390	do	Wm. Morine.....	do	Died.....	April 12, 1876
499	May 29, 1873	Henry Forbes.....	do	Passed for a higher grade certificate.....	June 22, 1876

112	September 2, 1872	O. D. Barberie.....	do	do	do	do	do	do	do	do	do	14, 1876
421	March 22, 1873	W. A. Copp	do	do	do	do	do	do	do	do	do	14, 1876
193	October 14, 1872	Wm. McKenzie.....	do	do	do	do	do	do	do	do	do	14, 1876
182	do 9, 1872	S. E. Johnston.....	do	do	do	do	do	do	do	do	do	August 2, 1876
832	do 13, 1874	E. Richau.....	Mate.....	do	do	do	do	do	do	do	do	do 23, 1876
887	January 14, 1875	Jacob De Long.....	Master.....	do	do	do	do	do	do	do	do	do 23, 1876
940	August 5 1875	C. J. McLean.....	Mate	do	do	do	do	do	do	do	do	October 16, 1876
974	October 25, 1875	Charles F. Williams	Master.....	do	do	do	do	do	do	do	do	November 9, 1876
204	do 16, 1872	J. E. Warne.....	Mate	do	do	do	do	do	do	do	do	July ... 1876
303	December 3, 1872	A. Gunn.....	do	do	do	do	do	do	do	do	do	November 16, 1876
849	November 10, 1874	J. D. Urquhart.....	do	do	do	do	do	do	do	do	do	do 8, 1876
561	July 21, 1873	James Sherrard.....	Master.....	do	do	do	do	do	do	do	do	December 15, 1876
586	August 29, 1873	Wallace Dakin.....	do	do	do	do	do	do	do	do	do	do 15, 1876
74	July 30, 1872	J. H. Morehouse.....	do	do	do	do	do	do	do	do	do	January 5, 1877
324	December 13, 1872	W. S. Sutherland.....	do	do	do	do	do	do	do	do	do	do 11, 1877
692	February 16, 1874	L. P. Locke.....	Mate.....	do	do	do	do	do	do	do	do	February 2, 1877
895	March 30, 1875	John Haley.....	Master.....	do	do	do	do	do	do	do	do	March 23, 1877
776	July 24, 1874	M. O'Connell.....	do	do	do	do	do	do	do	do	do	do 17, 1877
773	do 11, 1874	J. E. Hopkins.....	Mate.....	do	do	do	do	do	do	do	do	do 29, 1877
89	August 10, 1872	Abner Lewis.....	Master.....	do	do	do	do	do	do	do	do	April 13, 1877
173	September 30, 1872	R. Austin.....	do	do	do	do	do	do	do	do	do	May 9, 1877
1030	May 16, 1876	J. R. Chisholm.....	do	do	do	do	do	do	do	do	do	January 28, 1877
771	July 11, 1874	Thomas B. Dexter.....	do	do	do	do	do	do	do	do	do	do 12, 1877
288	November 27, 1872	Cyriac Fournier.....	do	do	do	do	do	do	do	do	do	June 7, 1877
367	January 23, 1873	Michael Sutton.....	Mate.....	do	do	do	do	do	do	do	do	October 11, 1877

List of Canadian Certificates of Service which have been cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
987	November 20, 1875	Charles Corbett.....	Mate.....	Passed for a higher grade certificate.....	October 4, 1877
732	May 28, 1874	J. H. Hunter.....	Master.....	do	November 16, 1877
902	April 19, 1875	Wm. C. Card.....	do	Killed. Fell from aloft.....	December 6, 1877

APPENDIX No. 3.

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, 1877, to 31st December, 1877.

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.
Jan. 8	Ada	new	Charlottetown P.E.I.	Georgetown, P.E.I., to Boston, Mass.	Schooner	113	St. George's Bay, N.S.	Stranded	Drift ice	.....	Total	\$ 5,000 cargo 4,500
do	Adventure	4	do	Georgetown, P.E.I., to Boston, Mass.	do	54	Susan Cape	do	do	.....	Partial	1,800
Mar. 7	A. B. Baxter	9	Windsor, N.S.	Cornwallis, N.S. to New York, U.S.	do	73	Half Tide Rocks, Cornwallis.	do	Got into drift ice, and carried on to rocks.	.....	do	800, cargo 2,100
Feb. 15	Anna	11	Shelburne, N.S.	St. Martins to Yarmouth, N.S.	Brigantine	91	East Cayos Point, S.C., U.S.	do	Stress of weather.	.....	Total	3,000
Notkn'n	Augustine	new	Charlottetown P.E.I.	Three Rivers to Bristol, G.B.	Barque	448	Unknown	do	do	11	do	20,000 cargo 18,000
May 6	Alpheta	new	do	Charlottetown to Penarth Roads, G.B.	Brig	299	10 miles E.S.E. of Cape George, N.S.	Collision	Run into by bark "Memlo"	.....	Partial	350
April 15	Annie Wharton.	3	Shelburne, N.S.	Cienfuegos to Philadelphia.	Brigantine	245	Lat. 26° 03' N., Lon. 73° W.	Damaged at sea.	Stress of weather.	1	do	4,500
June 22	Angie Russell	7	Windsor, N.S.	St. John, N.B.	Schooner	25	Harbour of St. John	Burnt	Great fire in St. John.	.....	do	1,000 cargo 500
Jan 7	Airuna	6	St. John, N.B.	Queenstown, G.B., to St. John, N.B.	do	186	Lat. 45° 10' N., Lon. 28° 30' W.	Loss of spars and sails.	Stress of weather.	.....	do	1,235

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost	Total or Partial Loss.	Amount.
May 20	Aagot.....	.....	Norway.....	St. John, N.B., to Dublin.	to Barque.....	683	Near Grand Manan, Bay of Fundy.	Sprung a leak.	Not known.....	.....	Partial..	\$ 644
July 14	Athlete.....	11	Digby, N.S.....	St. John, N.B., to Digby, N.S.	to Schooner.....	56	Digby Gut, bearing S.W. 12 miles.	Loss of fore mast.	Stress of wea- ther.	.....	do ...	120
Aug. 13	Albion.....	3	Liverpool, N.S.....	Baltimore, U.S., to Demerara, B.G.	to Brigantine...	281	Lat. 29° 50' N., Lon. 60° 20' W.	Dismasted....	Struck by waterspout.	.....	do ...	1,200
Aug. 3	Alexander.....	1	Victoria, B.C.....	Nanaimo, B.C., to Victoria, B.C.	to Steamer.....	191	Off Pedder Bay, 2 miles off shore.	Collision....	Want of pro- per lights on board "Car- oline."	.....	do ...	150
Sept. 21	Alonzo.....	26	St. John, N.B.....	St. John to Queens- town, G.B.	Schooner ...	45	W. side of Pease Island, one of the Tusketts.	Stranded....	Misstayd.....	.....	Total... cargo 300	400
Aug. 30	Annie Fleming	11	Greenock, G.B.....	Quebec to Ardrossan, G.B.	Barque.....	855	Off Schooner "Pondy," C.B.	do	Rock not laid down on chart.	.....	do ...	36,000 cargo 4,500
Sept. 1	A. C. Major....	14	Shelburne, N.S.....	Liverpool, N.S., to Barin, Newfound- land.	to Schooner ...	89	Outer Rabbit Is- land, N.S.	do	Error of judg- ment.	.....	Partial..	Trifling.
do 22	Antelope.....	3	Port Hawkes- bury, N.S.	Halifax, N.S., to Mar- garee, N.S.	do	23	Margaree Beach, N.S.	do	Stress of wea- ther.	.....	No loss.	3
Oct. 24	Amicus.....	21	Greenock, G.B.....	Quebec Harbour.....	Barque.....	506	Quebec Harbour...	Collision....	do .....	.....	Total... Partial... cargo	15,000 250

Sept. 22	Amelia.....	4	South Shields, G.B.	Montreal to Great Britain.	1090	Off Sydney Harbour, N.S.	Loss of boats and other damage.	do	do	do	500
do	22	Assyrian.....	Sunderland, G.B.	Montreal to Queens- town.	295	Off Cape North, N.S.	U'rgo shift'd and pumps clogged.	do	do	do	2,500
Oct. 12	Anna.....	.....	Christiania, Norway.	Newry, G.B., to River St. Lawrence.	.....	St. Thomas, St. Lawrence.	Stranded.....	do	.....	.....	Not known.
July 1	Alhambra.....	12	Quebec.....	Quebec to Pictou, N.S.	722	East end of Crane Island, River St. Lawrence.	Collision.....	Thick weather	.....	Partial.	Trifling.
do	23	America.....	do	Trinidad to Quebec.	233	Harbour of Quebec.	do	Dragged anchor.	do	do	40
Oct. 22	Amity.....	10	St. John, N.B.	Monte Video to Rich- ibucto, N.B.	535	Cape Tormentine, N.B.	Stranded.....	Error in judg- ment.	do	do	4,000
Oct. 10	Adelheim.....	11	Norwegian.....	Quebec to Hull, G.B.	400	Brandy Pots.....	Collision.....	Thick weather	do	do	3,000
Nov. 5	Agra.....	13	Liverpool, G.B.	Shediac, N.B., to Barrow-in-Furness	do	Cape Traverse, P. E. I.	Stranded.....	Strong current	.....	Total	15,000
do	12	Alphonsine.....	Quebec.....	Quebec to Sydney, N.S.	106	Bic Harbour, River St. Lawrence.	do	Error of judg- ment.	.....	Partial.	600
May 9	Austriana.....	2	St. John, N.B.	Callao to Hamp- ton Roads, U.S.	1318	Lobos.....	Damaged.....	Tidal wave.....	do	do	6,500
Dec. 1	Antelope.....	4	Port Hawkes- bury, C.B.	Margaree, C.B., to Halifax, N.S.	28	North Entrance to Canso Harbour.	Stranded.....	Error of judg- ment.	3	Total	400
Nov. 12	Amelia Anne.....	4	New Carlisle, P.Q.	Twillingate, Nfld, to Sydney, C.B.	109	Lat. 41° 30' N; Lon. 52° 0' W.	Foundered.....	Stress of wea- ther.	do	do	6,000
July 4	Anglesa.....	7	Quebec.....	Montreal to Quebec.	91	Pt. Platon, River St. Lawrence.	Stranded.....	Unknown rock.	.....	Partial.	2,000
Nov. 5	Alhambra.....	19	New York, U.S.	New York, U.S., to Bremen.	1313	During voyage.....	Sprung a leak.	Stress of wea- ther.	do	do	2,357
April 19	A. C. Watson.....	5	St. John, N.B.	Philadelphia to Hali- fax, N.S.	111	Soy and Pigs, Mass., U.S.	Stranded.....	Fog.....	.....	do	1,300

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Sept. 22	Advance.....	25	Glasgow, U.K.	At Quebec.....	Ship.....	1466	Quebec.....	Collision....	Other vessel dragged anchor and fouled	.....	Partial.	\$ 1,000
April 24	Adriatic.....	11	Alloa, G.B.	Leith, G.B., to Quebec.	Barque.....	796	8 miles S. S. W., from S. W. point of Anticosti.	Stranded....	Bow port stove by ice.	.....	do ...	Unknown.
June 12	Amanda.....	2	St. Johns, Nfld	Aqua Forte, Nfld, to Sydney, C.B.	Brigantine...	104	Big Glace Bay, C.B.	do	Error of judgment.	.....	do ...	do
Dec. 14	Active.....	4	Halifax, N.S.	Halifax, N.S., to Margaree, C.B.	Schooner....	31	Byers' Head, Strait of Canso, N.S.	.....	Spontaneous Combustion of cargo.	.....	do ...	900
April 17	Benj. Young ..	5	Parrishore, N.S.	St. Marc to Boston, U.S.	Schooner ...	122	Lat. 33° N., Lon. 73° W.	Abandoned at sea.	Stress of weather.	.....	Total ...	4,800
June 5	Beauty.....	12	St. John, N.B.	London, G.B., to St. John, N.B.	Brigantine ..	294	On Banks of Newfoundland.	Collided with iceberg.	Not known....	.....	Partial.	1,200 no cargo.
do	Bear River	11	Digby, N.S.	Bear River, N.S., to St. John, N.B.	Schooner ...	37	Market Slip, St. John, N.B.	Burnt	Great fire, St. John.	.....	Total ...	1,000
Aug. 25	British Lion ...	24	Liverpool, G.B.	Newcastle, G.B., to Quebec.	Barque	1049	Heath Point, Anti-costi.	Stranded ...	Fog .....	.....	do ...	20,000
Sept. 23	Pink Bonnie ..	3	Miramichi, N.B.	Pictou, N.S., to Halifax.	Hali-Schooner ...	109	Whitehaven Harbour, N.S.	do	Stress of weather.	.....	Partial..	2,350 cargo 300
June 28	Bienvenu	2	Quebec, Canada.	Ste. Anns to Quebec.	Steamer	274	Opposite Pointe à Fairlon, Quebec	do	Error of judgment.	.....	do ...	10

Oct. 4	Break of Day..	2	Prince Edward Island.	to North Cape, P.E.I.	Schooner ...	25 West Cape, Ambers Island, Magdalen Islands.	do	Loss of sails.....	do	300
Sept. 19	Black Watch	new	Windsor, N.S.	Bremerhaven to New York, U.S.	Ship	1318 Fair Island	do	Strong current.....	Total	50,000
Nov. 2	Bella Rosa.....	6	Yarmouth, N.S.	Argyle, N.S., to Halifax, N.S.	Schooner	.....	do	Stress of weather.	Partial	trifling.
May 9	British Lion ...	24	Liverpool, G.B.	Plymouth to Quebec	Barque	1049 Quebec Harbour	do	Run into by "Ida."	do	1,200
do 29	Beaver	8	Quebec	Barbadoes to Quebec	Brigantine	181 Port Hastings, Cape Breton.	do	Fog	do	trifling.
Nov. 10	Brothers	6	Yarmouth, N.S.	Bristol, G.B., to Hampton Roads, U.S.	Barque	537 35 miles from Sussex Light.	do	Collision	do	20,000
Jan. 14	Cambria	4	St. John, N.B.	Georgetown, P.E.I., to Boston, Mass.	Schooner	109 Pond Cove, Brier Island.	do	Stranded.....	Total	3,000
Feb. 26	California	13	American	Victoria, B.C., to Sitka, Alaska.	Steamer	673 Broitrie Ledge, B.C.	do	Error of judgment.	Partial	2,500
Mar 12	Oygnus	2	Liverpool.....	New York to Halifax	Brigantine	189 Say Brock Bar, Connecticut, U.S.	do	Not aware of change of light from white to red.	do	600 cargo 500
Feb. 16	Cheviot.....	12	St. John, N.B.	St. John, N.B., to Matanzas.	do	214 South Bimini, Bahama Channel	do	Stress of weather.	Total	6,000
May 9	Codseeker.....	.....	Barrington, N.S.	Halifax, N.S., to Barrington.	Schooner	.....	do	Off Port La Tour, N.S.	4 Partial	2,000
July 11	Citizen	8	Youghall, Ireland.	Youghall to Miramichi, N.B.	Mira-Brigantine	197 East Point, Magdalen Islands.	do	Error of judgment.	do	600
May 8	City of Quebec	22	London, G.B.	London, G.B., to Montreal.	Ship	707 Goose Island, Flat River, St. Lawrence.	do	Fog.....	do	do
July 9	Capri	2	Maitland, N.S.	Liverpool, G.B., to Shediac, N.B.	Barque	895 Lat. 45° 10' N., Lon. 54° 42' W.	do	Collision.....	Partial	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.	Register Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
June 19	C. W. Anderson.	2	Halifax, N.S.	Halifax, N.S., Jamaica, W.I.	Schooner	97	Off Sambro, N.S.	Loss of spars and sails.	Stress of wea- ther.	.....	Partial.	\$ 400
July 4	Canning	3	Windsor, N.S.	Halifax, N.S. to Pug- wash, N.S.	Brigantine	687	Halifax Harbour	Collision	Error of judg- ment.	.....	do	22
June 6	Champion	3	St. John, N.B.	St. John, N.B., to Rockland, Me.	Schooner	63	Partridge Island, St. John.	Stranded	Want of wind	.....	do	22
Sept. 9	Clyde	14	Digby, N.S.	French Cross to Bos- ton, U.S.	do	110	Off Matinicus, U.S.	Sprung a leak.	Stress of wea- ther.	.....	do	Trifling.
Sept. 22	Consort	14	Aricbat, N.S.	Pictou, N.S. to Ari- chat, N.S.	Schooner	56	Big Tracadie	Stranded	Stress of wea- ther.	.....	do	50
May 16	Contest	5	Quebec	Bic St. Lawrence	Steamer	90	Bicquette Island, River St. Law- rence.	do	Error of judg- ment.	.....	Total	15,000
Oct. 5	Coila	1	St. John, N.B.	Rochefort, France, to Philadelphia.	Barque	559	Lat. 45° 04' N., Lon. 44° 47' W.	Collision	Error on part of a strange vessel.	.....	Partial.	500
do	Canadier	.....	Montreal	Montreal to Quebec.	Barge	.....	Half mile from Pt. St Francis.	Sunk	Collision	.....	do	2,000 cargo 1,000
Oct. 4	Canning	3	Windsor, N.S.	Baltimore, U.S., to Rotterdam.	Barque	687	Cheapeake Bay, U.S.	Loss of an- chors and chains.	Stress of wea- ther.	.....	do	600
Sept. 14	Cape Clear	8	Liverpool, G. B.	San Francisco to Bur- lard Inlet, B. O.	Ship	823	Royal Roads, B. C.	Collision	Thick weather	.....	do	5,000

do	23	Curacao.....	5	Windsor, N.S.	New York, U.S., to Brigantine... Aruba.	368	Off S.W. end of Briguin Island.	Dismasted ...	Cyclone	do	3,500
Oct.	29	Charlotte	18	Digby, N.S.	Port Gilbert, N.S., to Boston, U.S.	71	25 miles from Mount Desert, U.S.	Foundered ...	Sprung a leak	Total ...	1,400
do	12	City of Green Bay.	5	Chicago, U.S.	Glasgow, G.B., to Quebec.	346	Brandy Pots, River St. Lawrence.	Collision	Fog	Partial..	600
Sept.	8	Chs. Northcote	20	Norwegian	Sharpness Point to Quebec.	425	White Island Reef, River St. Lawrence.	Stranded	Error of judgment.	do	17,000
Jan.	9	Champion	1	Charlotte'wn, P.E.I.	Charlotte'wn, P.E.I., to Baltimore, U.S.	110	Lat. 37° 41' N. Lon. 71° 30' W.	Abandoned at sea.	Stress of weather.	Total ...	6,000 cargo 6,000
Sept.	19	Cameo	25	Grangemonth, G.B.	Quebec to Grange-mouth.	716	Pavillion River, Anticosti.	Stranded	Current	do	15,000
May	9	Charger	21	Belfast, Ireland	Belfast, Ireland, to Quebec.	1060	New Liverpool, near Quebec.	do	Chains parted	Partial..	12,000
Jan.	27	Digby	19	Digby, N.S.	Yarmouth, N.S., to St. John, N.B.	55	Sand Bend, Bunker Island, Yarmouth Harbour.	Stranded ...	Stress of weather.	do	300
May	11	Dreadnot	6	Windsor, N.S.	Shelburne, N.S., to Philadelphia, U.S.	105	Mouth of Shelburne Harbour ..	do	Mistayed	Total ...	3,000 cargo 3,000
July	22	Digby	19	Digby, N.S. ...	Yarmouth, N.S., to St. John, N.B.	55	Two miles west of Petite Passage...	Collision	Fog	Partial..	50
Sept.	13	Digby	19	do	Yarmouth, N.S., to Plymouth, U.S.	55	Patten Cove Lodge	Stranded	Error of judgment.	do	350
do	22	Dolphin	7	Port Hawkesbury, N.S.	Margaree, N.S., on a fishing voyage	13	Smith's Island, Port Hood, N.S.	do	Stress of weather.	do	50
do	22	Domitille	11	Sydney, C.B.	Port Hastings, N.S., on a fishing voyage	17	do	do	do	Total	400
do	15	Druid	6	Lunenburg, N.S.	Lunenburg, N.S., to Guadaoupe, W.I.	112	Lat. 27° 43' N. Long. 54° 30' W.	Dismasted & abandoned	do	do	4,000 cargo 4,500
do	22	D. F. Somes ...	10	Gloucester, Mass., U.S.A.	Port Hawkesbury, N.S., on a fishing voyage.	56	Smith's Island, Port Hood, N.S.	Stranded ...	do	Partial..	300

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Sept. 14	Don Nicolas...	22	Bolivian, S.A.	San Francisco to Nainaino, B.C.	Barque	1085	Royal Roads, B.C.	Collision	Bad look-out	.....	Partial..	\$ 1,000
July 18	Don Pedro.....	10	St. John, N.B.	Boston, U.S., to St. John, N.B.	Schooner	97	Near Portland, U.S.	do	Not known	.....	do	2,000 cargo
May 16	Dunsyre	New	Quebec	At Quebec	Ship	1083	Harbour of Quebec	do	Want of room	.....	do	500
Nov. 9	Dominion.....	13	Yarmouth, N.S.	Yarmouth, N.S., to St. John, N.B.	Steamer	301	Off Partridge Island, St. John, N.B.	do	Other vessel's lights defective	.....	do	70
Jan. 23	Eliza Jane.....	25	Gloucester, Mass.	Shelburne, N.S., to La Have.	Schooner	48	Jig Rock, Shelburne Harbour.	Stranded	Error in judgment	.....	Total	2,000
Notkn'n	Ethel Bolton ..	11	St. Andrews, N.B.	St. John, N.B., to Cuba.	Brigantine	265	At sea.	Supposed to have foundered.	Stress of weather	All 9	do	5,500
Feb. 20	Eliza McLachlin.	16	Yarmouth, N.S.	Lynn, U.S., to Baltimore.	Barque	684	Sand bank near Flushing.	Stranded	do	.....	do	20,000
May 8	Express.....	19	Miramichi, N.B.	Pilot schooner, Miramichi.	Schooner	15	Miscou Island	do	Driven ashore by ice	.....	do	1,000
July 4	Elphinstone ...	3	Newcastle, G.B.	Newport, G.B., to Montreal.	Steamer	1145	Three miles below Montreal.	Collision	Not known	.....	Partial..	35,000
April 11	Eleanor Wood.	14	Quebec	Maryport to Quebec.	Barque	534	Traverse, River St. Lawrence.	do	Error of judgment	.....	do	240
June 20	Eliza Jane	20	St. John, N.B.	Lying at wharf, St. John, N.B.	Schooner	26	Lying at wharf, St. John	Burnt	Great fire	.....	Total	450

May 3	Eblana.....	9	do	... Londonderry, G.B., to St. John, N.B.	Barque.....	650	East end of Sable Island, bearing N.W. 25°.	Collision.....	Fog.....	.....	Partial..	300
July 18	Evergreen.....	8	do	... Portsmouth, U.S., to Dunsport.	Schooner...	106	Green Island, Bay of Fundy.	Stranded.....	do	.....	Total....	4,000
July ...	Etta Stewart...	5	do	... Limerick, G.B., to Shelburne.	Barque.....	787	Atlantic Ocean....	Loss of spars and sails.	Stress of weather.	.....	Partial..	100
Sept. 28	Enoch Banner.	16	Baddeck, N.S.	Canso, N.S., to Halifax, N.S.	Hali-Schooner...	32	Outer Ledge, Canso Harbour.	Stranded.....	Error of judgment.	.....	Total....	2,600
Oct. 7	Earl of Londesdale.	5	Newcastle, G.B.	Quebec to Montreal.	Steamer.....	981	Off Point St. Francis, River St. Lawrence.	Collision.....	Carelessness of tug "Rapid."	.....	Partial..	50
June 11	Ella Vose.....	2	Halifax, N.S.	Baltimore, U.S., to Cork, G.B.	Barque.....	884	Southern edge of Banks of Newfoundland.	Collision ...	Fog ..	.....	Partial..	Not known.
Nov.	Eagle.....	17	Parrsboro', N.S.	Windsor, N.S., to Parrsboro', N.S.	Schooner...	33	Parrsboro' River, N.S.	do	"J. W. Gillespie" carry too much sail.	.....	do ...	200
Sept. 15	Eva May.....	1	Guysboro', N.S.	Port Hood, N.S., to Port Mulgrave.	do	29	Harbour Au Bouche, N.S.	Stranded ...	Stress of weather.	.....	do ...	300
Nov. 9	Emberiza.....	.....	British.....	Quebec to Queens-town, G.B.	Steamer.....	.....	East end of Kauraska Island	do	Snow storm ...	.....	do ...	Trifling.
do 14	Ellen.....	11	St. John, Newfoundland.	Pictou, N.S., to Guysboro', N.S.	Schooner...	49	Port Hawkesbury, Cape Breton.	Collision ...	Fault of steamer "M. A. Starr."	.....	do ...	300
Oct. 10	Emily Lowther	7	Yarmouth, N.S.	Sharpness Point to Tybee, U.S.	Barque.....	762	Penarth Roads, G.B.	Stranded ...	Chains parted	.....	do ...	Not known.
Dec. 13	Edith Weir ...	2	Halifax, N.S.	Boone Bay, Newfoundland, to Charlottetown, P.E.I.	Schooner...	96	East of Ship Harbour, P.E.I.	do	Error of compass.	.....	Total....	3,500
Notkn'n	Fearless.....	12	Yarmouth, N.S.	Cardenas, Cuba, to Philadelphia, U.S.	Barque.....	349	Unknown, missing	Unknown ...	Unknown	.....	do ...	12,000
May 2	Freedom.....	10	Halifax, N.S.	New York, U.S., to Cuba.	Schooner...	153	Lat. 38° 19' N., Lon. 72° 55' W.	Loss of spars and sails.	Stress of weather.	.....	Partial..	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.	Register Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 6	Freeman Dennis.	12	Yarmouth, N.S.	Newcastle, N.B., to Bristol Channel.	to Barque	808	Horse-shoe Bar. Miramichi, N.B.	Collision	Fault of "Sultan."	.....	No damage.	\$
Sept. 22	Fawn	new	Shelburne, N.S.	Shelburne, N.S., fishing voyage.	Schooner	17	Smith's Island, Port Hood, N.S.	Stranded	Stress of weather.	.....	Partial.	10
do	Forest	4	Windsor, N.S.	London, G.B., to New York, U.S.	Ship	1422	12 miles off Portland, G.B.	Sunk by collision.	Unknown	.....	Total	65,000
Oct. 11	Four Brothers.	9	New Carlisle, P.Q.	In Quebec Harbour.	Schooner	81	Quebec Harbour.	Collision	Fault of vessel "Hudson."	.....	Partial.	400
do	Four Brothers.	9	New Carlisle, P.Q.	Cape Breton to Montreal.	do	81	Harbour of Quebec	do	Anchors dragged.	.....	do	20
do	Frederick Schald.	12	Norwegian	London, G.B., to Quebec.	Barque	627	Brandy Pots, St. Lawrence.	do	Fault of "City of Green Bay."	.....	do	600
March	Florence	11	Halifax, N.S.	Cuba to Halifax, N.S.	Brigantine	168	During voyage	Damaged at sea.	Stress of weather.	.....	do	4,000
Dec. 4	Four Brothers.	12	Sydney, C.B.	Canso, C.B., to Halifax, N.S.	Hali-Schooner	104	Glasgow Heads, Canso, N.S.	Stranded	Error of judgment.	.....	do	300
Jan. 11	G. W. Johnston.	7	Yarmouth, N.S.	Tug steamer	Steamer	72	Killam's Wharf, Yarmouth, N.S.	Burnt	Supposed explosion of gas	.....	Partial	2,500
do	G. W.	1	Charlottetown, P.E.I.	Georgetown, P.E.I., to Philadelphia.	Brigantine	286	Between Smith's Island and Henry Island, C.B.	Crushed by ice.	Ice	.....	do	2,000 cargo 4,000

Date	Ship Name	Origin	Destination	Loss of Sails &c.	Stress of weather	Loss of cargo	Other	Result	Value
Feb. 13	Gladiator	Yarmouth, N.S.	Martinique to Yarmouth	124 At Sea	Stress of weather	Loss of sails &c.	do	do	250
Jan. 19	Glenarry	Quebec	Liverpool to Rio Janeiro	565 At Sea	do	Loss of cargo; leaking	do	Trifling	Not known
do	25 Grecian Bend	Shelburne	Lockeport, N.S., to Barbadoes	85 Lat. 37° 16' N.; lon. 62° 27' W.	do	Abandoned at sea.	do	Total	4,600 cargo 4,600
June 16	Greyhound	Miramichi	Bay of Islands to Charlottetown	29 Amherst Harbour, Magdalen Island.	do	Stranded	Sprung a leak	Partial	600
July 12	Gold Hunter	St. John, N.B.	Clementsport to Boston	105 N.W. edge of Briar Island.	Fog	Collision	do	do	Trifling
Unkn'n	Geo. Peabody	American	Hawkesbury to Arichat	63 Off Arichat, Western Channel.	Squall	Capsized	do	Total	2,500
May 9	Gov'nor Tilley	St. John, N.B.	Rio Janeiro to Huanillos	1419 Huanillos	Damaged by tidal wave	do	do	Partial	Slight
Sept. 15	Gem	Sackville, N.B.	Cow Bay, C.B., to New York	281 At sea	Fire	do	Candle left in the hold by trimmers.	do	100
do	18 G. S. DeForest	St. John, N.B.	St. John, N.B., to Crookhaven	74 Cape Rouge, Cape Breton.	Fog	Stranded	do	Total	4,500
Oct. 13	Glenhaven	Greenock	Quebec to Gardiff	1280 Mille Yache Shoals, R. St. Lawrence	do	do	Stress of weather	Partial	Not known
do	24 Gamma	Hull, G.B.	Lying at Quebec	1457 Harbour of Quebec	Barque "Amicus"	Collision	do	do	do
do	30 Georgiana	Quebec	Bonne Bay to Quebec	47 Natasquan, Labrador.	Stress of weather	Stranded	do	Total	2,400 cargo 692
Nov. 2	Gipsev Bride	Charlottetown, P.E.I.	Picton, N. S., to Georgetown, P.E.I.	41 Rollo Bay, P.E.I.	do	Foundered	do	do	800 cargo 140
Sept. 21	Glenfannon	new Quebec	Quebec on trading voyage	41 S.W. Point, Anticosti.	do	Stranded	do	do	1,000 cargo 600
Aug. 30	Goldfinder	Newcastle, G.B.	Newcastle to Quebec	1217 Off Crane Island, R. St. Lawrence	Collision	do	Fault of other vessel's lights	Partial	Trifling
April 5	Iris	St. John, N.B.	Barbadoes to Boston	114 Lat. 37° 38' N.; lon. 68° 48' W.	Abandoned	do	Stress of weather	Total	4,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty	Name of Vessel.	Age.	Port of Register.	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.
May 10	Inveresk.....	2	Liverpool.....	Hamburg to Shediac.	Bark.....	799	West Point, P. E. I.	Stranded....	Ice.....	.....	Total....	\$ 40,000
Aug. 23	Ida, J.....	11	St. John, N.B.	St. John, N.B., to Crockhaven.	Schooner....	94	Lat. 44° 30' N., lon. 52° 56' W.	Abandoned..	Stress of weather.	.....	do ...	3,000
Sept. 27	Idalia.....	10	Charlottetown, P. E. I.	Bonaire to Philadelphia.	Brigantine...	206	Montauk Point, U.S.A.	Stranded ; leaky.	Pumps not attended to.	.....	do ...	5,000
Oct. 28	Ida May	15	St. John, N.B.	Thomas Cove, N.S., to Hillsboro, N.B.	Schooner....	99	Digby Gut, N.S.	Stranded....	Unknown.....	.....	Partial..	20
Dec. 3	Ida May.....	15	do	Portland, Maine, to St. John, N.B.	do	99	Courtney Bay, N.B.	do	Sudden shift of wind.	.....	Total....	1,500
June 11	Ida.....	25	Plymouth, G. B.	Cardiff to Quebec.	Bark.....	1010	Portneuf Shoals, R. St. L.	do	Fog.....	.....	Partial..	1,300
May 9	Ida.....	18	Londonderry, Ireland.	Londonderry to Quebec.	do	571	Quebec Harbour....	Collision.....	Cable parted....	.....	do ...	200
Jan. 13	Howard, M.....	28	Port Hawkesbury, C. B.	Georgetown, P. E. I., on trading voyage.	Schooner....	54	Long Point, St. Georges Bay.	Crushed by ice.	Ice.....	.....	Total....	2,400
do	H. D. Holstead	17	St. John, N.B.	St. John, N.B., to New York.	do	135	Dipper Harbour, Bay of Fundy.	Stranded....	Stress of weather.	.....	do ...	1,300
Feb. 8	Herbert Beech.	7	Yarmouth, N.S.	Liverpool, G. B., to Shelburne, N.S.	Ship. .	1061	Atlantic Ocean.....	Loss of sails.	do	.....	do ...	700

do	14	Harriet Chase.	4	St. John, N.B.	New York to St. John, N.B.	Schooner.....	90 Off New London....	do ..	do ..	do ..	210
do	19	Haunah, D.....	2	Maitland, N.S.	St. Thomas, W.I., to Savannah, Cuba.	Brigantine...	310 Aclin Island, Bahamas.	Stranded.....	do ..	Total....	12,000
March	25	Helen.....	9	St. John, N.B.	Jamaica to New York	Schooner.....	76 Rosario Channel, Cuba.	do ..	Error of judgment.	do ..	2,400 cargo 6,000
July	20	Howard	11	Shelburne, N.S.	Pubnico to Fishing Grounds.	do ..	60 Off Seal Island.	Loss of spars and sails...	Collision with Bark, "Violet".	Partial..	250
Aug.	27	Huron.....	13	Londonderry.....	St. John, N.B., to Londonderry.	Ship.....	774 Lurcher Shoals, E.S.E. 20 miles.	Wood ends started.	Stress of weather.	do ..	360
April	4	Harvey	4	St. John, N.B.	Cunfuigos to Delaware, B.W.	Schooner	145 50 miles S.E. of Hatteras.	Dismasted ..	do ..	do ..	2,000
Sept.	14	H. H. McCurdy	4	Halifax, N.S.	St. Johns, Nfld., to Mabou, O.B.	do ..	72 Mabou Bar.....	Stranded.....	do ..	do ..	1,000
do	22	Highland Lass	8	Lunenburg, N.S.	Harbour & Bouche, C.B., on fishing voyage.	do ..	15 Smith's Island, Port Hood.	do ..	do ..	do ..	50
do	10	Hannah Morris	10	Windsor, N.S.	Chatham, N.B., to Bristol.	Ship.....	1061 Horseshoe Bar, Miramichi.	do ..	Want of water on the bar.	do ..	1,000
Sept.	27	Harley, John ..	new	Digby, N.S.	Acadia to Barbadoes	Brigantine....	110 Lat. 30° 19' N.; lon. 56° 45' W.	Dismasted & abandoned	Stress of weather.	Total....	3,500 cargo 850
Oct.	12	Hudson	4	New Carlisle, P. Q.	Little Glace Bay to Quebec.	Schooner....	99 Quebec Harbour...	Collision	Fault of "Four Brothers."	Partial..	20
Sept.	22	Herald.....	19	Guyaboro', N.S.	Port Hood, C.B., to Guyaboro', N.S.	do ..	43 Harbo'rau Bouche, C.B.	Stranded	Stress of weather.	do ..	500
May	9	Hallgerda	3	Pictou, N.S.	At Paballon de Pica.	Ship.....	1067 At Paballon de Pica.	Damaged.....	Tidal wave	do ..	45,000
Sept.	22	Hollinside.....	20	South Shields.	Harbour of Quebec, at anchor.	Barque	639 Quebec	Collision.....	Not known	do ..	300
Oct.	12	Hattie Goudy..	3	Yarmouth, N.S.	Baltimore to Limerick.	do ..	938 On voyage.....	Loss of spars	Stress of weather.	do ..	600
Sept.	18	Helene	28	Grimstad, Norway.	Bristol, G.B., to Sydney, C.B.	Ship.....	760 Cape St. Esprit, Cape Breton.	Stranded	Fog	Total....	25,000

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Jan. 1	J. E. Graham	new	Windsor, N.S.	At anchor, Cornwallis, N.S.	Schooner	26	Pereaux River Basin, Minas.	Broke adrift.	Bad anchorage	.....	.....	\$ No loss.
Jan. 11	J. W. Peasley	.....	American	Halifax, N.S., to Boston.	do	104	Coast of Nova Scotia.	Loss of sails.	Stress of weather.	.....	Partial	650
March	J. R. E.	10	Digby, N.S.	Bear River, N.S., to Barbadoes.	Brigantine	167	Gulf Stream	Damaged by heavy sea.	do	.....	Total	4,500
Jan. 13	John Mann	10	Windsor, N.S.	New York to Antwerp.	Ship	1049	Not named in Protest.	do	do	.....	Partial	3,500
June 10	Juan F. Pearson	13	London	St. John, N.B., to Amsterdam.	Barque	507	Big Mud Island, N.S.	Stranded	Fog; no observation for 4 days.	.....	Total	19,000 cargo 3,000
July 30	I. I. Bill	2	Shelburne, N.S.	From fishing to Shelburne, N.S.	Schooner	84	East Point, Shelburne Harbour.	do	Cables parted.	.....	Partial	Not known.
Aug. 4	Jessie Jones	22	Digby, N.S.	Yarmouth, N.S., to Demerara.	do	97	100 miles south of Yarmouth Light	Loss of spars	Rotten spars	.....	do	150
Feb. 22	Julia Lingley	11	St. John, N.B.	St. Thomas, W.I., to Sandy Hook.	Brigantine	325	At sea	Sprung a leak.	Split in the keel.	.....	do	1,925
April	Julia A. Merritt	6	do	St. Lucia, W.I., to Goole, G.B.	do	177	Near Limerick, Ireland.	Dismasted	Stress of weather.	.....	do	2,500
Sept. 24	Jamestown	1	Gloucester, Mass.	Gloucester, on fishing voyage.	Schooner	66	Smith's Island, Pt. Hood.	Stranded	do	.....	do	1,000
do	John H. Kennedy	14	do	Bremen, Me., on fishing voyage.	do	53	do	do	do	.....	do	700

do 23 Julian.....	26	Provincetown, U.S.A.	Bank Office to Provincetown.	do	64 Little Beach, C.B.	do	do	Total....	1,809
Oct. 7 Jessie	4	Quebec.....	Montreal to Quebec.	Barge	137 1/2 mile from Port St. Francis.	Sunk	Collision.....	Partial..	2,100 cargo 5,000
do 29 L. W. Dean.....	7	Parraboro', N.S.	Canning, N.S., to Vineyard Haven.	Schooner....	79 Off N.E. end of Fox Island, Me.	Stranded....	Thick fog	Total....	2,500 cargo 1,200
Nov	7	Parraboro', N.S.	Parraboro', N.S., to Windsor, N.S.	Brigantine ..	193 Parraboro' Rivar....	Collision.....	Carrying too much sail.	Partial..	Trifling.
Oct. 16 John Parker....	20	St. John, N.B.	St. John, N.B., to Liverpool.	Ship.....	1339 About 38° 35' N.....	Waterlog'd and abandoned.	Stress of weather.	Total....	25,000 cargo 11,803
June 14 Jessie Hoyt.....	4	do	Segua, Cuba, to Boston.	Schooner....	276 Pasque Island.....	Stranded....	Fog	Partial..	5,743 cargo 1,942
Aug. 30 J. Walters.....	30	Toronto	Montreal to Quebec.	do	188 Cape St. Charles, River St. Lawrence.	Collision.....	Dragged anchors.	do	1,600
Dec.	5	St. Johns, Nfld.	St. John, Nfld, to Sydney, C.B.	Barkentine ..	195 Cranberry Head, C.B.	Stranded & foundered.	Stress of weather.	Total	6,000
June 10 Kate Agnes.....	12	St. John, N.B.	St. John, N.B., to Newport, G.B.	Barque	545 Flat Mud Island, N.S.	Stranded....	Dense fog	do	12,000 cargo 3,000
do 21 Kalstad.....	7	Krajero, Norway.	Quebec to Waterford	do	479 Orane Island Light house, bearing W. and S.	do	Not known, pilot on board.	Partial..	Not known.
Nov. 19 Kitty Clyde....	20	St. Johns, Nfld.	St. Johns, Nfld., to Charlottetown.	Brigantine ..	129 Morrison's Point, Flat River, P.E.I.	do	To save life.....	Total	2,500
June 14 Kildare.....	23	South Shields.	Quebec to Belfast....	Barque.....	595 Quebec.....	Grounded ...	Error of pilot.....	Partial..	3,900
Notkn'n Lily	10	Windsor, N.S.	Margaretville, N.S., to Boston, Mass.	Schooner....	54 Off Mount Desert, U.S.	Stranded.....	Not known.....	3 Total....	1,000
Jan. 3 Lady Dufferin.	5	Quebec	Quebec on trading voyage.	do	95 St. George's Bay, Newfoundland.	do	do	do	3,800 cargo not known.
do 14 Louisa.....	4	Charlottetown	Murray Harbour, P.E.I., to New York.	do	195 Lat 48° 9' N., Lon. 68° 35' W.	Abandoned at sea.	Stress of weather.	do	7,000 cargo 2,000

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial Loss.	Amount.
March	Lillian May.....	2	Lunenburg, N.S.	Halifax, N.S., to Barbadoes.	Schooner.....	167	West Indies.....	.....	.....	.....	.....	\$
Not kn'n	Lennox.....	1	Halifax, N.S.	Halifax to Cienfuegos	do	72	Not known.....	Foundered.....	Not known.....	5 Total.....	.....	4,000 cargo 4,500
Aug. 8	Lillie Soullard	8	Yarmouth, N.S.	Liverpool to Quebec.	Ship	997	Quebec Harbour	Collision with "Ros-send Castle"	Error of judgment.	.....	Partial..	5,000
July 28	Lizzie Fennel..	7	St. John, N.B.	Chatham, N.B., to Liverpool, G.B.	do	1070	Horse Shoe Bar, Miramichi.	Stranded.....	Vessel would not mind her helm.	.....	do ..	300
Sept. 16	Lincoln.....	7	United States..	Liverpool, G.B., to New York, U.S.	to Big.....	209	Lat. 44° N., Lon. 56° 39' W.	Foundered	Stress of weather.	.....	Total	10,000 cargo 500
do 15	Lake Megantic	3	Montreal, P.Q.	Montreal to Liverpool, G.B.	Steamer.....	1445	Hochelaga Bay.....	Stranded	Fog .....	.....	.....	No damage.
Nov. 9	Liverpool.....	32	Quebec.....	Quebec to Belfast, G.B.	Barque.....	502	S.-E. Reef of Bic Island.	do	Unable to work ship, gear frozen.	.....	Total	6,000
.....	Little Annie...	9	do	Barbadoes, W.I., to Quebec.	Brigantine...	227	At sea.....	Sprung a leak.	Not known.....	.....	Partial..	Not known.
May 16	Lake Nepigon.	2	Montreal, P.Q.	Liverpool, G.B., to Quebec.	Steamer.....	1438	Quebec Harbour	Collision	Other vessel extended beyond the end of wharf.	.....	do ..	do
Feb. 28	M. A. Starr ...	8	Halifax, N.S.	Barrington, N.S., to Yarmouth, N.S.	to Steamer	244	Sunken Reef, south of Old Man Rock	Stranded	Error of judgment.	.....	Partial..	150

Feb. 2	Mabel Lent	3	Digby, N.S.	Porto Platte Harbour.	Schooner	188	Porto Platte Harbour, W.I.	do	Quicksand; anchors would not hold.	Total	7,000
do	26 Melbourne	10	Yarmouth, N.S.	Antwerp to Philadelphia.	Barque	621	Farneauzeau, Flushing Roads.	do	Stress of weather.	Partial	550
Mar. 16	Mary George	5	Parsboro', N.S.	Five Islands, N.S., to St. John, N.B.	Schooner	18	Chiquecto	do	Snow storm	Total	800
May 3	Maud S.	5	Victoria, B.C.	New Westminster to Victoria.	Steamer	156	Chain Island, 7 miles from Victoria, B.C.	do	Error of judgment.	Partial	300
April 5	Morning Light	19	Liverpool, N.S.	Barbadoes, W.I., to Boston, U.S.	Schooner	82	Lat. 37° 3' N., Lon. 69° 40' W.	do	Loss of sails and leakage.	do	1,500
Mar. 19	Maggie Miller.	2	Yarmouth, N.S.	Delaware, U.S., to St. John, N.B.	Barque	1076	Off Nantucket, U.S.	do	Collision with "Unison."	do	150
June 14	Marie Almida.	16	Quebec	Quebec to Glasgow, G.B.	Schooner	95	St. Peter's Point, Gaspé.	do	Anchor would not hold.	Total	1,000 cargo 1,000
do	10 Morning Light	19	Liverpool, N.S.	Boston to Liverpool.	do	82	West side Seal Island.	do	Stress of weather.	do	2,500 cargo 3,000
Not kn'n	Maggie Vail	10	Halifax, N.S.	Richmond, U.S., to Rio Janeiro, S.A.	Brig	430	Not known	do	Foundered	do	12,000 cargo 3,500
April 26	Manchester	32	Arichat, C.B.	Port Hastings, N.S., to Magdalen Islands.	Schooner	45	35 miles S.E. of Magdalen Islands.	do	Injured by ice	Partial	290
Aug. 16	Mary Lucia	9	Halifax, N.S.	Little Glace Bay to Halifax, N.S.	do	79	Main à Dieu Bar	do	Stranded	Total	1,500
April 4	Memphis	12	Windsor, N.S.	Key West, U.S., to Cork, Ireland	Brigantine	167	Outside Key West Harbour.	do	Calm; sea drove her ashore.	do	3,000
June 20	Martha Rowan	7	Digby, N.S.	At St. John, N.B.	Schooner	25	St. John Harbour.	do	Burnt	do	1,000
Aug. 24	Maria	10	Liverpool, N.S.	At Port Medway	do	17	Spruce Point, Port Medway.	do	Stranded	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.	Register Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 27	Mary.....	2	Charlottetown P. E. I.	Charlottetown Lingan, C. B.	Schooner....	75	Lighthouse Point, Louisburg, C. B.	Stranded.....	Misstayed.....	Total....	Total....	\$ 2,250
Jan. 1	Mocking Bird.	7	St. John, N. B.	St. John, N. B., to Philadelphia.	do	127	Musquash Harbour, N. B.	do	Stress of wea- ther.	Partial..	Partial..	800
Aug. 16	Milo.....	7	do	Tracadie, N. B., to Chatham, N. B.....	do	83	Fox Island Spit, Miramichi Bay....	do	Fog	do ..	do ..	500
Sept. 22	Mystic Tie.....	7	Shelburne, N. S.	Shelburne, N. S., on a fishing voyage.	do	40	Smith's Island, west side of Port Hood Harbour....	do	Stress of wea- ther.	do ..	do ..	200
do 23	May Flower....	6	Halifax, N. S....	Harbor au Bouche, on a fishing voyage.	do	13	Smith's Island, Port Hood.....	do	do ..	do ..	do ..	50
Aug. 30	Marion	44	Newcastle, G. B.	South Shields to Quebec.	Barque.....	756	Norman Cove, Straits of Belle Isle.	do	Fog and error of compass.	Total....	Total....	15,000
Oct. 8	Marian	19	Liverpool, G. B.	Quebec to London, G. B.	do	1203	Traverse, St. Law- rence.	do	Error of judg- ment.	Partial..	Partial..	Trifling.
do 7	Mary Olivine..	11	Quebec	Montreal, P. Q., to Carboneau, New- foundland.	Schooner.....	104	Near Port St. Fran- cis, River St. Lawrence.	Collision.....	Fault of ship "Earl of Lonsdale."	do ..	do ..	1,800 cargo 100
Sept.....	May Queen	14	Halifax, N. S.	Sydney, C. B., on a trading voyage.	do	42	Entrance to Big Bras d'Or.	Burnt.....	Fire in fore- castle.	Total....	Total....	900
Sept. 23	Mary Ellen.....	6	Prince Edward Island.	Fishing Voyage.....	Schooner....	13	Escuminac Point, N. B.	Stranded.....	Stress of wea- ther.	Partial..	Partial..	100

Oct. 25	Mary Mc.....	14	Halifax, N.S....	Port Hastings, N.S., to Pictou, N.S.	do ...	32	Little Harbor Bar, Pictou, N.S.	do	Snow storm.....	.....	Not known.
Sept. 16	Moero.....	1	Yarmouth, N.S.	Yarmouth, N.S., to Martinique, W.I.	do ...	81	Lat. 27° 12' N., Lon. 54° 20' W.	Water-log'd and dis- masted.	Hurricane.....	Total....	5,500 cargo 3,000
Oct. 20	Mary Fry.....	16	Greenock, G.B.	Quebec to Liverpool, G.B.	Barque.....	98	Lower Traverse, St. Lawrence.	Stranded....	Cable parted.....	Partial..	Unknown.
do	Mabel.....	6	St. John, N.B.	Bucouche, N.B., to Liverpool, G.B.	Brigantine...	464	Shediac Harbour, N.B.	do	Stress of wea- ther.	do	7,000
July 27	Marie Louise...	13	Quebec.....	Matane to Quebec...	Schooner....	49	Anse du Fort, Pt. Orleans, Riv. St. Lawrence.	Collision.....	Error of judg- ment.	do	60
Oct. 22	Maggie.....	2	Charlottetown	Portsmouth to Char- lottetown.	Brigantine...	199	Lat. 34° 49' N., Lon. 64° 19' W.	Abandoned at sea.	Stress of wea- ther.	Total....	8,000
Aug. 10	Marie Azalie...	10	Quebec.	Montreal to Anti- gonish, N.S.	Schooner....	111	Richelieu River.....	Stranded....	Missed stays....	Partial..	700 cargo 100
Oct. 12	Marie Henri- ette.	12	do	Quebec to St. Johns, Newfoundland.	do	82	30 miles west of Seven Islands.	Dismasted....	Stress of wea- ther.	do	200
Aug. 22	Montana.....	10	St. John, N.B.	Cardiff, G.B., to Monte Video.	to Ship....	1263	Cape Castillos, Uruguay.	Stranded....	Not known.....	Total....	39,000 cargo 10,000
May 24	Mary Lawton..	7	Yarmouth, N.S.	Shelburne, N.S., to Quebec.	Barque.....	743	Quebec Harbour...	Collision....	Anchors drag- ged.	Partial..	Trifling.
Nov. 15	Mary.....	18	Sydney, C.B.	Gabarus, C.B., to Halifax, N.S.	Schooner....	59	South side of Seat- terre Island.	Foundered...	Stress of wea- ther.	Total....	1,100
Sept. 22	M. & E. Cox...	8	Halifax, N.S.	Limerick, G.B., to Quebec.	to Ship.....	1180	Quebec Harbour...	Collision....	Anchors drag- ged.	Partial..	100
Oct. 25	Mathilde Oc- tavie.	11	Quebec.....	Cape Town to Mauri- tius.	Barque....	559	Cape Town.	do	Not known.....	do	100
Aug. 30	Marie Refor- miste.	10	do	Rimouski to Quebec.	Schooner....	38	At Quebec.....	do	Fault of other vessel.	do	60
Jan. 18	Martin.....	50	St. John, N.B.	St. John, N.B., to Grand Maun, N.B.	do	30	Bay of Fundy.....	Foundered...	Foremast went through her bottom.	Total....	700 cargo 400

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Mar. 4	Nova Scotian..	7	Yarmouth, N.S.	New York, U.S., to London, G.B.	Barque	733	Atlantic Ocean ...	Abandoned..	Loss of spars and sails.	.....	Total ...	\$ 25,000
Jan. 15	Norseman	4	St. John, N.B.	Lobos, S.A., to Antwerp.	Ship	1449	Lat. 4° 15' N., Lon. 27° 13' W.	Collision with steamer "Rose."	Error on part of steamer.	.....	do ...	57,000 c'go 100,000
May 9	N. Churchill...	8	Liverpool, G.B.	Limerick, G.B., to Sorel, P.Q.	Barque	599	Quebec Ballast Ground.	Collision with "Matheran."	Want of care on part of chief mate of "Matheran."	.....	Partial..	150
April ...	Nettie	7	St. Andrews, N.B.	New York to St. John	Schooner ...	118	Hell Gate, New York.	Stranded	Not known. In charge of pilot.	.....	do ...	2,900
May 7	Ninth of June.	17	Halifax, N.S.	Halifax, N.S., to L'Ardoise, N.S.	do ...	93	L'Ardoise Shoal, Cape Breton.	do	Stress of weather.	.....	Total ...	1,000 cargo 6,000
Nov. 5	Northumbria ..	12	Scarboro', G.B.	Montreal, P.Q., to Queenstown, G.B.	Barque	600	Martin's Bay, N.-W. side of Anticosti.	do	Error in compass.	.....	do ...	46,000
Aug. 16	N. K. Clements	10	Yarmouth, N.S.	Toro Trics to Boston, U.S.	do	459	Lat. 36° N., Lon. 40° 22' W.	Collision	Fog .....	.....	do ...	13,500
Nov. 9	Neptune	7	St. John, N.B.	Oromocto, N.B., to St. John, N.B.	Steamer	19	Off Akerly's Point, St. John River.	do	Error of judgment on part of "Soulanges."	.....	Partial..	2,000
July 5	Nydia	14	Liverpool, G.B.	Liverpool, G.B., to Quebec.	Barque	834	Lat. 46° 4' N., Lon. 48° 10' W.	do	Fog .....	.....	do ...	1,400

April 19	Otago	3	Yarmouth, N.S.	St. John, N.B., to Liverpool.	Ship	1095 Manawagonish Island, N.E.	Dragged anchors.	Stress of weather.	do ..	10,000
June 16	Opal	11	Guysboro', N.S.	Canso, N.S., to Halifax.	Schooner ...	49 Owl's Head, bearing N. 9 miles.	Loss of sails	do ..	do ..	135
Sept. 14	Opal	11	do	Canso, N.S., to Boston, U.S.	do	49 3/4-mile off White Point.	Disasted	do ..	do ..	700
Aug. ...	Olivia A. O. Mullin.	6	Parrsboro', N.S.	In N. York Harbour.	do	148 New York Harbour.	Collision	Not known	do ..	1,000
Dec. 3	Oasis	4	Yarmouth, N.S.	Liverpool, G.B., to Hampton Roads, U.S.	Ship	1151 12 miles from Point Lynas.	do	Fault of steamer.	Total ..	40,000
Jan. 26	Priscilla May..	3	Pugwash, N.S.	Georgetown, P.E.I., to New York, U.S.	Brigantine ..	2001 Strait of Canso	Crushed by ice.	Ice	Total ..	8,000
do	Perit	13	Halifax, N.S.	Halifax, N.S., to New York, U.S.	Steamer	471 Off Chatham Light, Cape Cod, U.S.A.	Stranded	Error of judgment.	do ..	4,000
do	Peter Young...	3	Yarmouth, N.S.	Queenstown, G.B., to Dunkirk, France	Ship	1035 Dunkirk Roads	Collision	Barque "Colorado" drifted against ship.	Partial..	30,000
May 3	Pactolus	6	Windsor, N.S.	London, G.B., to Halifax, N.S.	to Barque	556 Off Halifax, N.S.	do	Fog	do ..	2,000
do	Pohono	5	Sydney, N.S.	London, G.B., to North Sydney.	do	447 Newfoundland Banks.	do	do	do ..	300
June 19	Perseverence ..	37	Gaspé, P.Q.	Pictou, N.S., to Bathurst, N.B.	Schooner	69 One mile east of Miscou Island.	Stranded	Stress of weather.	1 Total ..	200
April 21	Prince Le Boo	4	Parrsboro' N.S.	Wolfville, N.S., to Barbadoes, W.I.	to Brigantine..	231 North Bar, Wolfville.	do	Shift of wind.	Partial..	1,400
May 15	Peacemaker ...	5	St. John, N. B.	Bassein to Liverpool, G.B.	Ship	1064 Damaged at sea	Cyclone	Stress of weather.	do ..	750
do	Prince Umberto.	4	do	Rio de Janeiro to Pabellon de Pica.	do	1400 Pabellon de Pica Harbour.	Damaged	Tidal wave	do ..	6,000
do	Prince Leopold	9	do	Liverpool, G.B., to Pabellon de Pica.	to Barque	1308 do	do	do	do ..	Not known.
March...	Powerful	12	Quebec	At Quebec	Steamer	126 Lampson's Cove	Burnt	Not known	do ..	15,000

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 19	Proteus	13	Liverpool, G.B.	Quebec to Hull, G.B.	Barque .....	.....	St. Roque Shoal, Stranded	Stranded	Error of judgment.	.....	Partial..	Not known.
May ...	Prince Eugene	10	St. John, N.B.	Liverpool, G.B., to Callao, S.A.	to Ship.....	1328	Pabellon de Pica... ..	Damaged.....	Tidal wave.....	.....	.....	Not known.
Oct. 28	P. Fortin.....	5	Quebec	Gaspé, P. Q., to Quebec.	Schooner ...	78	Green Island, River St. Lawrence.	Stranded.....	Darkness.....	.....	Partial..	Trifling.
do	Petronilla.....	10	Genoa, Italy...	Philadelphia to Queenstown, G.B.	Barque.....	576	Belfry Beach, C.B.	do	Sprung a leak.....	.....	Total ...	17,000
Nov. 5	Petrea.....	.....	Norwegian	Whycocomagh, C.B., to Hull, G.B.	do	481	Little Narrows, Bras D'Or.	do	Fault of tug .....	.....	Partial..	Not known.
Feb. 11	Queen of Hearts.	8	Miramichi, N.B.	Greenock, G.B., to Baltimore, U.S.	Barque.....	856	Slidery Shore, S.E. of Arran, G.B.	Stranded ...	Not known.....	.....	do ..	Not known.
July 9	Quango	3	Charlottetown, P.E.I.	St. Domingo, W.I., to Boston, U.S.	Brigantine...	189	25 miles east of Nantucket Shoals	Foundered ...	Stress of weather.	.....	Total.....	10,000 cargo, 5,000
Jan. 1	Rescue	10	Halifax, N.S.	Demerara, B.G., to Halifax, N.S.	Schooner ...	124	Beaver Island, bearing N.N.-E. 30 miles.	Loss of sails.	do ..	1	Partial..	700 cargo 300
do 24	Ranger	3	Shelburne	Savannah Le Mar, W.I., to Lockeport	do ..	84	Lat. 58° 40' N. lon. 66° 24' W.	Foundered...	do ..	.....	Total...	4,500
April 15	Roderick Rose.	9	Windsor, N.S.	Inagua, W.I., to Holmes Hole.	do ..	133	Not stated.. ..	Loss of spars and leaking	do ..	.....	do ...	3,900
June 11	Rowena	36	Yarmouth, N.S.	Newcastle, N.B., to Appledore.	Barque.....	247	Amherst Island, one of the Magdalen Islands.	Stranded.....	Fog.....	.....	do ...	3,000 cargo 3,000

July	4	Redewater.....	6	Newcastle on Tyne, G.B.	Montreal to London.	Steamer.....	922	About 12 miles below Montreal.	Collision.....	Want of care on part of Pilot of "Elinphinstone."	do	35,000 cargo
Aug.	8	Rosend Castle new	do	do	Montreal, P.Q., to Queenstown, G.B.	do	1126	Quebec Harbour...	Collision with "Billie Souldard."	Error of judgment.	do	5,500
do	5	R. S. Freeman	11	Shelburne, N.S.	Port au Plat�e to New York, U.S.	Schooner...	123	Great Sand Cay, Turks Island.	Stranded....	Unknown currents.	Total....	8,500
Oct.	11	R. W. Merriam	3	Halifax, N.S.	Montreal to Queens-town.	Barque.....	572	Off Cape Sante, R. St. Lawrence.	Collision....	Fault of tug-boat.	Partial..	Trifling.
do	4	Royal Charter	4	Yarmouth, N.S.	do do	Ship..	1304	15 miles below Montreal.	Stranded....	Ship broke shear and grounded.	do	1,000
do	...	Rieb'd Pearce..	8	Windsor, N.S.	Stockton, G.B., to New York, U.S.	Barkentine...	368	On the voyage.....	Loss of sails &c.	Stress of weather.	do	1,150
Nov.	19	Rebecca Ann..	11	Sydney, C.B.	Sydney, C.B., to Halifax, N.S.	Schooner....	122	Crooks Island, N.S.	Stranded....	Missayed.....	Total....	2,400
Jan.	28	Sarah A. Dudman.	13	Yarmouth, N.S.	Antwerp to Baltimore.	Barque.....	490	Off the Downs.....	Collision....	Not known....	Partial..	375
do	11	Speculator	13	do	Hamburg to South-West Pass.	Ship	747	Dog Rock, Bahamas.	Stranded....	Strong current	Total....	15,000
Feb.	10	Saguenay	5	St. John, N.B.	Whitehaven to St. John, N.B.	Barque.....	571	20 miles N. W. of Morecomb Light-ship.	Collision....	Error of judgment.	Partial..	200
Mar.	18	Sunny Region.	9	do	St. Thomas to St. John, N.B.	do	674	Little Spoon Island, Me.	Stranded....	Stress of weather.	Total....	20,000
do	16	Sarah L. Hall.	12	Yarmouth, N.S.	Guantanamo to New York.	Brig.....	261	Not Known.....	Missing.....	Not known....	8 do	8,000 cargo 3,250
do	10	Sarah	7	do	New York to Cork, G.B.	Barque.....	750	Wokington, G.B.	Stranded....	Running too close to shore.	do	23,000 cargo 20,000
Aug.	10	Swallow	2	Lanally, G.B.	Madeira to Liscomb, N.S.	Brigantine...	184	White Point Rock, Cape Canso.	do	Fog.....	do	10,000

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 6	Sultan.....	25	St. John, N.B.	Tugboat on the Miramichi.	Steamer.....	11	Horseshoe Bar, Miramichi.	Collision.....	Bad look-out.	.....	Partial.	\$ 200
July.....	Sons	2	Digby, N.S.....	Mispeck to St. John, N.B.	Schooner....	18	Mispec Beach.....	Stranded.....	Thick fog.....	.....	Total....	700
Sept. 22	Sea Flower....	4	Port Hawkesbury.	Bound on fishing voyage.	do	25	Entry Island, one of Magdalen Isles	do	Stress of weather.	.....	Partial..	500
Aug. 18	Saguenay	24	Quebec.....	Ha! Ha! Bay to Chicoutimi.	Steamer.....	654 1/2	1/2 mile below Chicoutimi.	Foundered...	Struck a rock.....	.....	do	10,000
Oct. 13	Soulanges	1	St. John, N.B.	St. John, N.B., to Fredericton.	do	201	Near Connor's Crk., St. John River.	Collision.....	Error of judgment.	2	do	200
Sept. 22	Sea Side.....	9	Sydney, C.B....	In Sydney Harbour laid up.	Brigantine...	245	Sydney Harbour, C.B.	Stranded.....	Heavy gale.....	.....	do	Trifling.
Oct. 28	Sabra	3	Windsor, N.S..	Rotterdam to New York.	do	551	North Sea.....	Damaged.....	Stress of weather.	.....	do	20
Aug. 16	St. Andrew.....	3	St. John, N.B.	Bombay to Dunkirk, France.	Barque	782	During the voyage sea.	Damaged by sea.	do .....	.....	do	250
July.....	Sadie Willcott	3	St. George, Me., U.S.	Not known.....	Schooner.....	365	New Harbour Head, N.S.	Stranded.....	Not known.....	.....	do	3,032
Aug. 18	St. George	5	St. John, N.B.	Batavia to Calcutta.	Barque.....	898	Mouth of Hoogly River.	do	Want of pilot..	4	do	22,400
Nov. 6	Swordfish.....	20	Liverpool	Sanfrancisco to Burrad Inlet, B.C.	do	725	Off Bedford Isles, Straits of Juan de Fuca.	do	Calm and strong tides.	.....	Total....	50,000

do	15	Stephenson.....	6	Newcastle, G.B.	Montreal to Queens- town.	Steamer.....	865	Windmill Point, Montreal.	do	.....	Shoal water.....	.....	Partial..	Not known.
do	8	St. Joseph.....	2	Quebec.....	Rivière du Loup to Quebec.	Schooner...	18	Off Bellechasse Lighthouse.	Collision	.....	Lights not pro- perly placed	.....	Total ...	1,200 cargo
Oct.	15	Sarah.....	3	Yarmouth,	Quebec to Liverpool	Ship.....	1176	Middle Mouse, G.B.	Stranded.....	.....	Stress of wea- ther.	do	.....	45,000
Jan.	3	Tycoon.....	2	Shelburne, N.S.	Vineyard Haven to Boston, U.S.	Brigantine...	129	Off Cape Cod.....	Loss of spars and sails.	.....	Stress of wea- ther.	.....	Partial..	5,000
May	19	Typhoon.....	24	Magdalen Is- lands.	Magdalen Islands to Halifax, N.S.	Schooner....	51	North Point, Entry Isl'nd, Magdalen Islands.	Stranded.....	.....	Error in judg- ment.	do	.....	600 cargo
do	30	Tivoli.....	16	Liverpool, G.B.	Greenock to Quebec	Barque.....	1078	Off Cormorant Pt, Anticosti.	do	.....	Thick fog, and error in judg- ment.	do	.....	Trifling. cargo
do	11	Thetis.....	5	St John, N.B.	St. Martin's, W.I., to Lunenburg, N.S.	Schooner.....	113	Abandoned at sea; lat. 39° N.; lon. 66° W.	Leaky.....	.....	Stress of wea- ther.	Total ...	.....	5,000 cargo
do	No date.	Theresa.....	5	Charlottetown, P.E.I.	Boston to Charlotte- town.	do	80	During the voyage	Dismasted ..	.....	do	.....	Partial..	1,838
Sept.	10	The Star.....	7	St. John, N.B.	Bay Roberts, Newf'd, to Sydney, C.B.	do	117	Schooner P o n d, Cape Breton.	Stranded.....	.....	Error in judg- ment.	do	.....	1,200
June	11	Tribune.....	22	do	Liverpool, G.B., to Aden.	Barque.....	1122	Ros Hafoon, mouth of Red Sea.	do	.....	Not known	.....	Total ...	20,000
Oct.	4	Tancook.....	4	Yarmouth, N.S.	Philadelphia to Hull, G.B.	do	876	Delaware Break- water.	Loss of wind- lass, &c.	.....	Stress of wea- ther.	.....	Partial..	275
Nov.	6	Thistle.....	17	Gaspé Basin, P.Q.	Carquet, N.B., to Montreal, P.Q.	Schooner....	36	St. Ann's Flats.....	Stranded.....	.....	Fog.....	.....	Total ...	600
Dec.	14	Tidal Wave...	8	St. John, N.B.	Halifax, N. S., to North Sydney.	do	487	Gabarus Cape, C.B.	do	.....	Error of judg- ment.	do	.....	16,000
Sept.	22	Victory.....	6	Port Hawkes- bury, C.B.	Port Richmond; tra- ding.	Schooner....	37	Port Hood, N.S....	do	.....	Stress of wea- ther.	.....	Partial..	200
do	17	Valetta.....	12	Montreal, P.Q.	Little Glace Bay, C.B., to Montreal.	Steamer.....	507	Madame Isl'd Reef, R. St. Lawrence.	do	Fog.....	do	Trifling.

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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 12	Vanguard	27	New York, U.S.	Matane, P. Q., to London, G. B.	Barque.....	1381	Matane, P. Q.....	Stranded	Stress of weather.	.....	Total	\$ 27,600
Sept. 22	Victoria.....	16	Falmouth, G. B.	Not known.....	Schooner.....	136	South Point, Neils Harbour, C. B.	do	do .....	.....	do	2,700
May 24	Vicksburg	14	Leith, G. B.....	Liverpool, G. B., to Quebec.	Barque.....	952	Harbour of Quebec	Collision	"Mary Lawton" dragged anchors and collided.	.....	Partial..	2,400
Sept. 22	Viola	5	St. John, New-foundland.	Quebec	Barkentine ..	191	do	do	Dragged anchors.	.....	do ..	200
.....	Volant	3	Montreal, P. Q.	Newport, U. S., to Brazil, S. A.	Schooner	176	Twelve hours after leaving N. York.	Disasted.....	Stress of weather.	.....	do ..	1,100
Jan. 6	Willie	5	St. Andrews, N. B.	St. Andrews to Boston, U. S.	Schooner.....	56	Pulpit Rock, Maine, U. S.	Stranded.....	Not known .....	.....	Total.....	2,000 cargo 800
.....	W. J. Lewis	3	Halifax, N. S.	Manilla to New York, U. S.	Ship.....	931	Pacific Ocean.....	Loss of sail..	Stress of weather.	.....	Partial..	19,000
March 5	W. H. Mailer.	6	Oakais, Maine, U. S.	St. John, N. B., to Demerara, R. G.	Schooner.....	139	L'Askins Point, Bliss Harbour, Maine, U. S.	Stranded	do .....	.....	do ..	800
do	W. F. Marshal.	1	St. John, N. B.	Hampton Roads to St. John, N. B.	Barque	940	Nantucket Shoals, U. S.	do	do .....	.....	Total.....	40,000
April 26	Wm. Crosscup	6	Annapolis, N. S.	Liverpool, G. B., to Sydney, C. B.	Barkentine..	461	White Point, near Louisburg, C. B.	do	Fog.....	.....	do ..	18,000

July 9	Wellington.....	12	Windsor, N.S. Miramichi to London	Ship ..	1005 Lat. 45° 20' N., lon. 64° 16' W.	Colliston	do	Partial.	7,000
May 9	Westfield.....	15	St. John, N.B. Liverpool, G.B., to Point Lobos.	do ..	1095 Point Lobos, S.A.	Damaged	Tidal wave.....	do ...	22,500
Aug. 10	W. J. Whiting	6	do ... Dordrich to Sydney, C.B.	Barque..	625 Near Roads.	Loss of spars and sails.	Stress of weather.	do ...	100
Nov. 14	Walrus.....	14	Parraboro, N.S. St. John, N.B., to Joggins, N.S.	to Schooner ..	59 Two Rivers, County, N.B.	Stranded.....	do	do ...	350 cargo 50
do	Williamette ...	5	do ... Dorchester, N.B., to St. John, N.B.	do ..	62 Vaughan's Wharf, St. Martins, N.B.	do	do	do ...	Trifling.
Oct. 5	Zenobia	27	Charlottetown Pugwash, N.S., to Charlottetown.	do ..	47 S. side of Berryman's Point.	do	Parted chains..	Total....	1,500

APPENDIX No. 4.

STATEMENT of Wrecks and Casualties reported as having occurred to Inland Vessels, from the 1st January, 1877, to 31st December, 1877.

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.
July 25	Cumberland	7	Toronto	P. Arthur's Landing to Collingwood	Steamer	229 5	miles S. W. from Washington Harbour, Isle Royal, Lake Superior.	Stranded	Shoal not marked on chart.	.....	Total	\$ 42,000
8 June	Cambria	1	Hamilton	Leith, Scotland, to Demerara.	Schooner	344	Off the lighthouse, Sprung a leak.	Sprung a leak.	Not known	.....	Partial	Not known.
Aug. 30	Cuba	2	do	Montreal to Hamilton.	Steamer	357	Lachine railway dock.	Collision	Error of judgment.	.....	.....	No loss.
Oct. 8	C. P. Williams	27	American	Bay City to Buffalo, U.S.	Barge	350	Inside Point au Pelee Light-house, Lake Erie	Stranded	In tow of tug; rope broke; she drifted ashore.	6	Total	7,000
Nov. 23	Cecelia Jeoffery	10	St. Catharines, Ont.	Erie to St. Catharines	Schooner	140	Long Point, Lake Erie.	do	Sprung a leak.	.....	do	5,000 cargo 1,140
Oct. 7	D. W. McCall	3	Port Dover, Ont.	Wallaseburg to Buffalo, U.S.	do	122	Off Port Burwell, Ont.	do	Stress of weather.	.....	do	6,000 cargo 60
do	Eliza R. Turner	.....	Cleveland, U.S.	Detroit to Buffalo, U.S.	3-masted schooner.	425	Long Point, Lake Erie.	do	do	.....	do	20,000 cargo 35,000
Nov. 2	Eliza White	9	Port Burwell, Ont.	Oswego to Port Hope	Schooner	128	Port Hope Pier	do	do	.....	Partial	1,500
do	E. Fie	8	Goderich, Ont.	Fishing Voyage	do	35	Chantry Island	do	do	.....	Total	1,000

do	2	E. G. Benedict	7	Montreal.....	Buffalo to Fairport....	do	.....	154 2/3 miles W. of Dun-	Dismasted.....	Forestay part-	.....	Partial..	540
Oct.	17	Excursion	4	Lindsay, Ont.	At the wharf, Lind-	do	.....	At Lindsay.....	Burnt.....	Not known.....	.....	Total ...	3,500
					say.								125
Nov.	17	E. J. Peters....	2	Toronto	Port Colburne Har-	do	.....	Port Colburne.....	Stranded.....	Line parted	.....	do	6,000
					bour.					while in tow			
June.....		Florince How-	18	Belleville.....	Laid up.....	do	.....	100 Picton	Harbour, Foundered...	Seams open.....	.....	Partial..	Not known.
		ard.						Ont.					
Oct.....		Georgian.....	13	Toronto	Kingston to Montreal	do	.....	348 Gallop	Rapids, Stranded.....	Lowness of the	.....	do	2,000
					Steamer			River St. Law-		water.			
do	4	H. P. Murray..	12	St. Catharines	Pelee Island to Wel-	do	.....	6 miles from Pelee	do	Stress of wea-	.....	Total ...	3,000
					land Canal.			Isl'd Lighthouse		ther.			
Nov.	6	Hartford.....	4	Oswego, U.S....	Detroit to Oswego...	do	.....	323 Port	Colburne, do	do	.....	Partial..	4,200
								Ont.					cargo 3,800
Oct.	3	Lydia Mack ...	2	Port Stanley,	Cleveland to Port	do	.....	81 20 miles S.W. of	Foundered...	do	.....	Total ...	2,000
				Ont.	Stanley.			Port Stanley.					
do	10	Lewis Ross....	3	Port Hope.....	Windsor, Ont., to	do	.....	253 NewGlasgow,Lake	Stranded.....	Mooring posts	.....	Partial..	1,900
					Buffalo, U.S.			Erie.		broke on dock			
Nov.	2	L. O. Sinar.....	.....	Detroit, U.S....	Detroit to Maitland.	do	.....	60 Point Pelee	Island do	Stress of wea-	.....	do	200
					Scow.....					ther.			
May	17	McKassel.....	7	Wallaceburg,	Meaford, Ont., to	do	.....	77 Two miles north of	Out by ice.	Ice.....	.....	Partial..	600
				Ont.	Collingwood.			Natawasaga					
July	15	Maggie Sum-	1	Cobourg, Ont.	Lying in dock at Har-	do	.....	9 At Harwood.....	Burnt	Unknown.....	.....	do	500
		nerville.			wood, Rice Lake.								
Oct.	10	Mary Lydia....	7	Kingsville, Ont	Buffalo, U.S., to	do	.....	101 200 yards east of	Stranded.....	Parted cables.....	.....	do	100
					Kingsville.			Colchester dock					
do	11	Maple Leaf....	6	Picton, Ont.....	Waton, Ont., to	do	.....	114 Rattlesnake	Island, do	Stress of wea-	.....	do	400
					Colpoys Bay,			Lake Huron.		ther.			
					Georgian Bay.								

STATEMENT of Wrecks and Casualties to Inland Vessels—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.
Nov. 2	Minnie.....	11	Port Colborne	Napance, Ont., to Charlotte.	Schooner.....	98	One mile east of Salt Point, Lake Ontario.	Stranded ...	Gale and loss of canvas.	.....	Total ...	2,000 cargo 600
Oct. 3	Madeira .....	.....	American.....	Milwaukie to Buffalo, U.S.	3-masted schooner.	322	Long Point, Lake Erie.	do	Stress of weather.	.....	do	15,000 cargo 27,000
.....	Magellan.....	.....	St. Catherine's.	Chicago to Toronto	Barque.....	276	Not known; found drifting bottom up in Lake Michigan.	Capsized.....	Not known.....	8	do	11,000
March ...	Norfolk.....	9	Port Rowan, Ont.	Lying in winter quarters.	Steamer.....	43	Napance, Ont.....	Burnt.....	do	.....	do	7,000
Oct. 4	Nettie Weaver .....	.....	Cleveland, U.S.	St. Ann to Detroit, U.S.	Schooner ...	.....	50 miles N.W. from Kincardine, Lake Huron.	Foundered...	Stress of weather.	.....	do	Not known.
June 17	Prince Arthur.	7	Ottawa.....	Sand Point to Portage du Fort.	Steamer.....	169	At the wharf, Portage du Fort.	Burnt	Not known.....	.....	do	30,000
Sept. 25	Protecteur	3	Montreal	Beauharnois to Montreal.	Barge	101	Montreal	Struck by screw s.s. "Polynesian."	do	.....	Partial.	1,890 cargo 8,339
Oct.	Passport	30	Kingston, Ont.	At Lachine Wharf ...	Steamer	592	At Lachine.....	Collision	Error of judgment.	.....	do	Not known, slight.
Sept. 7	Queen Victoria	16	Montreal	Ottawa to Grenville	do	156	Queen's Wharf, Ottawa.	Burnt	Not known.....	.....	do	4,000

do	3 River Side.....	Buffalo.....	Milwaukee to Kings- ton.	Since Lake Ontario.	Island, Ontario.	Stranded.....	Error of judg- ment.	do	Not known.
Oct.	30 Richard Nor- wood.	3 St. Catharines, Ont.	Collin's Inlet to Am- herstburg.	268	Christian Island...	do	Stress of wea- ther.	do	1,000 500 cargo
Nov.	9 Richard Nor- wood.	3 do	Christian Island to Amberstburg.	268	Collingwood Har- bour.	do	do	do	600
Oct.	8 Sweden	6 Kingston, Ont.	Toledo, U. S., to Barque Kingston.	320	Near Port Stanley, Ont.	do	do	1 Total....	14,000 cargo 1,000
Nov.	7 St. Ann.....	2 Montreal	Montreal to Lachine. Steamer	12	Cote St. Paul Bridge, Lachine Canal.	Collision.....	Schr. "Lewis Ross."	Partial..	450
do	2 Swallow.....	4 Detroit	Ogdensburg to Chi- cago.	256	Port Stanley, Ont.	Stranded.....	Stress of wea- ther.	do	2,000
do	8 Tecumseh	15 Goderich, Ont.	Bound to Midland City.	245	N.W. side of Chris- tian Island.	do	Misstayd.....	do	Not known.
Oct.	9 Wm. Seymour	6 do	Killarney to Owen- Sound.	46	Lonely Island, Lake Huron.	do	Fog.....	Total....	8,000
do	8 Wacousta.....	Montreal	Port Colborne to Parry Sound..	181	East of Port Dover, Ont.	do	Stress of wea- ther.	Partial..	Trifling.
do	10 W. I. Emery...	8 Port Burwell, Ont.	Port Stanley to Ver- million, U.S.	151	Five miles east of Little's Point, Lake Erie.	do	Parted cables.....	do	300

APPENDIX No. 5.

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, during the Calendar Year of 1876.

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.
1876. Sept.....	Alice M.....	10	St. John, NB...	St. John, N.B., to Dunkirk, Ireland.	Brigantine ..	288	Not known.....	Foundered...	Not known.....	8	Total....	\$ 2,000 cargo 2,973
Not k'n.	Algoma	6ms	Shelburne, N.S.	Canso to Shelburne..	Schooner	77	Between Canso & Shelburne.	do	Stress of weather.	14	do	5,000 cargo 1,000
Nov, 24	Alpha.....	3	Charlottetown P.E.I.	Roston to Charlottetown.	do	149	Sable Island.....	Stranded	Sprung a leak and run ashore to save life and property.	.....	Partial..	4,000 cargo 1,600
Dec. 16	Aloe	7	Parrsboro', N.S.	Apple River to St. John, N.B.	do	85	Apple River, N.S..	do	Not sufficient water.	.....	do	300
Sept. 20	Aleppo	1	Charlottetown P.E.I.	Liverpool, G.B., to Georgetown, P.E.I.	Brigantine...	257	Georgetown Harbour.	do	Error in judgment.	.....	do	300
Oct. 16	Ariel	17	do	Crapaud, P.E.I., to Pictou, N.S.	Schooner	44	Charlottetown Harbour.	Collision	Parted chains..	.....	do	120
do	Arcilla	6	St. John, N.B.	Boston to Halifax, N.S.	do	94	Off Sambro, N.S....	Loss of sails.	Stress of weather.	.....	do	500 cargo 800
Dec. 1	Ancilla	4	Charlottetown P.E.I.	Pictou, N.S., to Charlottetown.	do	48	Point Prim, P.E.I..	Stranded....	do	.....	do	300
do	Alexander-Williams.	11	Yarmouth, N.S.	Bridgewater to Barbados.	Brigantine ..	166	Lat. 40° N., lon. 61° 20' W.	Loss of sails.	do	.....	do	500 cargo 450

Oct. 14	Adelaide	12	Quebec.	Port Hawkesbury to Montreal.	Schooner....	51	Summerside Bar ...	Stranded....	do	.....	do	.....	Total....	1,500	
do	16	Airuna	6	St. John, N.B.	Garlestone, Scotland, to St. John, N.B.	do	.....	186	Lat. 51° 50' N., lon. 21° 52' W.	do	.....	do	.....	Partial.	2,225
Dec	7	Aden	7	do	Jiggins, N.S., to St. John, N.B.	do	.....	51	Quaco Beach, N.B.	do	.....	do	.....	Total....	800 cargo 360
Dec.	21	Beaver.	5	St. John, N.B.	New York to Queens-town.	Brigantine...	208	On the voyage.....	Abandoned..	do	.....	do	.....	Total....	6,000
do	9	Bessie Gardner	6	Yarmouth N.S.	Yarmouth, N.S., to Martinique, W.I....	Schooner....	59	Not known.....	Not known; never heard of.	do	Not known....	6	do	1,800 cargo 3,900
do	12	Beulah.	4	Quebec.	Endeburg Island to Queenstown.	Barque.....	746	Papato Harbour, Tahati.	Stranded....	do	.....	Error of judg-ment.	do	.....	45,900
do	9	Bonnibel.....	3	Halifax, N.S.	Isaac's Harbour to New York.	Schooner....	141	Lat. 40° 18' N., lon. 69° 33' W.	Loss of sails and spars.	do	.....	Stress of wear.	.....	Partial..	1,000
do	18	Castalia.....	3	St. John, N.B.	St. John, N.B., to New York.	do	.....	111	Marshall's Island, near Mount Desert, U.S.A.	do	.....	do	.....	Total....	4,500 cargo 630
do	18	Carrie.....	9	do	Digby, N.S., to St. John, N.B.	do	.....	98	Atlantic Ocean.....	do	.....	do	.....	Partial..	650 cargo 700
Oct.	16	Charles.	21	Seien, Norway	London to Quebec..	Barque.....	673	Matane, River St. Lawrence.	Stranded....	do	.....	do	.....	Total....	30,000
Dec.	9	Clarence.	new	Yarmouth, N.S.	Yarmouth, N.S., to Martinique, W.I.	Brigantine...	138	Not known.....	Not known; never heard of since sailing.	do	Not known....	8	do	7,000 cargo 6,000
do	...	Chas. Graham	.....	Not known.....	Bay of Islands, Nfld. on fishing voyage.	Schooner....	.....	do	.....	do	.....	Stress of wear.	.....	Partial..	200
do	30	Coronella.....	21	Digby, N.S.	Digby, N.S., to Weymouth.	do	.....	36	Church Point, Digby, Co., N.S.	do	.....	do	.....	Total....	500
do	29	Carrier Dove...	8	St. John, N.B.	Londonderry, Ireld, to Baltimore, U.S.	Barque....	535	Off Baltimore, U.S.	Cut through Ice by ice.	do	.....	do	.....	Partial..	1,500
July	13	Charles Bal.....	7	do	Calleo to Antwerp...	Ship.....	1431	Lat. 35° S, lon, 95° W.	Leaky.	do	Stress of wear.	do	20,000

SUPPLEMENT to the 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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1876.												\$
Dec. 19	Centennial.....	1	Port Medway..	Boone Bay, Nfld, to Halifax, N.S.	Schooner....	67	Point Rich, Nfld..	Stranded.....	Stress of weather.	.....	Total....	4,000
do 17	Catherine.....	18	Sydney, C.B....	Glace Bay to St. Peters Canal.	do	40	Point Aconi, C.B..	do	do .....	.....	do ...	600 cargo 80
Oct. 16	Cabot.....	13	St. Johns, Newfoundland	Francis Harbour, Bight, to Montreal	Brigantine...	126	Pillage Bay, east of Mingan Islands.	do	do .....	.....	Partial..	Not known.
Oct. 20	Compeer.	2	Londonderry...	Wokington, G.B., to Halifax, N.S.	do	360	Not known.....	Not known; missing.	Not known....	9	Total....	14,500
Oct. 31	Canon Harrison.	1	St. John, N.B..	Liverpool to Calcutta.	Ship	1190	50 miles from S. Sandhead Light Vessel.	Dismasted ...	Cyclone .....	.....	Partial .	32,500
Dec.....	Calista Haws..	20	do	St. John, N.B., to Liverpool.	do	1124	At sea.....	Leaky	Stress of weather.	.....	do ...	Trifling.
do 29	Disco	4	Halifax, N.S....	Charleston to Hayre, France.	Barque.....	733	Pumpikin Hill Shoal, Charleston Bar.	Stranded.....	Ship steering badly.	.....	Total....	30,000
July 23	Eva.....	3	do	Key West to Boston...	Brigantine ...	233.8	5 miles S. of Cienfuegos Light.	Loss of sails.	Stress of weather.	.....	Partial..	2,753
.....	Emma Robertson.	22	St. Andrews, N.B.	Not known	Schooner.....	89	Off Cape Hatteras .	Abandoned.	Leaky ...	.....	Total....	800
Aug.....	Eugene.....	2	Parrsboro', N.S.	Jamaica to Turks Island.	do	133	Not known.....	Not known.	Not known....	7	do	5,000

Dec. 18	Elizabeth Ann	11	Halifax, N.S.	Cow Bay to St. Peters, C.B.	do	47 E. of Black Rock, Point Lt. Bras d'Or, C.B.	Stranded	Stress of weather.	do	900
Oct. 6	Ellen Goudey	7	Yarmouth, N.S.	San Francisco to Antwerp.	Ship	9 1/4 Elizabeth Island, South Pacific.	do	Error of judgment.	do	40,000 cargo
Dec. 16	Edward D. Jewett	6	St. John, N.B.	In New York Harbour.	Barque	880 In New York Harbour.	Collision	Heavy gale, broke masts.	Partial	100
do	Elizabeth	13	do	St. John, N.B., on fishing voyage.	Schooner	19 Gull Cove, Grand Manan.	Stranded	Stress of weather.	Total	150 cargo
Oct. 23	Erin	13	Gaspé, P.Q.	North Shore to Gaspé, P.Q.	do	54 English Bay, Anticosti.	do	do	do	1,000
do	Ellen	12	St. John, N.B.	Bras d'Or, C.B. to St. John, N.B.	do	1205 days out from Bras d'Or.	Dismasted	do	Partial	2,200
do	Fly	18	New Carlisle, P.Q.	New Carlisle to North Shore.	do	58 West Point, Anticosti.	Stranded	do	Total	600
do	Flora	16	Quebec	Gaspé to Quebec	do	48 Mount Louis, near Gaspé.	do	do	do	1,200
Nov. 22	Geo. Watson	8	Montreal	Rimouski to Sydney, C.B.	Steamer	13 Four miles east of Cape Chatte.	Stranded	Error in judgment.	Total	1,800
Sept. 3	Gustave	.....	Germany	At Rimouski	Barque	670 River Blanche, R. St. Lawrence.	do	Cable parted	do	22,000
do	Glenrose	12	Parraboro, N.S.	Port Caledonia to Boston, U.S.	Schooner	76 On the voyage	Sprung a leak.	Stress of weather.	Partial	590 cargo
.....	George	1	Halifax, N.S.	Charlottetown to N. York.	do	93 Not known	Foundered	do	6 Total	5,700
.....	Idalia	10	Charlottetown, P.E.I.	Georgetown to New York.	Brigantine	207 At sea	Loss of sails	do	Partial	Not known
Nov. 28	Jane Wright	4	St. John, N.B.	Shelburne, N.S., to St. John, N.B.	do	419 Off Tusket Island	do	do	1 do	3,000
do	J. W. Scott	5	do	New York to St. John, N.B.	Schooner	109 Near Success State of New York.	Collision	Run into by unknown str	Total	4,500 cargo
Dec. 16	Jane	5	Charlottetown, P.E.I.	Halifax to Cheticamp, O.B.	do	48 Cheticamp	Stranded	Stress of weather.	Partial	400 cargo

SUPPLEMENT to the 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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1876. Dec. 11	J. Walter Scammel.	4	St. John, N.B.	New York to Queens-town.	Barque.....	938	Lat. 41° 19' N.; lon. 56° 25' W.	Abandoned.	Waterlogged.	.....	Partial..	\$ 9,000
Aug. 17	John Trabey	new	Maitland, N.S.	St. John, N.B., to Musquash, N.B.	do	1147	Bay of Fundy.....	Leaky.....	Treenail had not been driven home	.....	do ..	50
Oct. 16	Jessie	3	P. E. Island.....	Summerside Wharf..	Schooner	23	At Summerside, P. E.I.	Stranded.....	Anch'rs would not hold.	.....	do ..	300
Nov. 25	Jas. Landells..	6	Halifax, N.S....	Demerara to Summerside, P.E.I.	Brigantine ..	137	Lat. 39° 32' N.; lon. 65° 5' W.	Thrown on beam ends	Stress of weather.	.....	Total	5,000
Dec.	Jean.....	3	do	West Indies to Halifax.	do	182	Coast of Nova Scotia.	Loss of sails	do .....	.....	Partial..	1,000
Oct. 18	Keystone.....	1	Truro, N.S.....	Baltimore to Lynn, G.B.	Barque.....	473	120 miles west of Scilly.	Collision.....	Fault of "Hy. polite."	.....	Total	18,900
do	Kate Crosby ...	9	Yarmouth, N.S.	Liverpool to New York.	do	696	Atlantic Ocean	Loss of sails and wheel	Stress of weather.	.....	Partial..	250
May 29	La Cayenne ...	10	Halifax, N.S. ...	Port de Bone to New York.	Brigantine... ..	207	Off Adra.....	Foundered....	Spring a leak.	8	Total	5,000
Sept. 27	Libra	17	Lunenburg, N.S.	Harvey, N.B., to St. Johns, Nfld.	Schooner	141	Off Seal Island, Bay of Fundy.	Stranded.....	Stress of weather.	.....	Partial..	500 cargo 1,560
Dec. 23	Louisa	20	St. Kitts, W.I.	La Have, N.S., to Barbadoes.	Brig	227	Lat. 41° 30' N; lon. 54° 29' W.	Loss of spars &c.	do .....	.....	Total	5,000 cargo 2,500
do	L. J. Westaway	5	Prince Edward Island.	Georgetown, P.E.I., to New York.	Brigantine ..	278	Panmure Island Reef, P.E.I.	Stranded	do .....	.....	Partial..	Not known.

do 31	Leacon	Newburyport, U.S.A.	Yarmouth, N.S., to New York.	Schooner	178 Bay of Fundy	foundered	Leaky	Total	8,000 cargo 2,500
Oct. 16	Leader	Miramichi, N.B.	Wharf at Summerside, P.E.I.	do	20 Harbour of Summerside.	Dragged anchors.	Bad anchorage caught in brushwood & would not hold.	Partial	100
Sept. 16	Little Belle	Charlottetown, P.E.I.	Souris, P.E.I., on fishing voyage.	do	47 Off Rustico	Loss of anchors and chains.	Stress of weather.	do	70
Aug. 26	Livingston	Yarmouth, N.S.	Baltimore to Belfast, Ireland.	Ship	811 At Wharf, Baltimore.	Leaking	Topsides needed caulking.	do	5,000
Dec. 11	Lydia	new Charlottetown, P.E.I.	Murray Harbour, P.E.I., to Queens-town.	Brigantine	278 Not known	Foundered	Stress of weather.	Total	14,000 cargo 12,000
do 26	Lima	Yarmouth, N.S.	Falmouth to Dun- querque.	Barque	892 Near Calais, France	Stranded	Thick fog	Partial	7,000
.....	Lillian Cameron	Charlottetown, P.E.I.	Georgetown, P.E.I., to New York.	Brigantine	199 New Jersey Coast.	do	Stress of weather.	Total	9,000 cargo 8,000
Dec. 15	Leading Star	St. John, N.B.	Shediac, N.B., to Bermuda.	Schooner	141 Outside Georgetown Harbour, Bermuda.	do	Fog	do	5,500
do 26	Leander	new Charlottetown, P.E.I.	Charlottetown, to Charleston.	Brigantine	376 Lat. 47° 48' N., lon. 38° 0' W.	Abandoned	Stress of weather.	do	20,000
do 3	Mary B. Gardner	St. Johns, Nfld.	Weymouth to Belfast.	Brig	152 Lat. 45° 31' N., lon. 44° 0' W.	Loss of sails, &c.	do	do	8,000 cargo 1,400
Oct. 15	Mary	Quebec	Gulf of St. Lawrence.	Schooner	54 Gulf of St. Lawrence.	Thrown on beam ends	do	Partial	400 cargo 220
do 6	Marie Anna	do	Port aux Choix to Quebec.	do	66 Labrador	Stranded	Parted chain	Total	1,500 cargo 2,000
Dec. 1	Mary Fraser	Windsor, N.S.	Yokohama, Japan, to Somisaka.	Ship	1175 Japan Sea	do	Not known, had Pilot on board.	Partial	1,000

SUPPLEMENT to the 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 Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1876.												\$
Nov. 27	Mary Pickard.	3	St. John, N.B.	New Bedford to St. John, N.B.	Schooner....	89	Seven miles south-east of Cape Cod	Collision....	Error of judgment of Master of "Kate E. Rich."	.....	Partial..	1,360
Oct. 16	Marie Emma...	1	Quebec.....	Quebec to Ellis Bay, Anticosti.	do ...	30	Off Ellis Bay.....	Stranded....	Stress of weather.	.....	do ...	Trifling.
8 Dec. ...	Marie.....	6	do	In Winter Quarters..	Sloop.	16	St. Antoine, River St. Lawrence.	Crushed by ice.	.....	.....	Total ...	400
Jan. 8	Martha A.....	6	St. Andrews, N.B.	St. John, N.B., to New York	Schooner ...	179	Watch Hill, U.S.A.	Collision....	Not known....	.....	do ...	3,500 cargo 1,000
Oct. 12	Nautilus.....	3	Charlottetown, P.E.I.	Crapaud to St. Johns Newfoundland.	do ...	66	Not known, drifted ashore.	Not known..	do	5	do ...	3,000 cargo 1,000
Nov. ...	Norns.....	3	Sydney, N.B....	Mira Bay, C.B., to Halifax, N.S.	do ...	22	Tiffin Ledges, Marie Joseph, N.S.	Stranded....	Stress of weather.	.....	Partial..	300
Nov. 20	Oriana	7	Shelburne	Boston to Hayti.....	Brigantine...	110	Hayti.....	Burnt	Not known....	.....	Total ...	3,500
Oct. 16	Onward.....	10	Miramichi	At Wharf, Summerside, P.E.I.	Schooner....	25	Harbour of Summerside, P.E.I.	Stranded....	Dragged at-chors.	.....	Partial..	60
Nov. 13	Oromocto	5	St. John, N.B.	Liverpool, G.B., to St. John, N.B.	Brigantine...	444	Rossian Island.....	do	Stress of weather.	3	Total ...	17,000
Aug. 20	Peerless	1	do	Rio Janeiro to Seal Island, Cape de Verd.	do ...	297	Seal Island, Cape de Verd.	do	Misstayed....	.....	do ...	14,000

Oct. 30	Prince Walde-mar.	do	Liverpool, G.B., to Calcutta.	do	1691 Hoogley River	do	Not known	27	do	95,000 cargo
do	17 Palm	25	Yarmouth, N.S. Halifax, N.S., Prince Edward Island.	Schooner	37	Gut of Canso, N.S.	Stress of weather.	do	Partial.	350 cargo
Dec. 14	Pacific	3	Picton, Ont., Charlottetown to Dublin, Ireland.	do	295	Lat. 38° 15' N., lon. 44° 40' W.	do	do	Total	20,000
Oct. 6	Pabos	30	New Carlisle, Bay of Islands, Nfld., P.Q.	do	42	North shore, Gulf St. Lawrence.	do	do	Partial	400
Nov. 25	Pampero	7	St. John, N.B. Milford Haven, G.B., to Sydney, G.B.	do	130	Lat. 26° 57' N., lon. 56° 57' W.	do	do	Total	6,000
Oct. 30	Palmas	11	do	Cardiff to Calcutta	Ship	128	Ba of Bengal	Loss of sp'rs, sails and anchors & chains.	Partial	17,500
Aug. 10	Pride of England.	4	Quebec	Liverpool to Bombay	do	1351	Off Cape of Good Hope.	Stress of weather.	do	800 cargo
Nov. 10	Quaco	5	St. John, N.B. Bras d'Or to St. John, N.B.	Brigantine	185	Lat. 44° 32' N., lon. 66° 42' W.	do	do	do	350 cargo
Dec.	Rockport	6	do	Picton, N.S., to New York.	Schooner	103	Lat. 35° 5' N., lon. 73° 10' W.	Stress of weather & leaky	Total	3,500 cargo
Oct. 15	Robert Bonk	14	Arichat, C.B.	River Bourgeois, C.B. to Main à Dieu, C.B.	do	28	Main à Dieu, C.B.	Hawser parted	Partial	300 cargo
June 4	Richd. Wright	4	St. John, N.B.	Bassin to Liverpool, G.B.	Ship	1353	Not known	do	Total	60,000
July 6	Sea Foam	9	Charlottetown P.E.I.	Souris, P.E.I., to Gulf St. Lawrence	Schooner	47	St. Peter's Harbour, P.E.I.	Stress of weather.	do	No loss.
Dec. 6	Sunbeam	10	St. John, N.B.	Londonderry, Irel'd., to Delaware, U.S.	Barque	88	Ocean City beach, Maryland.	do	Total	40,000
Oct. 15	St. Croix	2	Quebec	Labrador to Quebec.	Schooner	52	Mingan, coast of Labrador.	do	do	4,500 cargo
Nov. 12	Speedwell	22	St. John, N.B.	Petros, Greece, to New York.	Barque	312	Coast of Spain	Stress of weather & dismasted.	do	11,600

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Tons	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.
1876.												
Sept. 26	Speculator.....	10	St. John, N.B.	River Herbert to New York.	Schooner....	71	Wood Point, Cumberland Basin, N.B.	Stranded....	Error of judgment.	.....	Partial..	\$ 200 cargo 150
July 27	Susser.....	12	Windsor, N.S.	Wilmington to Queenstown.	Brigantine....	249	Lat. 38° 10' N., lon. 65° 0' W.	Sprung a leak.	Stress of weather.	.....	do ..	Not known.
Dec. 31	Sarah J. A. Frost	3	Yarmouth, N.S.	Demerara, to Boston, U.S.	Schooner....	102	Hedge Fence, Vineyard Haven.	Stranded....	do ..	.....	do	2,500 cargo 6,600
Oct. 11	Sirian Star.....	12	do ..	Richmond to Rotterdam.	Rotter-Barque	610	Banjar Bank, Holland.	do	Fog.....	.....	do ..	12,000
Dec. 21	Sylvia	9	Prince Edward Island.	Cascumpec to Queenstown.	do	390	10 miles S.E. from Entry Island, Magdalen Islands	Abandoned.	Loss of spars and leaky.	.....	Total	11,700
Sept. 13	Saxon	5	Lunenburg, N.S.	Lunenburg to Fajaro, Cuba.	Brigantine...	124	Fajaro, Cuba.....	Stranded....	Hurricane .....	.....	do ..	4,500
Oct. 16	Ulatume.....	2	Shelburne, N.S.	Lockeport, N.S., to Newfoundland.	Schooner....	84	Shag Harbour.....	Stranded....	Dragged anchor.	.....	Partial..	400 cargo 200
Dec. 27	Uamvar	3	Halifax, N.S....	Newport to Matanzas	Barque.....	480	Bay of Biscay.....	Foundered....	Stress of weather.	.....	Total	19,000 cargo 18,000
do	Village Belle...	12	St. John, N.B.	St. John to Boston....	Schooner.....	70	Norton's Island, Seal Harbour, U.S.	Stranded....	do ..	.....	Partial..	200
July 5	Voyageur.....	21	Montreal.....	Ottawa River to Montreal.	Steamer	16	Platon Wharf, Riv. St. Lawrence.	do	Unknown boulder.	.....	do ..	4,000

Dec. 26	Wolfville.....	10	Liverpool, N.S.	To Bilboa.....	Brigantine....	244	On	Bilboa	Bar,	do	Error in judg-	Total	7,000
do	18 Wm. Jenkins..	4	Yarmouth, N.S.	St. John, N.B., to Sydney, C.B.	.....	Schooner.....	120	75 miles E. of Cape Race.	Loss of spars and sails.	Stress of weather.	do	.....	Partial..	5,000
	15 Zelia .	2	Quebec .	.....	.....	do	142	S.E. reef, Large Island, Mingan.	Stranded	do	.....	7	Total	6,500
Sept. 30	Zingu	4	St. John, N.B.	Lisbon to Halifax, N.S.	.....	Brigantine....	199	Atlantic Ocean....	Loss of spars and sails.	do	.....	.....	Partial..	700
Dec. 11	Zenobia	3	Nantes, France	St. Pierre Miquelon to Prince Edward Island.	.....	do	212	S.E. side All-right Island, Magdalen Isles.	Stranded.....	Error of judgment.	.....	.....	Total	14,000

APPENDIX No. 6.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, from 31st December, 1876, to 31st December, 1877, 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.
<p>Capt. Samuel Jackson, master of the Red Star Line steamship "Switzerland," of Belgium.</p> <p>Mr. John Flaherty, chief officer.</p> <p>Mr. Max Grieser, fourth officer.</p> <p>Mr. Thomas Johnson, quartermaster.</p> <p>Mr. Petrus Haems, seaman.</p> <p>Mr. Alex. Nielson, seaman.</p> <p>Mr. Christian Fenen, seaman.</p>	<p>For rescuing, while in a sinking condition, the crew of the barque "Leander," of Prince Edward Island, on a voyage from Charlottetown, P.E.I., to Charleston, England.</p>	<p>Dec. 26, 1876...</p>	<p>Silver medal, value \$35.</p> <p>Gold watch, value \$100.</p> <p>Silver watch, value \$50.</p> <p>A binocular glass, value \$30.</p> <p>£4 sterling.</p> <p>do</p> <p>do</p>
<p>Capt. Theodore Kron, master of barque "Der Wanderer," of Danzig, Germany.</p>	<p>For rescuing the crew of the wrecked schooner "Rockfort," of St. John, N.B., and receiving them on board his vessel.</p>	<p>Dec. 19, 1876...</p>	<p>Thanks of the Government.</p>
<p>Capt. Joshua Smith, Port Hood.</p> <p>Mr. Hezekiah Smith.</p> <p>Mr. Amos Smith</p> <p>Mr. Richard Smith...</p> <p>Mr. John L. Smith...</p>	<p>For rescuing the shipwrecked crew of the schooner "Maggie H.," of Port Hawkesbury.</p>	<p>Dec. 17, 1876...</p>	<p>Silver watch, value \$30.</p> <p>do</p> <p>do</p> <p>do</p> <p>do</p>
<p>Mr. Elias Kroger, master of the ship "Prinz Mauritz," of Norway.</p> <p>Mr. Peter Brown, mate.</p> <p>Mr. Amund Amundsen, a seaman.</p> <p>Mr. William Smith, a seaman.</p> <p>Mr. Anders Amundsen, a seaman.</p>	<p>For rescuing the master and crew of the schooner "Roderick Rose," of Windsor, N.S., abandoned while on a voyage from Inagua, West Indies, to Holmes Hole, Vineyard Haven, United States.</p>	<p>April 16, 1877..</p>	<p>Thanks of the Government.</p> <p>Silver watch and chain, value \$40.</p> <p>Silver watch, value \$30.</p> <p>do</p> <p>do</p>
<p>Capt. Joseph Van Cleaf, master of the schooner "Florence Shay," of N. York.</p>	<p>For services in rescuing the master, his wife, child and crew—ten persons in all—of the brigantine "Sabina," of Arichat, N.S., abandoned while on a voyage from Long Quay, Fortune Island, Bahamas, to Boston, United States.</p>	<p>April 16, 1877..</p>	<p>A binocular marine glass, value \$40.</p>

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.
<p>Capt. Antonio Amadeo, master of brig "Francortote," of Castellamare, Italy Mr. Ciro Mangano, mate. Mr. Michele Guida, seaman. Mr. Giovanni Ciro Turris, seaman. Mr. Vincenzo Castellano, seaman.</p>	<p>For services rendered in the rescue of the crew of the schooner "Iris," of St. John, N.B.</p>	<p>April 9, 1877...</p>	<p>A binocular glass, value \$40. Gold watch, value \$80. Silver watch, value \$30. do do</p>
<p>Mr. Charles Smith, second mate of brig "Sophia Cook," of Halifax, N.S. H. Lawson, John Smith and Ole Olsen, seamen.</p>	<p>For rescuing the master and crew of the brigantine "Maggie," of Charlottetown, P.E.I.</p>	<p>Oct. 22, 1877...</p>	<p>\$10 in money to mate. \$5 in money to each seaman.</p>
<p>Mr. Joseph Curry, sen., of Cow Bay, N.S. Mr. Joseph Curry, jr., of same place.</p>	<p>For rescuing the lives of George Curry, Archibald Curry and John McDonald, three fishermen, of Flint Island, N.S., in danger of drowning by the upsetting of an open boat in which they were rowing, during a severe storm.</p>	<p>Sept. 15, 1877..</p>	<p>\$30 in money. \$20 in money.</p>
<p>Mr. Louis Picard, fisherman, of Little Arichat. Mr. Daniel Poirier, of same place, fisherman. Mr. Frederick Boudrot, of same place, fisherman. Mr. Charles Poirier, of same place, fisherman. Mr. Jeffrey Boudrot, of same place, fisherman. Mr. Frederick Boudrot, of same place, fisherman. Mr. Alfred Picard, of same place, fisherman.</p>	<p>For rescuing three of the seamen of the wrecked schooner "George Peabody," capsized in Chedabucto Bay.</p>	<p>Aug. 30, 1877.</p>	<p>\$10 each to L. Picard and D. Poirier. \$7 each to F. Boudrot and C. Poirier \$5 to each of remaining four.</p>

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, 1876, to 31st December, 1877, 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.
Capt. Carwen, master of the "Kate Sancton," of Yarmouth, N.S.	For rescuing the crew of the United States barque "Talavera," while that vessel was on the eve of foundering, after encountering severe weather, becoming leaky and finally being thrown on her beam ends; the crew, for the space of two days, enduring great fatigue, exposure and loss of provisions.	January 31, 1876....	Gold watch and chain....	President of the United States.
Capt. Smith, master of the barque "Crown Jewel," of St. John, N.B. Mr. Morrison, mate.	For rescuing the Captain and crew of the United States schooner "Thomas Winans," while in a sinking condition; Mr. Morrison having been so severely injured while effecting the rescue as to incapacitate him for full duty for the rest of the voyage, and obliging him to resort to medical aid in the hospital at Galveston.	October 21, 1876....	Thanks..... Binocular glass.....	do do
Capt. John Spence, master of the schooner "Nemesco," of Goderich, Ont.	For rescuing, while drifting in an open boat, the officers and crew of the abandoned steam propeller "New York," of Buffalo, U.S., foundered whilst crossing Seginaw Bay, Lake Huron.	October 14, 1876....	Gold watch.....	do
Capt. J. W. Foster, master of the barque "Coma," of Pictou, N.S.	For humanity and gallantry in rescuing the crew of the United States schooner "Richard Rhodes," from the sinking wreck of that vessel.	January 5, 1877....	Gold watch and chain....	do

APPENDIX No. 8.

REPORT ON THE OPERATIONS OF THE HARBOUR COMMISSIONERS
OF TORONTO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER,
1877.

TORONTO HARBOUR.

Secretary of Harbour Trust in account with the Harbour Commissioners for 1877.

DR.

GENERAL BALANCE SHEET.

CR.

1877.		\$	cts.	1877.		\$	cts.
Dec. 31	Wharf and Lighthouse property.....	71,622	33	Dec. 31	Suspense account.....		484 00
do 31	Office furniture and fixtures.	800	53	do 31	Bank of Toronto overdrawn..		1,465 82
do 31	Toronto, Grey and Bruce Railway.....		952 53	do 31	Balance to the credit of profit and loss.....		71,076 89
do 31	Lifeboat.....		486 80				
do 31	Cash.....		64 53				
			73,926 71				73,926 71

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 31st December, 1877.

JOHN CARR,
Harbour Master.

E. G. HELLIWELL,
Deputy Harbour Master.

JAMES E. DAY, }
A. B. CAMPBELL, } *Auditors.*

JAMES G. WORTS, *Chairman,* }
A. R. BOSWELL, } *Harbour Commissioners.*
M. BALDWIN, }
GEORGE H. WYATT, }

TORONTO, 2nd January, 1878.

STATEMENT IN DETAIL.

1877.	PROPERTY ACCOUNT.	\$	cts.	\$	cts.	\$	cts.
Jan. 1	Balance as per Ledger, page 199.....	53,574	75				
do 8	Cost of Don Channel breakwater.....	22,915	17				
				76,489	92		
	<i>Credit.</i>						
do 8	Allowance for wear and tear.....			4,867	60		
						71,622	32
	OFFICE FURNITURE.						
do 1	Balance as per Ledger, page 207.....			785	18		
Mar. 16	J. E. Ellis & Co, account.....				15		
Sept. 29	Three foot-rule.....				0		
						800	53
	TORONTO, GREY & BRUCE RAILWAY.						
Jan. 1	Balance as per Ledger, page 209.....	952	53				
Mar. 31	Quarter's rent, Queen's Wharf, due.....	525	00				
June 30	do do.....	525	00				
Sept. 29	do do.....	525	00				
Dec. 31	do do.....	525	00				
				3,052	53		
	<i>Credit.</i>						
Feb. 6	Quarter's rent of Wharf paid.....	525	00				
April 23	do do.....	525	00				
Aug. 16	do do.....	525	00				
Nov. 3	do do.....	525	00				
				2,100	00		
						952	53
	LIFE-BOAT.						
Jan. 1	Balance as per Ledger, page 223.....					486	80
	INSURANCE ACCOUNT.						
do 24	Premium on Queen's Wharf storehouses.....			52	50		
Dec. 27	do Office furniture.....			8	50		
						61	00
	NEWSPAPERS AND ADVERTISING.						
Jan. 31	Sundry disbursements as per petty cash.....			7	00		
Feb. 20	Subscription to <i>Daily Leader</i>			12	00		
Sept. 29	Sundry disbursements as per petty cash.....			7	00		
						26	00
	PRINTING, STATIONERY AND STAMPS.						
May 3	Clouther Bros' account.....			7	16		
July 10	Copp, Clark & Co's account.....			37	00		
Dec. 31	Sundry disbursements, as per petty cash.....			2	10		
						46	26
	INTEREST ACCOUNT.						
do 31	Amount charged by Bank on overdrawn account.....					512	57
	<i>Carried forward</i>					74,507	01

STATEMENT IN DETAIL—Continued.

1877.		\$	cts.	\$	cts.	\$	cts.	
	<i>Brought forward</i>					71,507	01	
	LIGHTS, BUOYS AND BEACONS.							
April 13	Neill & Son's account, repairing buoys, &c.....	101	40					
May 3	W. H. Sparrow's account, sundries.....	79	95					
June 2	A. M. Browne's account for panelling, &c.....	87	50					
do	2 Jackman, hire of tug.....	20	00					
July 10	W. H. Sparrow's account.....	24	80					
Sept. 29	Neill & Son's account.....	34	50					
Oct. 12	W. H. Sparrow's account.....	23	45					
Dec. 10	Jackman, taking up point buoys.....	50	00					
do	31 Sundry disbursements, as per petty cash.....	139	28			560	88	
	<i>Credit.</i>							
July 17	Amount paid by Sch. Smith for damage to Range light.....					3	06	
	SUNDRY DREDGING.							
April 72	Dredging Yonge St. slip.....			672	65			
May 8	do Church St. slip, 1st certificate.....			565	90			
do 26	do do 2nd certificate.....			815	70			
do 26	do do Engineer's fees.....			40	78			
do 26	do do Check Clerk.....			24	50			
July 18	Wm. Pearce, on account of contract.....			600	00			
Aug. 18	Check Clerk, on account.....			15	00			
do 21	Wm. Pearce, balance upon contract.....			150	00			
do 23	do Dredging Eastern Gap.....			247	50			
do 28	Check Clerk, balance for services.....			42	75			
Sept. 4	Dredging Church St. slip, extras.....			170	94			
do 4	Wm. Pearce, Eastern Gap, extra allowance.....			341	50			
Oct. 27	Wm. Pearce, dredging Jarvis St. slip.....			194	25			
	CHARGES ACCOUNT.							
Jan. 11	Commissioners' fees for 1876.....			156	00			
do 11	Auditor's fees for 1876.....			50	00			
	COAL, WOOD AND GAS.							
do 11	Gas rent to Dec. 28.....			15	25			
Mar. 16	Snarr's Son's account for coal.....			14	00			
Oct. 12	P. D. Conger's account for coal.....			25	75			
do 12	Snarr's Son's Account for coal.....			15	00			
Dec. 31	Sundry disbursements, as per petty cash.....			64	80			
	SALARIES.							
do 31	John Carr, Harbour Master.....			1,200	00			
do 31	E. G. Helliwell, Deputy Harbour Master.....			791	67			
do 31	Capt. A. Taylor, do.....			600	00			
	OFFICE EXPENSES.							
Jan. 11	Night Watchman, 6 months.....	12	00					
do 17	do do.....	12	00					
Nov. 13	G. R. Cockburn, rent of office.....	380	00					
Dec. 31	Sundry disbursements, as per petty cash.....	43	45			447	45	
	<i>Credit.</i>							
July 3	Refunded by Mr. Cockburn.....					2	00	
						445	45	
						82,325	71	

PROFIT AND LOSS.		CR.	
Debit		Credit	
1877.	\$ cts.	1877.	\$ cts.
Jan. 8...	Allowance for wear and tear on property.....	Jan. 1...	Balance as per ledger, page 274.....
May 26...	Expenses removing clay from Queen's Wharf.....	Mar. 31...	Quarter's rent of Queen's Wharf, due by Toronto,
do 26...	do do do.....	do do do	Grey & Bruce Railway.....
June 8...	Loss on stone at Queen's wharf.....	June 30...	do do do.....
do 20...	Cost of placing clay to south of Don breakwater.....	July 31...	Three-quarter toisc-stone at Queen's Wharf.....
do 30...	Sundry disbursements, as per petty cash.....	Sept. 29...	Quarter's rent of Queen's Wharf, due by Toronto,
July 10...	Robertson, cutting ice around spiles in Don.....	do do do	Grey & Bruce Railway.....
Nov. 30...	Tinning Bros., care of lifeboat for 1877.....	Dec. 31...	do do do.....
do 31...	Insurance account.....	do 31...	Stone account.....
do 31...	Newspapers and advertisements.....	do do do	Harbour dues.....
do 31...	Printing, stationery and stamps.....		
do 31...	Interest account.....		
do 31...	Lights, buoys and beacons.....		
do 31...	Sundry dredging.....		
do 31...	Charges account.....		
do 31...	Coal, wood, water and gas.....		
do 31...	Salaries.....		
do 31...	Office expenses.....		
do 31...	Balance.....		
	85,872 62		85,872 62

JOHN CARR, *Harbour Master.*

E. G. HELLIWELL,
Deputy Harbour Master.

JAMES E. DAY, } *Auditors.*
A. B. CAMPBELL, }

Audited and found correct.

TORONTO 2nd January, 1878.

COMPARATIVE STATEMENT.—Arriving by Steamers and Vessels for 1876 and 1877.

Description.		1876.	1877.
Merchandise and all enumerated articles.....	tons.	13,757	12,587
Coal.....	do	152,319	174,417
Wood.....	cords.	6,553	3,215
Stone.....	toise.	4,130	2,645
Lime, plaster, &c.....	brls.	9,280	9,154
Fish, tallow, oil.....	do	420	398
Grain and pulse.....	per M.	112,410	108,249
Salt.....	bags.	7,760	1,800
Lumber.....	per M.	729,000	697,366
Fire brick.....	do	48,000	131,155
Common brick.....	do	356,000	457,000
Potatoes and other vegetables.....	brls.	2,083	829
Fruit.....	do	9,878	5,375
do.....	boxes.	9,480	22,303
do.....	baskets	14,251	51,604
Horses, carts, &c.....		290	240
Whiskey.....	brls.	6	17
Moulding sand.....	tons.	1,223	801
Unwrought building stone.....	do	3,193	1,808
Porter, cider, ale.....	brls.	477	158
Hay.....	tons.	250	200
Flour.....	brls.		2,900
Salt.....	do	11	
Laths and hoops.....	per M.	404,000	346,000

COMPARATIVE Statement of the different kinds of Coal Imported in the Years 1875, 1876 and 1877.

Description	1875.	1876.	1877.
Hard coal.....	75,204	97,654	100,072
Soft coal.....	73,199	54,394	72,598
Blossburgh coal.....	1,613	271	1,747
	150,016	152,319	174,417

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 year, 1877.

The opening of navigation took place on the 8th April, and the closing thereof on the 2nd January, 1878.

The total receipts from harbour dues were \$11,328.35, being an increase over the year 1876 of \$887.90. This increase was principally derived from coal and fruit.

The total revenue for 1877 was \$14,058.56.

The total expenditure for 1877 was \$13,994.63.

The indebtedness of the Trust to the Bank of Toronto at the last annual meeting, held December 31st, 1876, was \$6,417.63; since that date there has been deposited to the credit of the Trust \$13,788.31. After deducting the amount expended during the year on harbour works, &c., \$12,322.49, the balance to the credit of the Trust to meet the amount due to the bank, is \$1,405.82, leaving a balance due on the 31st December, 1877, of \$1,465.82.

I may here observe that only for the Trust having unavoidably been compelled to do certain dredging and other works during the past season, amounting to \$4,243.30, the indebtedness to the bank would have been paid and a balance to the credit of the Trust.

Importations.—The total importation of coal during the past season was 174,417 tons, being 22,098 tons in excess of the previous year. 48,000 tons of above were discharged on the Don Channel Docks. There has been a considerable increase in fruit, but a falling off in all other articles enumerated in the manifest schedule of imports. I am sure it will be gratifying to the Trust to see that, with their desire always to keep the different items of harbour dues at as low a rate as possible (without detriment to the interest of the harbour), the total amount of receipts for the year 1877 shows an increase of \$761.46 over the previous year.

Local Items.—The following is a statement of the vessels frequenting our harbour during the season of 1877, viz. :—

Steamboats, loaded.....	516
do light.....	140
Propellers, loaded.....	203
do light.....	41
Sailing Vessels, loaded.....	1,344
do light.....	124

Total..... 2,368

Showing an increase of 90 over 1876. The usual number of tugs were employed in towing vessels, rafts, &c., also four ferry boats plying to the island, Humber, &c. We are likely to have an increase next season in the number of our local steamboats, by two or more of the largest and fastest steamers known on our inland waters.

Vessels Wintering in Harbour.—The number of vessels wintering in our Harbour is 66, including steamboats, propellers and sailing vessels, being an increase over 1876 of 4; 13 of them are moored in the Don Channel, giving a total tonnage of vessels wintering here of 12,463 tons, which adds considerably to the business appearance of our Harbour.

State of Water.—The water in the Harbour kept unusually low during the past season, averaging $9\frac{1}{2}$ inches lower than in the season of 1876. The highest point registered was on the 28th April, being $18\frac{1}{2}$ inches above zero, and $13\frac{1}{2}$ inches lower than at the corresponding date last year; the lowest point registered this season was on the 18th November, being $1\frac{1}{2}$ inches below zero. The highest point registered since the year 1854 was on May 6th, 1870, being 47 inches above zero; and the lowest, May 19, 1873, being 16 inches below zero, showing a fluctuation of the waters of Lake Ontario, during the above dates, of 5 feet 3 inches—zero point being 9 feet at the Queen's Wharf Pier. It was only during a short portion of the early part of

the season that steamers could pass through the Eastern Gap Channel, although the Trust spent \$594.25 in dredging the Channel, which proved to be quite a useless expenditure.

Storm Signal.—The Storm Signal Drum was hoisted twenty times during the season, under the direction of Prof. Kingston, of the Magnetic Observatory; also the signal on Gibraltar Point, in connection with our Harbour, immediately afterwards, which appears to give satisfaction to mariners.

Lighthouse.—I will again renew the important question of the necessity of having the change made in the Lighthouse on Gibraltar Point Island by the Government, from a fixed to a revolving light of the latest improvements, as a matter of much importance to the shipping interests of Lake Ontario.

Harbour Buoys.—The buoys were placed out in the Harbour to mark the different Channels, between the 11th and 19th April, on the opening of navigation, and were taken up as follows:—Eastern gap buoys on the 9th November; the two bell buoys and two span buoys, Lighthouse Point, on the 1st December; the Western Channel, 19th December; and those in the Don Channel on the 12th December. It is my intention, when placing out the buoys next Spring, to make certain alterations in the Western Channel, by changing the large red spar buoy from the south-west entrance to the channel, and placing it on the north-west side; showing all the buoys on the south side black, and on the north side red. During the past season there were four spar buoys and anchors lost or carried away, which it will be necessary to replace with new ones, to keep up the required number.

Lights.—The lights on the Queen's Wharf Pier were lighted up on the 10th day of April, and discontinued on the 22nd day of December. From the dredging operations in this Channel for the past season, I find it will be necessary to make a change in the position of the range lights on this pier; the white light will require to be removed several feet towards the red, to make the range light act satisfactorily. The cost of this change will not exceed \$40, and will require to be done before the opening of navigation. By this change it is intended to make the centre of the channel more easily distinguishable to masters of vessels entering the same.

Government Works.—The Government works in the Western Channel were again commenced in the spring, and carried on during the season, under the direction of W. Kingsford, Esq., C.E., and the superintendence of Captain Paul. Dredging operations were discontinued on the 26th November. Captain Paul, with his divers, took out of this channel during the season a large number of dangerous boulders, many weighing from three to five tons, besides a large quantity of other stone. One more season's work on this channel by the Government would give much satisfaction to all connected with the shipping interests of the Harbour of Toronto.

Island and Harbour.—On the changes in the position of the Island and Harbour for the past year, I have little to remark. The water being considerably lower than previous year, the action of the lake was less severe on the Island. After observing the Island and Harbour changes for the past 45 years, and especially since the breach in the Island took place in 1854, I have never noticed so few changes perceptible. The large quantity of material dredged during the past two seasons being placed as close as possible to the weakest point of the Island, must necessarily protect and strengthen the same against the encroachments of Lake Ontario.

Dredging Operations.—The Dredging operations by the Trust, for 1877, were as follows: Owing to the low state of the water, it was found necessary to do certain dredging to meet the requirements of shipping trade in connection with our Docks. Mr. Pearce received a contract for dredging Yonge Street, Church Street, and Jarvis Street slips; also a portion of the Eastern Gap and Don Channel; the total amount expended on dredging being \$3,881 47. The dredging done on the Eastern Gap Channel did not meet the expectations of the Trust or the requirements of the steamboats frequenting our harbour. The dredging done in straightening the Don Channel was a necessary and useful work. The dredging done on the different slips was very important in removing a large quantity of unhealthy deposits from city sewers. Should the water continue to keep low, I anticipate there will be considerable dredging to

be done next season, in connection with our Harbour, to meet the requirements of the shipping interest.

Harbour Property.—The Queen's Wharf Pier and Don Breakwater, the property of the Trust, are at present in good condition. I have also to report the backing-up in the early part of the season of the Breakwater in the Don Channel, by placing a large quantity of rock and hardpan on the south side of it, where the soft earth had been washed away by the action of water. The cost of this work was \$361.83.

The approaches to the Queen's Wharf require a complete overhauling, as in bad weather the roadway is almost impassable.

Dry Docks and Railway.—There is a great necessity for a Dry Dock or Marine Railway in connection with our Harbour, for repairing vessels, which have at the present time to be taken to Port Dalhousie or elsewhere, at a considerable expense.

Main Sewer.—It is to be hoped that the Corporation will proceed with the building of the contemplated trunk or receiving sewer along the front of the city, as a receptacle for all the present sewerage nuisance running into the different slips and polluting the waters of our Harbour, also leaving considerable deposits of filth, which the Harbour Trust have to dredge out. Should this very important work be carried out, the waters of our Harbour will become purified by the currents which are continuously passing between the Western and Eastern Channels, affording our citizens the opportunity of enjoying healthful recreations on the water of our beautiful bay.

Accidents.—During the latter part of the season there was very heavy weather, and considerable damage was done to sailing vessels on the different lakes. I am happy to have to report that not a single accident occurred to any vessel in connection with our Harbour, during the season of 1877. Everything indicates that nature intended the Harbour of Toronto to be a safe refuge for all storm-tossed vessels navigating our inland waters. It is not an uncommon occurrence to see as many as 10 to 15 vessels safely riding at anchor on the Western portion of our Harbour during stormy weather, many of them having run in there for shelter; and when storm-tossed vessels are once safely anchored in the waters of our Harbour of Refuge, the hardy mariners walking the decks of their vessels will be heard gratefully exclaiming, "May Toronto prosper!"

There are many matters connected with the Trust already presented to the Board in my Monthly Reports, which it is unnecessary to bring again before the Trust in this my Annual Report.

Lifeboat.—The Lifeboat, although fully equipped and ready for use in any emergency, I am pleased to say, her services have never been required during the year 1877.

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 connected with the office, and Captain Taylor in charge of the Queen's Wharf, Lights, Buoys and Beacons, and Storm Signal Drum.

Hoping the management of the Trust for the year 1877 will meet the approval of the Board of Harbour Commissioners of Toronto, and respectfully submitting the above Report.

I have the honour to remain, &c.,

JOHN CARR,

Harbour Master.

HARBOUR MASTER'S OFFICE,

January 1st, 1878.

APPENDIX No. 9.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1877.SECRETARY'S OFFICE,
MONTREAL, 25th January, 1878.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, 1877.

THE RECEIPTS from all sources were as follows, viz. :—

	\$	cts.	\$	cts.
INWARDS.				
On goods subject to ad valorem wharfage, \$240,457, at $\frac{1}{4}$ per cent.....	601	14		
do do specific wharfage	63,492	68		
Over, received in fractions	5	23		
	64,099	05		
OUTWARDS.				
Wharfages collected upon sailing vessels, steamers, and their cargoes.	94,603	47	158,702	52
From Collectors of Customs, Ontario, balances for 1876 :—				
January and February	1,171	75		
March and April.....	140	34		
May	104	70	1,416	79
LOCAL TRAFFIC.				
Wharfage on goods inwards.....	6,767	46		
do do outwards.....	1,703	04		
Harbour dues on barges	18,181	27		
do steamers.....	4,894	38		
Commutation on steamers	19,854	53		
Received for piling lumber on wharves	4,777	50		
do do wood do	2,190	67		
do from weigh scales do	500	00		
do for rent of small offices on wharves	712	00		
do for penalties.....	13	00		
			59,593	85
			219,713	16
Less—wharfage returned			152	61
			219,560	55
Net revenue				
Interest from Consolidated Bank to 30th June.....	6,586	43		
do do 31st December	5,482	54	12,068	97
FROM DOMINION GOVERNMENT.				
Received on account of new channel operations :—				
January.....	48,000	00		
April	19,000	00		
August	33,000	00		
November	64,000	00	164,000	06
SUNDRIES.				
Received from Richelieu and Ontario Navigation Co., for oak	40	38		
do Girard & Fr�chette, for oak	119	40		
do M. Proulx, for freight	15	00		
do John McDougall, for scrap iron.....	67	03		
do Beauchemin et fils do	5	52		
do Peck, Benny & Co. do	237	31		
do G. A. Poutbirand, for brass	25	84		
do H. & A. Allan, for elm	85	40		
do J. G. Sidey, damages to chain tug.....	55	00		
do E. E. Gilbert & Sons, for three old scows.....	760	87		
do J. T. Therien, sale of old plank.....	32	00		
do H. Bonenfant, cost of slip	29	37		
do Decker & Moorhouse, rent.....	500	00		
do Canada Paper Co., for old rope.....	21	75		
do in payment of fines	155	00		
do for coal sold.....	363	75		
do damaged hay, ex barge "Willet"	50	00		
do from City Corporation, for dredging	4,546	50		
			7,110	12
Total receipts.....			402,739	64

THE EXPENDITURE of the year was as follows, viz. :—

	\$	cts.	\$	cts.
Harbour dredging.....			44,369	15
do repairs.....			24,535	68
do expenses, including salaries, management, &c.....			28,591	66
Interest on harbour debt.....			110,073	70
Harbour debentures paid during the year.....			45,000	00
Chain tug.....			995	73
New building :—				
Barry & Campbell.....	57	58		
Canadian Rubber Co.....	602	85		
J. H. Killey & Co.....	632	95		
Paid Dominion Government balance of cost of land and interest...	12,574	40		
Ph. Vantier.....	59	90		
R. McKeown.....	100	44		
Andrew Wilson.....	464	00		
J. B. St. Louis & Bro.....	125	00		
George Roberts.....	503	00		
Hopkins & Wily.....	313	59		
A. C. Hutchison.....	134	92		
Chas. Garth & Co.....	1,250	04		
Phillips & Wand.....	75	00		
E. Chanteloup.....	438	45		
Tees Bros.....	51	25		
Sundries.....	298	62		
			23,681	99
Harbour survey.....			4,972	75
Dominion Government interest.....			39,754	79
Thomas McKenzie, sundry disbursements, Sorel.....			330	19
Major-General John Newton.....			688	56
Board of Engineers.....			416	95
Buoys and beacons.....			4,096	36
Printing, advertising and stationery.....			1,355	71
Travelling and incidental expenses.....			1,240	34
Lamps and lighting wharves.....			779	65
Timber for wharves—balance in stock :—				
J. & B. Grier.....	726	00		
G. A. Grier.....	1,587	01		
John Poupore.....	159	52		
			2,472	53
Revetment wall repairs.....			158	33
Lake and River dredging plant :—				
A. Cantin, tug "St. James".....	2,517	00		
New stonelifter No. 2 :—				
John McDougall, boiler, winches, &c.....	\$1,020	00		
Hull, woodwork, &c.....	2,876	82		
Grips, &c.....	471	20		
Fitting up.....	486	92		
	4,854	94		
Dumping scows, Nos. 49 and 50.....	3,135	80		
			10,507	74
New channel operations.....			132,895	24
Construction account :—				
Windmill Point Wharf.....	11,910	15		
Hochelega Wharf.....	4,520	67		
Military Basin.....	7,107	55		
			23,538	37
Total expenditure.....			500,455	42

The revenue as compared with last year shows a falling off of about \$21,000, entirely in the sea going traffic, and is owing to the decrease in the number and tonnage of vessels visiting the port, and the diminished amount of goods imported and exported by reason of the still, prevailing depression in trade. The local traffic, however, shows an increase of about \$1,700.

I beg also to forward the following annual reports, viz. :—The Harbour Master's, with comparative statements of the trade of the port, which will be found very interesting; the Chief Engineer's, giving full particulars of the work going on in the harbour; and the Superintendent of Pilots, giving an account of the work done by him in connection with the buoys and beacons in that portion of the River St. Lawrence under the jurisdiction of the Commissioners. There is no report respecting the chain tug, as she was not used at all this year; for remarks concerning her I would refer you to the Chief Engineer's report.

The work of deepening the ship channel between here and Quebec is still being carried on under the supervision of the Department of Public Works, to whom a report up to the close of the fiscal year has already been furnished.

It is expected that a channel of 22 feet at low water will be obtained before the close of next season.

The Quebec Harbour Commissioners during the year reopened negotiations respecting the co-operation of this Board in the erection and working of the proposed graving dock at Point Lévis, and the Montreal Commissioners have, under certain conditions, agreed to guarantee a sum of equal amount with the Quebec Board, not exceeding \$5,000 each in any one year, for payment of interest on the cost thereof, after the necessary legislation is obtained for that purpose.

The Commissioners have had under consideration for some time back a change in the system of collecting harbour dues, which would remove the various objections urged against the ad valorem charge under which a portion of the revenues were collected; and in March last they adopted a tariff subjecting all goods to a specific rate, which received the sanction of Parliament and was put into operation on the opening of navigation last spring. This tariff has been found to work well and to give general satisfaction.

Advice was received in December from Mr. R. Bruce Bell, of Glasgow, Scotland, Chairman of the Board of Engineers, that the plans and report on harbour improvements were completed and would be forwarded early in January.

I have also to report that Mr. H. H. Whitney, for many years Secretary to the Trust, died on the 29th January last.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,

Assistant Secretary.

REPORT BY THE HARBOUR MASTER.

HARBOUR MASTER'S OFFICE.

MONTREAL, 31st December, 1877.

H. D. WHITNEY, Esq.,

Assistant Secretary of the,

Harbour Commissioners of Montreal.

SIR,—I have the honour to submit the following as my Annual Report for 1877, with the accompanying comparative statements, showing the dates of the opening and closing of navigation, of the first arrival from sea, and the last departure for sea, classification numbers and tonnage of sea-going vessels, the greatest

port at one time, and at what date. Also the number and tonnage of inland vessels, the greatest number in port at one time, and at what date, from the opening of navigation in 1854 to the close of 1877.

When the year commenced, the river was frozen over, and teams crossing to and from the city to the opposite shore; on the 1st January, there was 32 feet of water on No. 1 Lock sill, of the Lachine Canal, or 15 feet above the summer level; during the month, the water fell 21 inches, the weather was cold and blustery, the 12th being the coldest day, the thermometer marking at 8 a.m., 21° below zero.

The weather in February, was uncommonly fine and mild, the temperature, no day during the month, was below zero; the 13th was the coldest day, the thermometer marking at 8 a.m., 3°. The water in the river kept gradually falling, and on the 14th reached its lowest point 27.5-12 on No. 1 Lock sill of the Lachine Canal, or 10.5-12 feet above the usual summer level. The weather in March was changeable; from the 5th to the 10th wheeled vehicles were to be seen in the streets, and again on the 27th, increasing in numbers daily, after. The eighteenth was the coldest day of the month, the thermometer at 8 a.m., marking 5° below zero. The water in the river began to rise about the beginning of the month, and during the month rose 2.3-12 feet.

The weather in April was fine and seasonable, the water in the river continued rising until the 13th, when it reached its highest point, viz., 31.4-12 feet on No. 1 Lock sill of the Lachine Canal, or 14.4-12 feet above the summer level. On the 5th, the ice began to show symptoms of decay, and teams ceased crossing to and from Laprairie and St. Lamberts. On the 8th, the first shove of the ice took place opposite the city, and near the Victoria Bridge, and daily after, kept shoving and moving downwards. On the 14th, the channel was clear as far as Hochelaga, the water then fell rapidly and left a large quantity of ice upon the wharves near the Richelieu and Victoria Piers. On the 15th, the water was level with the wharves, and on the 17th the tug steamer "Francis," with eleven inland vessels, and four sea-going vessels arrived in port from Boucherville, where they wintered. On the 19th, the Longueuil Ferry commenced running their regular trips, and market boats, "Cultivator" and "Chambly" arrived in port, from Sorel. On the 24th, the St. Lambert and Laprairie ferry steamers commenced running their regular trips. On the 25th, the steamer "Quebec" arrived in port from Sorel, and left the same evening at 7 o'clock for Quebec, on her first trip. On the 29th, ships "Lake Erie" and "Glenbervie" arrived in port, the first vessels from sea. The water was then about three feet below the level of the wharves, and gradually kept falling until the 28th of October, when it reached its lowest point, 16.2-12 feet on No. 1 Lock of the Lachine Canal, or 10 inches below the usual summer level, which was a great drawback to the trade, particularly to vessels of large tonnage and heavy draft water.

Business fairly commenced on the 1st May, but the arrivals from sea during the spring and summer months, were not so great as in some previous years, but the arrivals in the autumn were a fair average, and considering the depressed state of trade all over the world, the year's business compares favourably.

Considerable repairs have been done to the wharves during the season, and they are at present in very good condition, excepting the crib-work around the King's Basin, at Section 15, which is in a very dilapidated state, and which I would recommend to have repaired at as early a date as possible, as the accommodation in that part of the harbour is central, spacious and much sought after by those engaged in the trade of the port. The completion of the military wharf, Section 20 and 21, afforded excellent accommodation for the many steamships that visited the port this season, it was fully and continually occupied the whole season, and consequently greatly relieved the upper part of the harbour. Should the number of vessels from sea, increase next year, which, no doubt, will be the case, it will be necessary to move the wood barges further down and locate them between Monarque Street Wharf and the Longueuil ferry on Sections 27, 28, 29, 30, 31 and 32, where there is sufficient depth of water for them and extensive top wharfage admirably adapted for

the wood business; the place they occupied last season (around the Victoria Pier) greatly interfered with the business of sea-going vessels.

All the basins require a thorough cleaning up and the bottoms levelled. When the water is down to the summer level great difficulties are experienced in loading large vessels down to their proper draft of water on account of the unevenness of the bottom.

Out of 513 sea-going vessels that were engaged in the trade of the port this season, 276 of them were built of iron of the aggregate tonnage of 297,884 tons, and 237 built of wood of the aggregate tonnage of 78,975 tons composed of the following nationalities, numbers and tonnage :—

	No.	Tonnage.
British.....	471	356,157
Norwegians.....	24	13,932
Austrians.....	3	2,021
United States.....	9	1,851
Germans.....	3	987
Swedes.....	1	849
Portuguese.....	1	658
Italians.....	1	400
	513	376,859

These vessels were navigated by 12,554 seamen.

The weather has been uncommonly mild this fall; there is no snow upon the ground; the river is free from ice, excepting a small quantity upon the shores; the navigation is still open, and the Longueuil ferry running regularly.

Submitting the foregoing for the consideration of the Harbour Commissioners.

I have the honour to be, Sir,

Your most obedient and humble servant,

(Signed)

A. M. RUDOLF.

Harbour Master

PORT OF MONTREAL.

COMPARATIVE STATEMENT, showing the Numbers and Tonnage of Inland Vessels that arrived the following years, with the dates of the greatest number in port at one time.

	No. of Vessels.	Tonnage.	Greatest Number in Port at one time.
1854.....	4,251	323,587	57, October 22.
1855.....	3,281	312,001	61, November 11.
1856.....	3,311	384,467	95, October 18.
1857.....	3,725	429,532	98, May 19.
1858.....	4,124	343,224	106, October 25.
1859.....	4,198	459,065	123, September 26.
1860.....	4,558	348,562	91, June 1.
1861.....	5,247	530,224	196, do 10.
1862.....	4,875	523,991	164, November 1.
1863.....	4,697	534,740	197, June 30.
1864.....	4,509	420,694	220, September 6.
1865.....	4,771	626,550	205, do 5.
1866.....	5,083	613,679	240, October 14.
1867.....	5,248	744,477	224, do 31.
1868.....	5,822	746,927	297, June 22.
1869.....	5,866	721,324	259, November 5.
1870.....	6,345	819,476	255, October 6.
1871.....	6,878	824,787	281, do 6.
1872.....	7,150	936,782	309, do 21.
1873.....	6,751	933,462	296, June 8.
1874.....	6,855	956,837	301, do 14.
1875.....	6,178	811,410	256, August 4.
1876.....	6,083	786,083	262, November 9.
1877.....	6,333	847,978	258, October 3.

PORT OF MONTREAL.

COMPARATIVE STATEMENT, showing the Dates of the Opening and Closing of Navigation; First Arrival from Sea, and the Last Departure for Sea, for the following years:—

	Opening of Navigation.		Close of Navigation.		First Arrival from Sea.		Last Departure for Sea.	
1854.....	April	25	December	6	May	20	November	23
1855.....	do	28	do	12	do	9	do	20
1856.....	do	24	do	3	April	30	do	24
1857.....	do	18	do	13	May	1	do	25
1858.....	do	9	do	12	April	30	do	24
1859.....	do	4	do	11	May	3	do	20
1860.....	do	10	do	7	April	30	do	25
1861.....	do	24	do	22	do	27	December	4
1862.....	do	23	do	7	do	28	November	27
1863.....	do	25	do	12	May	3	do	26
1864.....	do	13	do	11	April	28	December	7
1865.....	do	10	do	16	May	2	November	24
1866.....	do	19	do	15	do	1	do	28
1867.....	do	22	do	6	do	4	do	
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	8	do	1	do	22	do	29
1872.....	May	1	do	8	May	5	do	28
1873.....	April	25	November	26	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
1877.....	do	17	.....	.....	April	29	do	24

(Signed)

A. M. RUDOLF,
Harbour Master.HARBOUR OFFICE,
MONTREAL, 31st Dec., 1877.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Classification, Numbers and Tonnage of Sea-going Vessels that arrived in port the following years, with the dates of the greatest number in port at one time.

Year	Steam ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brig-antines.	Tonnage.	Schoon-ers.	Tonnage.	Total Number of Vessels.	Tonnage.	Greatest number in port at one time.
1854	6	5,545	42	21,946	60	21,960	62	13,660	32	3,712	56	4,087	258	70,910	21, Oct. 16
1855	.....	.....	37	23,377	26	9,855	18	4,013	53	6,214	64	6,695	197	48,154	30, June 14
1856	16	14,276	44	27,626	32	12,759	22	4,960	44	6,029	89	6,671	247	71,321	26, do 9
1857	9	7,541	55	33,947	30	10,913	20	4,881	37	4,450	76	6,008	227	67,740	26, do 13
1858	16	17,887	50	30,222	29	11,966	14	3,239	28	3,628	88	11,867	225	78,809	22, do 5
1859	35	43,704	35	20,180	25	10,663	14	3,681	35	4,985	86	12,347	230	94,660	23, do 3
1860	37	45,385	56	42,108	41	17,586	20	3,791	27	3,138	78	9,551	259	121,559	35, Oct. 7
1861	40	51,298	138	110,770	180	66,154	58	13,210	47	6,427	131	13,934	574	261,793	117, June 6
1862	53	62,914	124	98,955	161	67,709	79	18,577	48	7,408	106	9,680	571	265,243	78, Oct. 16
1863	54	56,460	78	57,451	149	69,809	72	17,450	36	5,822	115	12,230	504	209,222	86, June 13
1864	51	59,071	47	35,462	90	40,000	21	5,036	38	5,849	131	16,483	378	161,901	32, do 23
1865	63	78,015	33	26,086	56	24,789	13	3,139	35	4,943	158	15,971	358	152,943	42, Oct. 19
1866	70	75,474	51	42,169	119	54,397	27	6,415	69	9,281	180	17,339	516	205,775	91, June 13
1867	106	81,199	55	47,463	81	39,883	18	3,757	64	9,273	140	11,478	464	199,053	59, Oct. 24
1868	108	101,866	41	36,693	75	31,871	21	4,875	49	7,807	187	17,726	478	198,759	51, June 21
1869	117	117,965	66	64,464	103	47,710	18	4,735	49	9,243	204	19,428	557	259,863	61, Nov. 4
1870	144	133,912	78	73,175	157	75,797	16	6,183	62	10,351	223	19,428	680	316,846	62, June 20
1871	143	146,927	99	92,502	170	82,363	26	6,539	47	7,539	180	15,551	664	351,721	89, Oct. 27
1872	215	217,713	67	62,775	182	87,199	20	5,221	68	11,504	175	14,388	727	398,600	84, do 30
1873	242	245,237	72	65,833	164	76,594	15	4,660	59	8,581	147	12,583	702	412,478	84, Aug. 28
1874	266	262,096	50	46,938	167	80,677	18	3,928	64	10,688	169	19,096	731	423,423	76, July 6
1875	268	255,435	40	39,895	138	63,167	17	3,833	53	9,801	138	13,981	642	386,112	60, Aug. 18
1876	240	263,829	40	37,303	146	66,002	18	4,700	36	5,848	123	14,498	602	391,180	61, July 24
1877	247	261,764	41	41,304	108	56,909	10	2,560	29	4,987	78	8,735	513	376,859	59, Oct. 19

(Signed) A. M. RUDOLF,
Harbour Master.

HARBOUR OFFICE,
MONTREAL, 31st December, 1877.

REPORT OF THE CHIEF ENGINEER.

CHIEF ENGINEER'S OFFICE.

MONTREAL, 25th January, 1878.

H. D. WHITNEY, Esq.,
Assistant Secretary, &c.

SIR,—I beg to submit to the Board of Harbour Commissioners the following Report of works executed in the harbour of Montreal, during the year 1877.

NEW WORKS.

Wind Mill Point or Mill Street Basin and Wharf.—Sections 6 to 10. The dredging of the Basin, and the extension of the wharfrage upward, has been carried on throughout the summer with a moderate force. A length of 338 feet of crib-work up to low water level, has been added to the wharf, together with three crib-work raceways, 90 feet long each, for carrying the water from Messrs. W. P. Bartley & Co., James McDougall, and Peck, Benny & Co's. mills. A length of 443 feet of crib-work above water has also been made, and completed with back-filling ready for use, making now a total length of 1,919 feet of finished wharfrage front from the lower end of the Wind Mill Point Basin opposite the mouth of the Lachine Canal.

Dredging has been carried on throughout the whole of this distance, and has been directed towards deepening and widening the Basin to the full dimensions originally designed. As it stood at the close of navigation, the lower end of the Basin was about 270 feet wide and 25 feet deep at low water, narrowing to 180 feet, and the same depth (with exception of a few unfinished spots) at a distance of 1,200 feet up-stream. From this the breadth is 150 feet, and the depth 20 to 25 feet, for a distance of 200 feet; while from that to the end of the crib-work, a distance of 780 feet, the average breadth is about 120 feet, and average depth as yet only about 14 feet.

The gross expenditure this year for dredging timber work and back-filling is \$44,925.92.

The Government Department of Public Works has carried almost to completion the construction of the lower Basin and Lock of the enlarged Lachine Canal between the present Canal and the Wind Mill Point Wharf; and late in the autumn preparations were made for breaking through the Cross Wharf at the lower end, so as to form the connection with the harbour.

Ship Channel oppositè Merchants' Wharf.—Sections 16 and 17.—The west side of the Island Shoal, which at this point forms an inconvenient angle in the main channel of the harbour, was to some extent cut away by a dredge which was employed upon it during the greater part of the summer. An effective widening of about 50 feet has been accomplished, making a present clear breadth of 320 feet from the line of the outermost wharves to the edge of the shoal. Expenditure, \$7,012.61; total dredging, 55,770 cubic yards, part of which was sand and gravel of apparently recent deposit, and the remainder forming part of the original shoal.

Ship Channel opposite Victoria Pier.—Section 20.—A few shoals of moderate extent which exist outside of the lower end of the Victoria Pier were found to be troublesome to vessels passing up and down during the extreme low water of autumn, and a dredge was set to remove them, and continued work until the close of navigation. Total quantity dredged, 7,740 cubic yards at a cost of \$1,530.02.

Military Basin.—Sections 21 and 22.—The filling up of the wide space between the wharf and the bank was carried on gradually throughout the summer by means of gravelly dredgings selected from Wind Mill Point, and very nearly the whole area is now raised to correspond with the level of the new wharf. A considerable portion has also been macadamized, and the railway tracks have been raised to conform to the new grade. Total quantity of earth-filling made, 21,400 cubic yards; macadamizing stone spread, 120 toises; cost (exclusive of dredging) \$7,107.55.

The lower end and inshore side of the Basin, which had not been previously deepened to the depth of the new wharf, were dredged out during the summer to 24 feet at low water. Total quantity dredged, 25,707 cubic yards; cost \$4,491.

Sections 35 to 38.—Hochelaga.—The whole of the space between the wharf and the river bank, not previously filled in, was, during the past summer, raised to conform to the level of the wharf, with suitable dredgings from other places, and a strip of about thirty feet wide was macadamized throughout its length so as to form a roadway for the heavier traffic. Total filling made, 19,900 cubic yards; macadamizing stone spread, 70 toises; cost, (exclusive of dredging) \$4,203.7.

HARBOUR REPAIRS.

The total expenditure for harbour repairs has this year amounted to \$26,077, as against \$35,711 and \$16,449 for 1875.

Besides the ordinary and smaller repairs which have been executed during the year, the old Monarque-street Wharf (Section 27), the Bonsecours Pier (Section 19) and the down-stream side of the Richelieu Pier (Section 18) have all been re-built from the water line upward and raised to the standard height of the newer wharves. The timber covering of the Queen's Basin, (Sections 12 and 13) was also re-newed throughout the extent of the sheds of the Allan Line.

267 toises of blanc-rouge macadamizing stone have been spread on the ramps and roadways in repairs.

The ordinary repairs and smaller renewals required throughout the various works of the harbour have been thoroughly done, and the general condition of the wharves has been improved.

Some of the older wharves still require heavy repairs, or early renewals, while those at the King's Basin must be rebuilt at once; but these and other extensive works have been as far as possible postponed until a general scheme for the improvement of the harbour can be decided upon and renewals made in harmony with it.

The following are the principal items of the past year's repairs:—

Sections 12 and 13—Queen's Basin.—The timber covering of the wharf beneath the Allan Line steamship sheds, about 25,000 square feet in extent, has been renewed in a very substantial manner, and provided with new sills and sub-sills, well bedded down; cost \$1,852.93.

Section 14.—The covering of a portion of the large outfall sewer from Commissioners'-street, failed from decay of the timber, and was renewed partly by the City Road Department, and partly by the Commissioners' own men.

Section 15—Albert Pier.—The old top of the pier near the inshore end, which was slightly moved by the ice, was replaced and repaired temporarily in view of early renewal.

Section 17—Richelieu Pier.—The north or down-stream side of the pier was taken down to near low water line, and rebuilt to the standard height; cost \$872.33.

Section 19—Bonsecours Pier.—The whole pier was rebuilt from low-water level and raised to the full height. Slips were made in the side and ends to afford convenient access to low-decked river steamers in time of low water. Cost of renewal \$3,526.22.

Section 27—Monarque-street Wharf.—This wharf (which was built in 1854) was also taken down to low-water line and rebuilt to a uniform height with the newer adjoining wharves and the space in the rear filled up to the same level; cost \$2,610.61.

DREDGING.

Dredging has been carried on with the Commissioners' plant, as formerly, and that appropriated to harbour work has, during the past year, consisted of four to five spoon dredges, three clam-shell derricks, (for unloading scows) three screw tug boats, eighteen flat scows, and one floating shop.

Three of the oldest of the scows were sold during the summer.

The dredges, tugs, two of the derricks, the floating shop and part of the scows, were, as usual, wintered at the Lachine Canal; the third derrick was wintered at the Commissioners' shipyard, Sorel, and the remainder of the scows at Boucherville. The portion of the fleet which wintered in the canal was detained by the unusual lateness of its opening, until the 10th of May, after which, two of the dredges were taken to dry dock for necessary repairs and were unable to commence work until the 18th and 19th of May. One dredge was, during the summer, withdrawn for work in the Ship Channel for sixty-eight days, and two others were leased to the City Corporation for an aggregate of fifty-five and a half days. The whole fleet stopped work to prepare for winter quarters on the 24th November.

Taking the whole time of service, from the commencing of work until the close of navigation, and deducting the time upon other works, there is left an aggregate of 707½ days spent upon the harbour works, the longest time of any one dredge being 170 days, and the shortest being 91 days. The nominal working time of the dredges is 10 hours per day, which gives 7,075 hours total time of service; but the time of actual dredging—after deducting time lost for repairs, changing position, waiting for scows, and all other causes—is reduced to 6,287½ hours, or an average of 88·86 per cent. of the gross time of service, as against 84·6 per cent. for 1876, and 82·3 per cent. in 1875.

The cost of the fleet for work in the harbour was \$45,103, which includes wages, compensation for damages, fuel, stores, and the proportion of general charges for insurance, spring outfit, repairs, and all other costs of works, except interest and depreciation.* The total quantity of dredging done was 173,449 cubic yards, and the average cost is therefore 26 cents per cubic yard for dredging, towing and unloading the material; about half being unloaded by steam derricks, and the remainder dumped from hopper scows.

Compared with the two previous years the results are as follows:

Year.	Cost.	Cubic yards Dredged.	Cost per Yard.	Remarks.
1875	\$ 68,979	151,719	Cents. 45	
1876	55,462	156,082	35½	
1877	45,103	173,449	26	

The items which chiefly contributed towards the reduction of cost in the past year are reduced price of fuel and wages, reduced cost of repairs and spring outfitting, and a somewhat softer general average of dredging.

The following are the different parts of the harbour at which dredging has been done, and the cost of the same:

Section 6 to 11—Wind Mill Point or Mill-street Basin—Extending and enlarging the basin, and widening and deepening the lower end. Hard pan and boulders; six to twenty-eight feet water (actual depth at dates of dredging); 62,404 cubic yards, costing \$28,815, or 46·18 cents per cubic yard.

* The charges against the account of harbour dredging in the books of the Secretary are \$44,369·15, but this is the balance of the account after the deductions of sums received for hire of dredges, sales of scows, stores, &c.

Sections 12 and 13—Queen's Basin—Clearing out boulders and deposits in basin; twenty-five feet water; 2,130 cubic yards, costing \$510, or 23·94 cents per cubic yard.

Section 14—Elgin Basin—Clearing out sewage deposit; twenty-five feet water: 15,630 cubic yards, costing \$1,530, or 9·78 cents per cubic yard.

Island Shoal, opposite Sections 16 and 17—Removing deposit and cutting away inshore point of shoal; twenty-five to twenty-eight feet water; gravel and sand; 55,770 cubic yards, costing \$7,013, or 12·57 cents per cubic yard.

Section 18—Jacques Cartier Basin—Clearing out sewage deposit; 480 cubic yards, cost \$64, or 13·38 cents per cubic yard.

Section 19—Bonsecour Basin—Clearing away silt and gravelly deposit from the upper side of Victoria Pier; 2,790 cubic yards, costing \$319, or 11½ cents per cubic yard.

Ship Channel opposite Section 21—or Victoria Pier—Deepening channel; gravel, stones and sand; nineteen to twenty-five feet water; 7,740 cubic yards, costing \$1,530, or 19·77 cents per cubic yard.

Sections 21 and 22—Military Basin—Deepening Basin; quicksand, coarse sand mixed, &c.; twenty to twenty-five feet water; 23,775 cubic yards, costing \$4,494, or 18·9 cents per cubic yard.

Sections 24 and 25—Commissioners' Wharf—Clearing away shoals, ballast, &c., alongside wharf, gravel, mud, &c.; twenty-five feet water; 2,730 cubic yards, costing \$829, or 30·36 cents per cubic yard.

All the dredging plant has worked well, and without any serious casualties.

Chain Tug—(A. G. Nish)—The chain tug was placed at the station about 1st of June, with only the captain, engineer and one night and one day man regularly attached, but under arrangements for drawing a working crew from other vessels of the fleet at any moment, should it be required. This continued until the 31st August, without the services of the tug having been called for by any vessel, after which date she was placed in charge of the night and day watchmen only. She was still kept at her station, ready for service at short notice, until the 10th of November, when she was taken away and laid up in the canal for winter, without having been called upon for service during the year.

I am, Sir,

Your obedient servant,

(Signed)

JOHN KENNEDY,

Chief Engineer

 ABSTRACT of Work done in different parts of the Harbour of Montreal in 1877.

Places where Dredges worked.	Dredges.	Quantities dredged at each place.	Dredged Totals.	Remarks.
		Cubic Yards.	Cubic Yards.	
Sections 6 to 10, Windmill Point....	Dredge No. 2	4,872		
do do	do 4	23,680		
do do	do 5	6,232		
do do	do 6	18,630		
do do	do 7	9,090	62,404	Hardpan and boulders.
Section 13, Queen's Basin.....	do 2	2,130	2,130	Hardpan, gravel and silt.
Section 14, Elgin Basin.....	do 2	15,630	15,630	Sewage deposit.
Opposite Secs. 16 & 17, Island Shoal	do 5	55,770	55,770	Gravel and sand.
Section 18, Jacques Cartier Basin...	do 5	480	480	Sewage deposit.
Section 19, Bonsecour Basin	do 4	2,790	2,790	Silt and gravelly deposit.
Opposite Section 21 in Ship Channel	do 7	7,740	7,740	Gravel and stones.
Sections 21 and 22, Military Basin...	do 2	15,600		
do do do	do 5	1,020		
do do do	do 7	7,155	23,775	Quicksand, coarse sand, &c.
Sections 24 and 25, Commissioners' Wharf.....	do 2	2,730	2,730	Gravel and mud.
		Total	173,449	

ABSTRACT of Work done by each Dredge in the Harbour of Montreal, 1877.

Dredges.	Commenced Work- Ing.	Stopped Working.	Time of Service. Days.	Places at which Work was done.	Quantities Dredged at each place.	Total Dredged.	Remarks.
					Cu. Yds.	Cu. Yds.	
Spoon Dredge, No. 2.	10 May	24 Nov.	124	Sections 6 to 10, Windmill Point	4,872	4,872	Hardpan and boulders.
do	10 do	24 do	124	do 13, Queen's Basin	2,130	2,130	do gravel and silt.
do	10 do	24 do	124	do 14, Egin Basin	15,630	15,630	Sewage deposit.
do	10 do	24 do	124	Sections 21 and 22, Military Basin	15,600	15,600	Quicksand, mud, &c.
do	10 do	24 do	124	do 24 and 25, Commissioners Wharf.	2,730	2,730	Gravel and mud.
						40,962	
Spoon Dredge, No. 4.	10 May	24 Nov.	170	Sections 6 to 10, Windmill Point	23,580	23,580	Hardpan and boulders.
do	10 do	24 do	170	do 19, Bonsecour Basin	2,790	2,790	Gravel, silt, &c.
						26,370	
Spoon Dredge, No. 5.	18 May	24 Nov.	159	Sections 6 to 10, Windmill Point	6,232	6,232	Hardpan and boulders.
do	18 do	24 do	159	Opposite Sections 16 and 17, Island Shoal	55,770	55,770	Gravel and sand.
do	18 do	24 do	159	Sections 18, Jacque Cartier Basin	480	480	Sewage deposit.
do	18 do	24 do	159	Sections 21 and 22, Military Basin	1,020	1,020	Quicksand, coarse sand, mud, &c.
						63,502	
Spoon Dredge, No. 6.	10 May	24 Nov.	170	Sections 6 to 10, Windmill Point	18,630	18,630	Hardpan, chiefly trimming up bottom in deep water.
Spoon Dredge, No. 7.	19 May	24 Nov.	91	Sections 6 to 10, Windmill Point	9,090	9,090	Hardpan and boulders.
do	19 do	24 do	91	Opposite Section 21, Ship Canal	7,155	7,155	Gravel, stone and mud.
do	19 do	24 do	91	Sections 21 and 22, Military Basin	7,740	7,740	Sand, mud, &c.
						23,985	
				Grand Total		173,449	

NOTE.—No. 2 Dredge was leased to the Montreal City Corporation 45 days; No. 5 Dredge was leased to the City Corporation 10½ days; No. 7 Dredge was engaged in the Ship Channel 68 days.

HARBOUR COMMISSIONERS' Dredging Plant employed in the Harbour of Montreal in 1877.

Description of Vessels.	Hull.			When Built.	Kind of Engine.	Engine.			Capacity of Bucket.	Depth to which Dredge can work.
	Length over all.	Breadth of Beam.	Depth of Hold.			Number of Cylinders.	Diameter of Cylinder.	Length of Stroke.			Pressure of Steam.
<i>Dredges.</i>	Ft. in.	Ft. in.	Ft. in.			Ft.	Ft.		C. ft.	Ft. in.
Spoon Dredge No. 2.....	77 0	26 6	6 3	.....	Horizontal non-condensing.	1	12	16	40 to 70 lbs.	40
do No. 4.....	77 3	27 0	6 6	1872		1	14	16	40 " 70 "	40
do No. 5.....	77 6	27 0	6 6	1873		1	14	16	40 " 70 "	40
do No. 6.....	77 0	27 0	7 6	1874		1	14	16	40 " 70 "	40
do No. 7.....	77 3	27 0	7 0	1874	1	14	16	40 " 70 "	40	
<i>Derricks.</i>										
Clam-shell Derrick No. 1.....	58 8	23 9	5 9	.....	do	1	8	12	60 to 70 lbs.	.....
do No. 2.....	57 0	23 6	5 9	1872		2	7	12	60 " 90 "	.....
do No. 3.....	61 9	24 0	5 9	1875		1	10	12	60 " 90 "	.....
<i>Tug Boats.</i>										
St. Louis.....	67 0	15 0	8 7	1875	Vertical non-condensing.	1	16	20	85 to 95 "	.....
St. Peter.....	71 6	16 6	8 6	1875		1	20	22	80 " 90 "	.....
St. Paul*.....	65 5	15 0	8 0	1875		1	16	18	80 " 100 "	.....
<i>Barge.</i>										
Stagbound (floating shop).....	103 4	21 5	7 6	1869	.....	.....	.....	.....	.....	.....
<i>Scows.</i>										
2 to 4 dumping scows.....	80 0	16 0	7 6	.....	.....	.....	.....	.....	.....	.....
3 flat scows.....	70 0	18 0	5 0	1875	.....	.....	.....	.....	.....	.....
2 do.....	75 0	20 0	5 9	1876	.....	.....	.....	.....	.....	.....
13 various sizes and ages[.....]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Occasionally replaced by the tug "John Brown." † Three of this number were sold during the summer.

 REPORT BY THE SUPERINTENDENT OF PILOTS.

SUPERINTENDENT OF PILOTS' OFFICE,
MONTREAL, 2nd January, 1877.

SIR,—I have the honour to submit the following as the report of my work on the river, in connection with the buoys and beacons, up to the close of the year :—

I am principally engaged in the placing, maintaining, and raising of buoys, a work that takes up more time than would be supposed ; not only is it necessary to find and replace buoys which have been carried away by the ice, and which are frequently dragged to a considerably distance, but the weights required to keep these buoys perpendicular must be increased or diminished, and the chains which hold them lengthened or shortened.

It will be easily understood that it takes some time to keep the great number of buoys in the river in good order and proper position.

My first trips were chiefly for the above purpose. In the first, I put down 29 wooden and two iron buoys, one on the Poulrier de Becancour, where the "Sarmatian" grounded in 1876, and the other at Nicolet ; also a wooden one at Poulrier à Dubord.

Of the 88 buoys that had not been taken up for the winter, I replaced those that had been dragged out of position by the ice, and put down 19 new ones, in the place of those that could not properly be distinguished.

I put down, in all, 142 buoys, of which 8 were iron, 118 wooden, and 16 barrels—the latter were placed in the Contrecoeur Channel ; before which, however, they were all repainted—those on the north side, red and white ; and those on the south, black.

Once in order, they would be easily maintained were they not continually carried away by rafts and steamers, thus rendering frequent trips necessary to replace them. To remedy this evil, as much as possible, I marked out a channel in Lake St. Peter for the rafts to follow, and thereby saved a number of buoys.

The form of the buoys has been changed ; the new ones, which are pointed and floating, offer less resistance than the old, and are not as liable to be carried off by steamers, &c. They are but half the length of the old ones ; so that out of the wood before required to make one buoy, two can now be made, and only one-third of the weight is required to keep them perpendicular in the water. They are thus in every way more advantageous and less expensive than the old ones, and have given more satisfaction.

I have had some weights cast at Sorel, out of old iron ; and with these have replaced a great number of anchors.

As few iron buoys are used as possible, as they are expensive, and very easily lost. They are only put in places where there is not much risk of their being struck or carried away. In one of my inspections I emptied the water that had leaked into a great number of them and caused them to sink too far into the water.

In the spring I was obliged to use about thirty fathoms of new chain ; but, on the other hand, I raised the chain of the iron buoy belonging to No. 3 Lightship, which had been lost for three years ; and also that of Vercheres, that had been at the bottom for a few days.

I also raised enough old anchors and chains to do for the rest of the season ; in fact, we have an almost sufficient quantity to last during the next year, as there are 30 wooden and 5 iron buoys now at Sorel, besides those taken up in the fall.

Mr. Kennedy, Capt. Armstrong, and myself made three trips during the summer to ascertain the depth of water at different points ; one to Cap-a-la-Roche, another to Lake St. Peter, and a third to Flatt Islands.

The Champlain beacons have been repaired, and those of Cap Levrard and Becancour repainted. At Ste. Emelie, new ones have been erected ; they are larger and better situated than the old.

The Contrecoeur Channel was opened in September; I put down 25 buoys in it, 18 of which are barrels. The entrance and exit of this new route are marked by tri-colored buoys. Subsequently, I made some trips to it with the pilots; they sounded it throughout, and expressed themselves as perfectly satisfied with it.

I raised in the fall, 84 buoys, which were liable to be carried away by the ice, and left 67 which were in sheltered positions. Unfortunately, I was obliged to leave the new buoy which had been placed near the St. Lambert Wharf for the guidance of the Upper Canada steamers. It cost a good deal, and will certainly be lost.

In conclusion, I beg to request that you will consider the few changes which I have thought proper to submit, tending to render navigation between Montreal and Quebec safer than it has hitherto been:—

1st. The strict observation of the rule respecting the lights carried by vessels, and the appointment of some person to see that the regulations are carried out; and

2nd. Certain changes in the lights of Cap Magdelaine and Champlain, to allow vessels to pass Becancour in safety during the night.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JOSEPH LEVEILLÉ,

Superintendent of Pilots.

H. D. WHITNEY, Esq.,
Assistant Secretary.

APPENDIX No. 10.

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1877.

(Under the 38 Victoria, Chap. 55, Section 14.)

QUEBEC, 10th January, 1878.

To the Honourable
The Minister of Marine and Fisheries,
etc., etc., etc.,
Ottawa.

SIR,—The Quebec Harbour Commissioners have the honour to submit their Report for the year 1877.

HARBOUR IMPROVEMENTS.

As stated in the last Annual Report, tenders were called for the proposed improvements at the mouth of the River St. Charles.

Twelve tenders were received and opened on the 1st February: one was from England, two from the United States, and nine from Canada; out of these last, one was put aside, being altogether too high.

Some points in connection with the works having not been properly defined, it was decided to receive supplementary tenders from the several parties who had tendered. The Engineers were accordingly directed to prepare supplementary particulars as to tenders submitted. This was done immediately, and a printed form addressed to each of the tenderers.

Only nine supplementary tenders were received; they were, together with the first tenders in the hands of the Commissioners, referred to the Engineers.

On the 3rd of April, the following report was laid before the Board, viz:—

“QUEBEC, 3rd April, 1877.

“To the Harbour Commissioners,
“Quebec.

“*Report as to Tenders for the proposed works in the River St. Charles.*

“GENTLEMEN,—In accordance with your instructions, our Mr. Morris has carefully examined the tenders (nine in number), which have been handed in to the Commissioners for the execution of the proposed works in the River St. Charles.

“We would mention that, in making a comparison of the tenders, it is of course necessary to take into consideration the schedules of rates and prices accompanying the same for the supplying of materials and performing other work not included in the lump contract sum.

“The Commissioners will have observed, in considering the tenders in this only proper way, that the relative position of the tenders as to their being high or low become materially altered when compared with their position when dealing only with the lump contract sum as submitted by the Contractors.

"We find that Mr. Peters' tender, having regard to the schedule prices, (some of which are nearly 50 per cent. less than those of the lowest tender), is the lowest but one, and looking to the probability that considerable extra dredging and other work may be required, it appears to us that Mr. Peters' tender is the most advantageous, and we have no hesitation in advising the Commissioners to accept his Tender, provided he agrees to the several suggestions made by the Commissioners, and that the securities offered by him are in every way satisfactory.

"We have the honour to be,

"Gentlemen,

"Your obedient servants,

"(Signed) KINIPPLE & MORRIS."

The securities offered by Mr. Peters having been found satisfactory, the contract was accordingly awarded to him; but, at his own request, Messrs. Edward Moore and Augustus R. Wright were subsequently allowed to become his associates, and the contract was finally signed the 2nd May.

The works specified in the contract are to be terminated the 2nd day of October, 1880. The contract amount represents the sum of five hundred and twenty-nine thousand two hundred and ninety-six dollars and thirty-one cents (\$529,296.31) since, on the recommendation of the Engineers, the Commissioners have ordered additional works to be performed, such extras representing the approximate value of fourteen thousand dollars.

The amount the Commissioners can expend being limited by law, and the contract price being close to \$53,000 over that amount, a clause has been placed in the contract by which the Commissioners are allowed to stop the works when they would have reached the limits of their power of issuing bonds.

The works were commenced on the 28th day of May, and have very favourably progressed till the close of the navigation, although, from the want of necessary plant, the contractors have not been able to proceed as speedily as they would have desired. During the present winter months they intend preparing themselves for a vigorous resumption of their works at the opening of the navigation.

A cribwork block of 582 feet has been sunk, and is now in position and completed to the level of nine feet nine inches above low water at the east-end of the works. Another cribwork block, measuring 798 feet in length, has also been sunk and completed at the opposite end of the works.

The dredger has excavated, from the main trench in the direction of the line of walls, 16,760 cubic yards.

The material so excavated has been deposited within and alongside of the cribwork blocks where required.

The amount of work performed by the contractors, up to the 1st of December, has been estimated by the resident engineer to the sum of twenty-three thousand and seventy-four dollars and seven cents (\$23,074.07) The specified percentages having been retained, the Commissioners have paid over to the contractors the sum of twenty thousand seven hundred and sixty-six dollars and sixty-seven cents (\$20,766.67) on account of their contract.

As just stated, the Commissioners having awarded a contract, embracing an expenditure exceeding their issuing power, it was resolved to seek for an increase of such a power, and at the end of the month of March a memorial was prepared and forwarded to the Government, praying that authority be granted to make a further issue of Bonds—bearing Government guarantee to the extent of two hundred and fifty thousand dollars (\$250,000)—to be expended in harbour improvements, and that any surplus on the works at the mouth of the River St. Charles be applied to the construction of improvements at the Fly Bank. But, owing to the advanced stage of the session, it was found impossible to obtain the adoption of a bill to that effect, and the scheme was accordingly abandoned with the understanding that the Government

would, during the next session, ask the assent of Parliament to guarantee the additional sum required. In a letter, dated the 16th April, the honourable Premier, through the Secretary of his department, declares that this Government will, during the next session, ask the assent of Parliament to guarantee the additional sum required by the Commission.

There cannot be any doubt now that the Government will fulfil their promise at the next meeting of Parliament.

Once invested with the power of issuing a further sum of \$250,000 Bonds, the Commissioners will be in a position to undertake an improvement which is very much needed by all interested in the navigation, and especially by the lumber merchants, whose coves are situated at the west part of the harbour.

Graving Dock.

By an Order in Council of the 26th May the Government Wharf at Lévis has been selected as the site for the erection of the Graving Dock.

As soon as the Commissioners were officially informed of the decision of the Government, they immediately directed their chairman to send a cable message to Messrs. Kinipple & Morris, requesting them to prepare the necessary drawings, bill of quantities and form of tender in order that the construction of the Graving Dock may be commenced within six months of the commencement of the harbour works.

These drawings, bill of quantities, etc., only reached the commission at the beginning of December. On account of the magnitude of the work the engineers reported that such drawings, etc. could not be prepared within a shorter space of time. But, in order to save many thousand dollars, represented by half per cent. reduction on the commission they have to pay to the engineers for their work, according to agreement, the Commissioners have caused the construction of the Graving Dock to be formally commenced and continued under the superintendence of the resident engineer pending the Government's approval of the drawings. As soon as such approval will be obtained, tenders will be invited for the completion of the works.

The dimensions of the Graving Dock will be as follows :—

Extreme length.....	500 feet.
Extreme width.....	100 do
Extreme depth.....	24 do
Entrance.....	62 do

The Lifting Barge.

The Lifting Barge's operations for this year have been the most successful she has experienced. Two nests of anchors and chains have been safely raised and landed by her; the first contained 79 anchors and 2,551 fathoms of chains; the second 22 anchors and 740 fathoms of chains, forming an aggregate quantity of 101 anchors and 3,291 fathoms of chains.

It represents an increase of 41 anchors and nearly 2,000 fathoms of chains on the operations of last year.

Thirty-six anchors were sold at the tariff prices during the year; four weighing 10,491 lbs., at 2 cents; nineteen weighing 32,306 lbs., at 2½ cents; two weighing 8,810 lbs., at 2¾ cents; five weighing 9,837 lbs., at 3 cents; one weighing 3,460 lbs., at 3½ cents; two weighing 954 lbs., at 4 cents; and three small ones sold in bulk yielded \$26; being an average of 3½ cents per lb. 95,115 lbs. of chains were disposed of at the following prices :—

63,198 lbs.	at	1 cent.
10,240	“	1¼ do
12,305	“	1½ do
9,212	“	2 do
160	“	3 do

Two anchor stocks weighing 1,780 lbs. were sold at 5 cents per lb. Pieces of anchor stocks of the weight of 1,478 lbs. yielded the following prices: 708 lbs., $1\frac{1}{2}$ cents; 450 lbs., $2\frac{1}{2}$ cents, and 320 lbs., 3 cents. 29 lbs. of shackles were sold at 5 cents per lb., and 58 lbs. at 3 cents. 17,374 lbs. of scrap, composed of broken anchors have also been sold at $\frac{1}{2}$ cent per lb.

The stock remaining on hand now, stored on the premises of the commission, comprises 91 anchors and about 3,000 fathoms of chains.

The average size of the anchors raised this year is considerably above the average of last year, so as of the chains. Thus the barge has undergone a very severe test during her last working season.

Being aware that the Lifting Barge Committee reported on the necessity of having her thoroughly surveyed by the Port Warden, Captain Dick, instructions were accordingly transmitted to him.

In this Report, which has been laid before the Commissioners, he recommends, taking into account the heavy work the barge has performed during the two last seasons, to put her into dock for the purpose of examining her bottom and repairing her during the winter, so that she may be placed in a condition to allow her to resume her operations next season.

The barge has been put into dock, and after a thorough survey made by him the Port Warden reports as follows:

"On examination of the hull the keel was found at fore and after ends slightly bruised. At each of the lower corners of the well there appears to be leakage as well as at the ends of the midships keels at the fore and the after end of the well. Several of the butts on the plate of the bottom are leaking slightly. The iron lining, protecting the lower edges of the well, two pieces are broken and partly torn off. From the six-foot water mark up to gunwale at the stern and stern post, the hooding ends on both sides are strained and started. The bluff of each bow and quarters are also strained from light-water line upwards to the gunwale. I am of opinion this straining is produced from the extensive weight brought to bear on the centre of the vessel.

"From the severe test the barge has undergone, proving the above to be the weak points of the vessel, I suggest that these (weak points) be strengthened before the under-docking of the said vessel.

"I am further of opinion that her hull should be caulked from keel to gunwale, including the well. Iron to be removed from its lower edges where required for caulking."

If, as it is presumed, the Government include in their estimates of the coming session the same sum as was appropriated last session for the operations of the Barge, that is to say fifteen thousand dollars, the Commissioners will cause her to be repaired according to the recommendations of the Port Warden.

The working of the Lifting Barge has cost \$11,766 this year against \$15,301.79 expended the previous year, being a decrease of \$3,535.79 in favour of the last year's operations.

Captain Giguère, who has been continued as master of the barge, cannot be too much praised for the prudence and ability he has displayed in commanding the craft, and her success is in great part due to him. As a recognition of his success the Commissioners have voted him a gratification of \$200.

Pilots.

Nineteen old pilots of the age of 65 and over were examined, according to law, before the opening of the navigation. Eighteen having been found able to continue to practice, their licenses were renewed for one year; the others was refused and subsequently pensioned. Among the eighteen admitted, five were found not thoroughly fitted to pilot large steamers or large sailing vessels very heavily loaded; the Board of the Corporation of Pilots were notified, by order of the Commissioners, not to allow them to take charge of such vessels.

Five pilots were pensioned during the year on account of their old age and bad health.

New licenses were awarded to ten apprentice pilots who presented themselves to be admitted to practice, and who, after a satisfactory examination, were duly licensed.

Pilot Schooners.

At the request of the Corporation of Pilots, the Commissioners have allowed that the colour of pilot schooners be changed, and in the future they will be painted in white with black number. They were hitherto painted in black with white number.

Trials.

Out of the seventy-seven meetings that were held by the Commissioners during the year, eighteen were entirely devoted to pilot trials. Trials also took place in four other meetings where other business was transacted.

Complaints have been lodged by the Corporation of Pilots against three pilots for infringements of their regulations. The defendants were tried, found guilty, and fined \$10 and costs each.

The other trials, which were sixteen in number, were held on complaints lodged by ship-masters. Some of these trials were of great importance and had to be carefully considered.

Conviction was obtained in nine cases. Four defendants were suspended for twelve months; two fined \$10 and costs; one \$5 and costs, and two \$1 and costs. Six were dismissed with costs; and in one case, which was also dismissed, each party was condemned to pay its own costs.

The Commissioners are happy to state that none of their judgments have been carried into appeal.

The expenses of the Commission connected with their pilotage authority have involved over \$2,400, with a revenue from that source amounting next to almost nothing, having not reached \$50 during the year.

Ballast.

The by-law of 1876 to regulate the discharging of ballast having been found insufficient, a new one was adopted and sanctioned by His Excellency the Governor General in June last. It was put into force in the beginning of the following month and its working has fully met the views of the Commissioners.

Under the authority of this by-law, 46 vessels were ordered to the breakwater to discharge their ballast. An aggregate quantity of 17,025 tons was accordingly discharged in that spot.

The expenditure connected with this branch of the service amounts to the bulk sum of \$1,000, and the ballast so secured, which is of the best quality, being almost all stone, has cost the average sum of 17 cents per ton.

The Commissioners caused that important part of their property to be surveyed in August last. Mr. William Simons, who was instructed to perform the survey, states in his report that the breakwater is in perfect order, and that it will require about 23,000 yards more of ballast to complete its filling up.

It is, therefore, the intention of the Commissioners to continue, next season, to order to the breakwater the vessels arriving in ballast.

The demolition of the Jesuits' Barracks has afforded the Commission to secure an unusual quantity of ballast during the summer. This ballast, composed of over two-thirds of broken stone and the rest of dry mortar, has been deposited, the greatest part in the East India Wharf, and the rest in the other wharves of the Commission. The total quantity secured from said demolition has been 3,560 tons, at the cost of 30 cents per ton; 195 tons, coming from another source, but of not so good a quality, have been secured at the cost of 20 cents per ton.

Ballast composed of almost entirely earth, but quite adapted to the filling up of the middle of the wharves, has been obtained at the cost of 6 cents per ton, and 1,031 tons have been so secured and deposited, in great part, in the East India Wharf.

The Commissioners have, moreover, bought 780 tons of ballast entirely composed of stone, which they have caused to be deposited partly in the East India Wharf and partly in the Commissioners' Wharf. The cost of this ballast has been as follows: 600 tons at 30 cents and 180 tons at 40 cents per ton.

A bulk sum of \$1,400 has thus been expended during the year in filling up the wharves belonging to the Commission, apart from the breakwater, which, as already stated, cost \$1,000.

It is the intention of the Commissioners to cause to continue the work of filling up the wharves with ballast as they can secure it, in order to improve their property.

Repairs to Property.

A sum of \$3,282 has been expended during the year in repairing the property belonging to the Commission. It will be necessary for the coming two or three years to spend several thousand dollars more in order to put the whole property in a thorough good order.

By adding to the foregoing sum the amount of \$2,400 expended in filling up the wharves, as before stated, it gives a total of \$5,682 representing the expenditure incurred during the same period in improvements.

Coasting and Foreign Trade.

As the law does not compel the coasting trades to report to the Commission their outward cargoes, the Commissioners can only furnish a statement of the arrivals for the season, which stands as follows:—

1,549	cargoes by	Schooners,
1,827	“	“ Bateaux,
428	“	“ Barges,
628	“	“ Steamboats.

Total, 4,502 cargoes, representing an aggregate tonnage of 365,395 tons.

The foreign trade is represented by 928 vessels, gauging 836,822 tons, and navigated by 20,135 seamen, composed as follows:—

Under what Flag.	Number of Vessels.	Tonnage.	Number of Men employed.
British	674	665,886	16,401
United States.....	4	2,672	53
Norway and Sweden.....	217	150,824	3,232
German	22	10,718	282
Danish	3	2,928	56
French	1	739	18
Austrian	1	742	15
Spanish	1	610	13
Russian	1	465	20
Portuguese.....	4	1,238	45
Total	928	836,822	20,135

The North Shore Railway Terminus to deep water.

The question of conveying the North Shore Railway Terminus on the projected long wharf of the Commission to deep water, has not been neglected. A special Committee of the Commission has waited upon the Government in order to confer on the subject. Nothing has yet been decided, and there is no necessity for urging the settlement of the question before the harbour improvements under contract are completed; but the Commissioners are satisfied that this question will easily be settled when the time comes.

Revenue.

The total revenue of the Commission for the year, compared with that of the previous year, stands as follows:—

	1876.	1877.	Difference in 1877.
Tonnage Dues	34,869 02	40,816 90	5,947 88 Increase.
Import do	4,001 02	2,787 69	1,213 33 Decrease.
Export do	12,996 19	10,957 88	2,038 31 do
Harbour do	4,032 73	3,913 76	118 97 do
Property Revenue	23,930 00	24,951 62	1,021 62 Increase.
Interest		2,980 13	.....
Sundries		138 31	3,117 69 do
B and D, Water Lots.....	2,483 62	2,482 87	.....
Totals.....	82,312 58	89,029 16	6,716 58 do

In the comparative statement furnished for the years 1875 and 1876, amounts of \$1,192.79 in Imports and \$2,519.93 in Exports, in all \$3712.12, were credited as belonging to the year 1876. These sums were paid in January, 1876, and formed part of the revenue of the year 1875, being the settlement of the lightered cargoes, and should therefore have gone to the credit of that year. By making this deduction from the year 1876 it would place the gross increase for 1877 to the sum of \$10,428.70.

The whole respectfully submitted.

A. H. KENT,

Secretary-Treasurer.

REVENUE AND EXPENDITURE.

DR.

CR.

1877.	1877.	\$ cts.	\$ cts.
Dec. 31	Dec. 31	2,482 87	7,413 46
To Beach and Deep Water Lots	By Officers' salaries for year	2,980 13	760 00
Interest	Schooner reporters for year	59 02	476 42
Salvage on anchors	Legal expenses	79 29	1,000 61
Sundries	Atkinson's Wharf, repairs, taxes, &c.	3,309 98	132 50
Atkinson's Wharf	Reynar's Wharf do	3,999 98	1,711 45
East India Wharf	East India Wharf, do	4,259 99	1,921 08
West India and Wellington Wharves	Wellington Wharf, do	1,200 00	3,572 27
Reynar's Wharf	Point-à-Carcy Wharf, do	12,181 67	1,460 00
Point-à-Carcy properties	Commissioners, attendance	2,787 69	634 00
Import dues	Bonuses to officers for 1876	10,957 88	250 00
Export do	Auditors, books for two years	40,816 90	71 30
Tonnage do	Notarial expenses	3,913 76	78 65
Harbour do	Painting office		260 07
	Expenses of Chairman, M. Shehyn, and Chief Clerk to Ottawa		1,143 14
	Office expenses, printing, advertising, stationery, wood, cleaning, &c.		43,380 00
	One year's interest and Sinking Fund on \$723,000 Harbour Debentures		25,774 21
	Excess of revenue over expenditure	89,029 16	89,029 16

A. H. KENT,
Secretary-Treasurer.

E. & O. E.,
JAS. WOODS,
Book-keeper.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 17th January, 1878

STATEMENT of Assets and Liabilities, per Balance.—Quebec, 31st December, 1877.

ASSETS.	\$	cts.	\$	cts.	LIABILITIES.	\$	cts.	\$	cts.
<i>Real Estate</i> :—									
Reynar's Wharf.....	8,452	70			Quebec Harbour Debentures.....			723,000	00
Atkinson's Wharf.....	50,945	20			Receiver-General of Canada.....			25,000	00
Breakwater.....	213,532	36			For Copies of Specifications :—				
West India and Wellington Wharves.....	84,605	75			Sundry Competitors for deposit.....			149	50
Point-à-Carcy Properties.....	266,905	18							
East India Wharf.....	48,263	10							
			672,709	29					
<i>In re Beach and Deep Water Lots, viz.</i> :—					<i>Surplus—Composed as follows</i> :—				
Capital at debit of sundry parties.....	37,273	54			Beach and Deep-water Lots at Credit.....	43,932	50		
Arrears of interest to 24th June, 1877.....	7,148	72			Sinking Fund.....	33,710	76		
6 months' interest to 24th December, 1877.....	1,241	44			Excess of Revenue over Expenditure.....	46,256	02		
			45,663	70					
<i>Cash</i> :—									
On hand.....	195	00							
In La Banque Nationale.....	48,370	17							
			48,565	17					
<i> Dominion Government</i> :—									
Due on lifting barge.....			12,386	13					
<i>Harbour Improvements</i> :—									
Disbursed on this account.....			46,033	79					
<i>Graving Dock</i> :—									
Disbursed on this account.....			4,366	63					
<i>Sinking Fund</i> :—									
In hands of Receiver-General of Canada.....			33,710	76					
<i>Rents</i> :—									
Due by sundry parties as per Balance Sheet.....			8,989	45					
<i>Jackscrews</i> :—									
On hand.....			394	87					
<i>Office Furniture</i>			1,228	99					
			874,048	78					

E. & O. E.

JAS. WOODS, Book-keeper.

HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 17th January, 1878.

A. H. KENT,

Secretary-Treasurer.

DR.	BALANCE SHEET of 31st December, 1877.		CR.		
	\$	cts.	\$		
To Office furniture.....	1,228	99	By Beach and deep-water lots.....	43,932	50
Amounts at debit of grantees of beach and deep-water lots.....	44,422	26	Quebec Harbour Debentures.....	723,000	00
Amounts at debit of lessees of wharves and warehouses.....	8,989	45	Receiver-General of Canada.....	25,000	00
Reynar's Wharf.....	8,452	70	Sinking Fund.....	33,710	76
Atkinson's Wharf.....	50,945	20	James Boyd.....	50	00
Breakwater.....	213,532	36	Philip Quigley & Son.....	49	50
West India & Wellington Wharves	84,605	75	Chas. H. Reynar.....	50	00
Point-à-Carcy Properties.....	265,905	18	Excess of Revenue over Expendi- ture.....	48,256	03
East India Wharf.....	48,268	10			
Jackscrews.....	394	87			
Graving Dock.....	4,366	63			
Dominion Government.....	12,386	13			
Harbour improvements.....	46,033	79			
Receiver - General of Canada, "Sinking Fund".....	33,710	76			
La Banque Nationale.....	48,370	17			
Cash.....	195	00			
Suspense Account.....	1,241	44			
	874,048	78		874,048	78

E. & O. E.
JAS. WOODS,
Book-keeper.

A. H. KENT,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 17th January, 1878.

APPENDIX NO. II.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, NOVA SCOTIA,
FOR THE CALENDAR YEAR ENDING 31ST DECEMBER, 1877.

SIR,—The Commissioners of Pictou Harbour beg to submit the accompanying attested account of their receipts and expenditures for the year ended 31st December, 1877.

During the past year they built the Market street wharf at a cost of five thousand dollars, and an additional expenditure of five hundred dollars will complete the work.

The balance due the Commissioners, as will appear by the accounts, is one thousand and sixty-five dollars and fourteen cents.

We have the honour to be, Sir,

Your most obedient servants,
(Signed) R. P. GRANT,
“ J. A. GORDON,
“ JAMES D. MCGREGOR,
Harbour Commissioners.

Pictou, N.S., 10th January, 1878.

Harbour Master's Report.

SIR,—I have the honour to report that the following vessels have entered the harbour of Pictou during the year ended 31st December, 1877:—

	Tons.
170 steamers.....	80,252
6 ships.....	5,180
22 barques.....	12,813
6 barkentines.....	1,779
31 brigantines.....	7,310
1,214 schooners.....	61,356
Of the above were foreign:—	
32 steamers.....	27,277
16 sailing vessels.....	4,573

There are no fees collected 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.

To WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

Sworn to before me at Pictou this 10th day of January, 1878.

R. P. GRANT, J.P.

ACCOUNT of Moneys Received and Expended by the Commissioners of Pictou Harbour, for the Year ended 31st December, 1877.

Moneys Received.	\$	cts.	Moneys Expended.	\$	cts.
Balance in hand, 1st January.....	2,830	57	HARBOUR ACCOUNT.		
Harbour dues from Collector of Customs.....	1,650	00	Printing harbour regulations.....		8 50
Wharfage received from Public Wharf.....	325	75	Tugs taking and putting out buoys, and for sundry repairs.....		74 23
do do Market Street Wharf.....	54	00	Bushing channels of rivers.....		29 50
Ballast sold from Market Street Wharf.....	3	70	PUBLIC WHARF.		
Interests received from deposits.....	67	46	Expended by Wharfinger, labour, &c.....		35 47
Balance.....	1,065	14	Wharfinger's salary.....		200 00
			MARKET STREET WHARF.		
			Account books and stamps.....	3	65
			Surveying foundation of wharf.....	2	15
			Paid Armonson, for soil.....	75	00
			Timber, logs and plank.....	2,430	63
			Ballast.....	669	12
			Labour.....	896	12
			Harris, foreman, wages.....	183	40
			Wheelbarrow.....	5	00
			Iron and spike account.....	554	46
			Blacksmith's account.....	182	12
			NEW GLASGOW WHARF.		
			Logs and Timber.....		199 33
			Paid interest on money borrowed.....		64 77
			Secretary's salary.....		100 00
			Commission expending \$5,705, at 5 per cent.....		286 65
	5,999	10	Balance due Commissioners, 31 Dec, 1877.....		5,999 10
					1,065 14

Sworn to at Pictou before me this tenth day of January, 1878.

J. P. PATTERSON, J.P. }
 Commissioners of Pictou Harbour.

R. P. GRANT, }
 J. A. GORDON, }
 JAMES D. MCGREGOR, }

APPENDIX No. 12.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GODERICH
ONT., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

GODERICH, January 2nd, 1878.

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, 1877.

You will see by my report, that the amount is somewhat less than the collections of last year (*vide* Appendix No. 53). This has not been caused by a falling off in the trade to our harbour, but is on account of quite a number of the larger class of vessels having paid the dues at other ports.

I beg to state that the beacon on the west end of the pier, complained of last year, has given much better satisfaction since Mr. Tomlinson made the alteration in the light.

In reference to a report having gone into some of the papers, to the effect that two vessels had been damaged by striking a rock while entering the harbour at Goderich, I beg to inform you that these accidents occurred at the Salt Dock, about one mile south of this harbour.

I am Sir,

Your most obedient servant,

T. N. DANCEY,

Harbour Master.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
OTTAWA.

APPENDIX No. 13.

REPORT ON THE BUOYS IN ST. JOSEPH'S CHANNEL, SAULT STE. MARIE,
ONT., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

CUSTOM HOUSE, SAULT STE. MARIE, 8th December, 1877.

SIR,—I have the honour respectfully to submit to you the following report for the past season in relation to the buoys and beacons in the St. Joseph's North Channel, &c.

On the 4th May (being five days sooner than last season) I left this port with four men on board a steam-lighter for the purpose of laying down the buoys, with the exception of the Bruce Mines buoy. The ice was all gone next day, we finished our work and returned to the Sault in the night.

The first American steamer arrived here on the 2nd May and the first Canadian steamer on the 7th.

As usual, the beacon on French Island Reef had been carried away in the autumn by the ice. This I replaced as soon as the water was of a sufficient temperature for the crew to work in it.

During the month of June I constructed two substantial range beacons at the New Channel and surveyed and buoyed a patch of boulders in Bear Lake, which had evidently been recently brought together by the ice. On this patch the "City of Owen Sound" propeller had struck a short time previously. All the other beacons were also repaired and painted.

I have constructed a good landing stage here sufficient to contain all the anchors and buoys. The work was all done by the boat's crew, the only expense being for the planks.

During the month of October, in the Custom House boat, I visited and examined the rocks at the west entrance of the Killarney Channel, referred to in my letter of the 29th August last. These rocks are under water to the depth of two or three feet, and are in a most dangerous position for vessels entering or leaving Killarney. Two beacons would be necessary; the cost of material would not exceed \$25, and the work could be done by the boat's crew. Five steamers made weekly trips through this channel last season.

On my way to Killarney I examined the south coast of Great Manitoulin Island, which is low and rocky, with shoals extending to a considerable distance from the shore, and in fact is a dangerous coast, with an extent of fifty miles, without even a good boat harbour, excepting at Providence and Michael Bays.

Providence Bay is exposed to the south-south-east and south-westerly winds, holding ground bed; and except at a great outlay could not be made a harbour of refuge.

Michael's Bay, ten miles further to the eastward, is well sheltered from all points, except west and north-westerly. In the south side of this bay there is good anchorage and holding ground with clay bottom and fifteen feet of water a short distance from the shore. This bay could, at a comparatively small outlay, by the construction of a short breakwater, be made a good harbour of refuge.

There is a good and safe harbour at the Duck Islands, fifty miles to the westward of Michael's Bay. I also examined the entrance to Manitoulin Gulf or South Bay, eight miles to the eastward of Michael's Bay, in Bayfield chart. I find that eight feet is erroneously given as the greatest depth of water at the entrance. From

actual sounding, I found fourteen feet. A lighthouse on the east and a beacon on the west of the entrance is much required. We returned to Sault Ste. Marie on the 23rd October, having been absent twenty-three days, with only two days of good weather.

I would again respectfully beg to urge the necessity of the examination and buoying of the Clapperton and Spanish River Channels, and to which I referred in my report of last year.

The last Canadian steamer for the season passed down on the 18th ult., and the last American steamer on the 30th ult.

On the 26th ult. I left with the Custom House boat's crew on board a steam lighter to take up the buoys in St. Joseph's North Channel, returning here on the night of the 30th ult., and next day the buoys, anchors and stores were secured for the winter.

I have the honour to be, Sir,

Your obedient servant,

JOS. WILSON,

Collector.

W. SMITH, Esq.,

Deputy Minister of Marine,

Ottawa.

APPENDIX No. 14.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. JOHN'S,
P. Q., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

ST JOHN'S, 4th Feb., 1878.

SIR,—By yours of the 19th January last, you request me to make a report. In answer, I must say that there is nothing in particular to which I have now to call the attention of the Department. The facts to which I alluded to in my report of 1876 and requiring the improvements therein mentioned have disappeared and everything, so far, seem to be satisfactory for the best ends of navigation.

I will send you the amount due the Department or the Receiver-General receipt for the same in a few days.

I have the honour to be, Sir,

Your obedient servant,

J. N. BOURASSA,

Harbour Master, Port of St. John's, P. Q.

WM. SMITH, Esq.

Deputy Minister of Marine, &c.

Ottawa.

APPENDIX No. 15.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SOREL, P. Q.,
FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

SOREL, P. Q., 22nd January, 1878.

SIR,—I have the honour to send you my annual report as Harbour Master for the year ended 31st December, 1877.

The amount of fees collected on vessels visiting this port for harbour dues is four hundred and twenty-one (421) dollars.

No serious accidents to vessels or mariners have happened during the past year in this port, and I have met with no difficulties in the execution of my duties as Harbour Master.

I have the honour to be, Sir,

Your most humble servant,

P. BELLEFUEILLE,

Harbour Master.

The HON. A. J. SMITH,
Minister of Marine and Fisheries.
Ottawa.

Sworn before me at Sorel, this 23rd day of January, 1878.

R. LATOURNEY, J. P.

APPENDIX No. 16.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF THREE RIVERS,
P. Q., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

THREE RIVERS, January 11th, 1878.

SIR,—I have the honour to submit my annual report, being for the year ended 31st December, 1878.

The amount of fees collected this year has fallen short of that of last year, which I attribute to the crisis which extends itself to every branch of industry. I have great pleasure to state 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 Three Rivers during the past season. I beg also to state that I have been well aided in the discharge of my duty by our new Collector of Customs, Mr. Lemieux.

The amount of fees collected during the past year is three hundred and eighteen dollars and fifty cents (\$318.50) as can be seen by my report.

I have the honour to be, Sir,

Your most obedient servant,

U. F. LANGLOIS.

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

APPENDIX No. 17.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GASPE, P.Q.,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.HARBOUR MASTER'S OFFICE,
GASPÉ, 21st December, 1877.

HONOURABLE SIR,—I beg to enclose list of vessels entered at the Harbour Office, Port of Gaspé, during the season of 1877, with the tonnage, rig and fees paid by each, the whole amounting to \$112.50. I beg to remark that there has been a slight falling off in the number of vessels entered this year, compared with 1876, but it can be accounted for by the small number of Point Esquimaux vessels entered this year, in consequence of Mr. Le Boutillier having purchased a large establishment at that place, and now supplies the fishermen of that place with the necessary outfits of salt, barrels, &c.

The entries at the Harbour Office this season have been 5 steamers, 1 barque, 4 brigs, 11 brigantines, 15 sea-going topsail schooners, and 85 fore and aft schooners; in all, 121 vessels of all classes. Other steamers and sailing vessels have been in port which had paid their harbour fees twice in other ports during the season.

I beg to remain, honourable sir,

Your obedient servant,

JOSEPH EDEN,

*Harbour Master.*Honourable A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 18.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF PASPEBIAC,
P.Q., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PORT OF PASPEBIAC, 31st December, 1877.

SIR,—I have the honour to submit my first report, being that for the year ending the 31st December, 1877.

Annexed please find a copy of the receipts and expenditures for this port.

I have the honour to be, sir,

Your obedient servant,

HUGH CHRISTIE,

Harbour Master.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

RECEIPTS AND EXPENDITURES of the Harbour from the 8th June until the 31st
December, 1877:

No.	Rec.	Registered Tonnage.	Fees Collected.
17	Brigantines.....	2,151	\$ cts. 17 00
9	Brigs.....	2,139	17 00
6	Schooners.....	114	3 50
1	Barque	352	3 00
	Total receipts.....		40 50
	By paid Le Boutillier Bros., for raising and beaching buoy.....	\$5 00	
	By paid J. P. Gellie as boatman	5 00	
	By paid E. Vincent, printing port regulations.....	4 00	14 00
	Balance in favour of Harbour Master.....		26 50

HUGH CHRISTIE,

Harbour Master.

Sworn before me at New Carlisle this 31st December, 1877.

JNO. R. HAMILTON, J. P.

 APPENDIX No. 19.

 REPORT OF THE HARBOUR MASTER FOR THE PORT OF CHATHAM,
 N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

CHATHAM, 4th January, 1878.

SIR,—I have the honour to enclose my report for the Port of Chatham, for year ended 31st December, 1877. Also statement of harbour dues collected, with deposit receipt of Bank of Montreal for amount deposited to credit of Receiver-General. (Vide Appendix No. 53). The trade of this port for the past year shows an increase over that of the previous year.

I have the honour to be, Sir,

Your obedient servant,

JOHN BROWN,

Harbour Master, Port of Chatham.

WM. SMITH, Esq.,

 Deputy Minister of Marine and Fisheries,
 Ottawa.

 STATEMENT of Harbour Dues, collected for the Port of Chatham for year ended
 31st December, 1877.

Harbour Dues collected.....	\$779 50
-----------------------------	----------

Expenses.

Amount of salary.....	\$300 00
Advertising tenders for buoys	1 60
Amount deposited Bank of Montreal, 4th January, 1878, per receipt.....	477 90
	\$779 50

JOHN BROWN,

Harbour Master, Port of Chatham, N.B.

APPENDIX No. 20

REPORT OF THE HARBOUR MASTER FOR THE PORT [OF] COCAGNE,
N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

COCAGNE, 22nd January, 1877.

SIR,—I have the honour to enclose my annual report with statement of vessels arriving at this port liable to pay harbour master's fees. (Vide Appendix No. 53). There have been several small schooners trading here (in 'and out of this port); I collected no fee from them, they having paid elsewhere. The buoys are all taken up and in good order except two, they having some water in them from being worm-eaten.

I have the honour to be, Sir,

Your obedient servant,

JOHN BROOKS,

Harbour Master.

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

Sworn before me at Cocagne,
this 22nd day of January, 1878.

JAMES LUCAS, J.P.

APPENDIX No. 21

REPORT OF THE HARBOUR MASTER FOR THE PORT OF DORCHESTER,
N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

DORCHESTER, 3rd January, 1878.

SIR, —I have the honour to submit my annual report with duplicate, for the year ended 31st December, 1877, a list of vessels paying harbour dues. You will see by the report a small increase yearly; also the number of vessels taking cargoes from railway wharf this last year. Schooners laden with coal, 184; barges laden with deals, 2. You will also see by report a number of these vessels, American, carry free-stone from Budrow Quarries to Ammon, Port Mastley.

I am, Sir

Your obedient servant,

JOSHUA KING.

HON. A. J. SMITH,
Minister of Marine & Fisheries,
Ottawa.

APPENDIX No. 22,

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HARVEY,
N.B., FOR CALENDAR YEAR OF 1877.

HARVEY, 5th January, 1878.

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, 1877.

The harbour dues are comparatively small, as a large portion of the coasters pay their dues before entering this port.

The buoys are safely placed on Riverside Wharf.

I have the honour to be,

Your obedient servant,

JOSEPH McALMON,

Harbour Master.

HON. A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 23.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HILLSBOROUGH, N. B., FOR THE YEAR ENDED 31ST DECEMBER, 1877.

PORT HILLSBOROUGH, 31st December, 1877.

SIR,—At the close of this year I have much pleasure to state to the Department that I have no reason to complain of any violation of the laws this year, as things have gone on quietly so far as I am aware. As regards buoys and beacons in the port of Hillsborough or in the Petitcodiac River, so called, there have not been any put down as yet.

I am requested by ship-owners of the place to say to you as there have not been any port wardens appointed since Confederation, they would like to have some appointed. There have been several applications to me. I said I would communicate to the Department. N. W. Bennett, John Marselle, and myself were the old ones I think.

I remain, yours very truly,

NEHEMIAH BENNETT,

Harbour Master.

Hon. A. J. SMITH,
Minister Marine and Fisheries,
Ottawa.

APPENDIX No. 24.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF NEWCASTLE,
N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

NEWCASTLE, 4th January, 1878.

SIR,—I have the honour to enclose my annual report for the year ended 31st of December, 1877. You will see by my return that the trade of the port of Newcastle is largely increasing every year; there are a great number of vessels that enter in the port of Charlottetown, and some come up to the port of Newcastle to discharge their ballast. But over fifty have come to take in cargo. A good many merchants doing their business and residing in Chatham employ mills in the port of Newcastle, and, of course, send the ships to take in their cargoes at the mills.

I am glad to state that all the mills, both in the tidal waters and above, are well prepared for either burning their sawdust and rubbish or hauling it away. The Baker mill on the North-west Branch, where we had some trouble last spring before he commenced cutting a splendid roadway at great expense for so small a mill, and now hauls everything away.

I have the honour to be, Sir,

Your obedient servant,

J. NIVEN,

Harbour Master.

WM. SMITH, Esq.,

Deputy Minister Marine & Fisheries,

Ottawa.

APPENDIX No. 25.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF BADDECK,
N. S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

BADDECK, 8th January, 1878.

SIR,—I have the honour to enclose my annual report with duplicate and statement of vessels arriving at this port liable to pay harbour master's fees (*vide* Appendix No. 53). 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.

I have the honour to be, Sir,

Your most obedient servant,

STEPHEN ATWATER,

Harbour Master.

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

APPENDIX No. 26.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF BEAR RIVER,
N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

BEAR RIVER, DIGBY, Co., 1st January, 1878.

SIR,—Enclosed find my returns of fees received from vessels entering the port during the year 1877.

I wish to bring to your notice the great amount of sawdust which has collected in our river within the last three years, and during the last year. I must say that no precaution has been taken by the mill-owners to prevent it, as Mr. Morehouse will not prosecute unless some person complains, as he has lost several cases, and had to pay the cost himself.

There is now in mid channel in places between Bear River and Victoria Bridge, upwards of six feet of sawdust, which Mr. Morehouse is known to by me.

I see no way for a remedy unless the House pass a law requiring the mill-owners to burn their sawdust.

I am, Sir,

Your obedient servant,

WM. F. HENNIGAR,

Harbour Master.

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

APPENDIX No. 27.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF BRIDGEWATER,
NOVA SCOTIA, FOR THE CALENDAR YEAR ENDED 31st DECEMBER,
1877.

HARBOUR MASTER'S OFFICE,

PORT OF BRIDGEWATER, 31st December, 1877.

SIR.—I have the honour to submit my annual report, being that for the year ended 31st December, 1877.

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.

Below 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,

JOS. R. WYMAN,

Harbour Master.

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

Rig.	Number.	Register Tonnage.	Fees Collected.
			\$ cts.
Schooners.....	106	7,747	36 50
Brigantines.....	44	8,806	39 00
Brigs.....	5	1,284	6 50
Barques.....	7	4,042	22 50
			\$104 50
To paid an Assistant.....		\$8 00	
do Printing receipts.....		1 75	9 75
			\$94 75

Sworn before me at Bridgewater, this 10th day of January, 1878.

J. WHITEFORD, J. P.

APPENDIX No. 28.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CAPE CANSO,
N.B., FOR THE CALENDAR YEAR ENDING 31st DACEMBER, 1877.

CAPE CANSO, NOVA SCOTIA,

9th January, 1878.

SIR,—I have the honour to submit my annual report, being that for the year ended 31st December, 1877.

I am glad to be able to state that nothing in the way of irregularities have occurred.

The amount of fees collected by me, as shown by my list of vessels entering the port, is \$34.00.

I have the honour to be, Sir,

Your obedient servant,

WILLIAM WALSH,

Harbour Masetr.

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

Sworn to before me, this 9th day of January, A.D. 1878.

S. COHOON, J.P.

APPENDIX No. 29.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CHETICAMP,
C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.HARBOR MASTER'S OFFICE,
CHETICAMP, C.B., 31st December, 1877.

SIR,—I have the honour to submit my annual report, being that for year ended 31st December, 1877. You will find a list, marked A, of vessels arriving at this port liable to pay Harbour Master's fees, but many of them have paid no fees to me, having two receipts for previous payments. I have to inform you the amount of fees collected in the port of Cheticamp for this year, 1877, and, as I only collected \$14 50, you will also find account, marked B, for hire and expenses for the channel. I have to say that the spar buoys were duly placed in the spring, as soon as could be ascertained, and were carefully kept in good order and repair during the whole season. I may also state that the spar buoys will not be more than four or five months before sinking under water, and, consequently, the ropes will become rotten and unfit for service. On the 22nd of April, I set 16 spar buoys, new in the channel; likewise on the 2nd of August. Through a gale of wind I lost three of them. Cause: ropes parted. In September 22nd, I had to shift them, 13 in number, because they were under water. Again, I would respectfully suggest that the Department should see the great necessity of placing two beacon lights and buoys and anchors.

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

F. AU COIN,
Harbour Master.

Sworn to before me, at N. E. Margaree, this 26th December, 1877.

M. A. Ross, J.P.

BILL OF EXPENSES INCURRED FOR BUOYING THE CHANNEL for the Port of Cheticamp
from the 22nd April, 1877, to 31st December 1877.

April 22, Paid for stone to attach to spar buoys, \$2 50.
 April 22, Paid for 31 lbs. of rope, at 17 cents, \$5 27.
 April 23, Paid for stuff to the buoys for flags, \$1 85.
 April 24, Paid for 16 spar buoys, at 10 cents, \$1 60.
 April 25, Paid for horse and cart and driver, 90 cents.
 April 25, Paid for marking the channel, \$5 75.
 April 26, Paid for boat and crew to placing the buoys, \$7 15.
 August 2, Paid for three spar buoys, at 10 cents, 30 cents.
 August 2, Paid for boat and crew to take up their stores, \$2.
 August 11, Paid for boat and crew to set them in place, \$3 40.
 September 22, Paid for 13 spar buoys, at 10 cents, \$1 30.
 September 22, Paid for 33 lbs. of rope, at 17 cents, \$5 73.
 September 25, Paid for boat and crew and tackle to take up buoys, \$9 70.
 September 26, Paid for boat and crew, to place buoys in mid channel \$8.
 December 28, Paid for boat and crew, to take up the buoys, \$7 50.
 December 28, Paid for wharfage for the winter, \$2.
 Amount, \$64 95.

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

FULGENCE AU COIN,
Harbour Master.

Sworn to before me, the 29th December, 1877.

M. A. Ross, J.P.

APPENDIX No. 30.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GETSON'S COVE, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

HARBOUR MASTER'S OFFICE,
GETSON'S COVE, 4th January, 1878.

SIR,—Below you will find report and statement of vessels that have arrived at this port and paid fees during the year, 1877. The amount is very small for the quantity of vessels which arrive in and pass through this port from which I collect no fees; for instance, vessels that anchor here on their way to Port Bridgewater, and other vessels from which fees have been collected at other ports which you will perceive are not included in my list.

With regard to the sunken vessel that was in the harbor near Parker's Island I had two vessels to raise her, and a sufficient quantity of men to take her to the shore as near as I could get her. In May, 1877, I then got material and men to raise her and chopped her to pieces, teams and hauled her out of the harbour altogether and for the small sum of \$67.83.

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, 1877.

Number.	Rig.	Register Ton- nage.	Fees Collected.
74	Schooners	4,224	\$ 60 00
4	Brigantines.....	660	6 00
3	Barques	1,889	12 00
Total receipts.....			78 00
Amount paid for stationery and assistance			2 50
Balance in favour of the Harbour Master.....			75 50

(Signed)

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 4th, 1878.

BENJ. RYNARD, J.P.

APPENDIX No. 3

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HALIFAX,
N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

HARBOUR MASTER'S OFFICE,

HALIFAX, N.S., 31st December, 1877.

SIR.—I have the honour to submit my report for the year ended 31st December, 1877.

The appointment of Halifax to be the winter mail port for the Dominion has been proved by the experience of last winter to be not only practicable but eminently satisfactory, the mails having been delivered in Montreal in less time than by the former route. There has not been the slightest detention on account of ice during the winter, and I do not anticipate any difficulty from that source in the future, as it never forms of sufficient strength in this harbour to impede its navigation by ocean steamers.

Annexed please find statement of the receipts and expenditure for the year.

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, 1877.

Number.	Rig.	Register Ton- nage.	Fees Collected.
			\$ cts.
80	Steamers.....	101,036	365 00
5	Ships.....	4,663	25 00
38	Barques.....	21,102	137 00
4	Barquentines.....	2,323	15 00
4	Brigs.....	822	7 00
129	Brigantines.....	20,949	201 50
861	Schooners.....	50,285	690 00
Total receipts.....			1,440 50
		\$ cts.	
By Paid for man and boat to board vessels.....		190 00	
do Stationery.....		24 00	
do Office expenses, &c.....		160 00	
			374 00
Amount reverting to Harbour Master.....			1,066 50

ELIJAH WOOD,
Harbour Master.

Sworn to before me at Halifax, N.S., this 31st day of Decemberr 1877.

WM. MCKERRON,
Notary Publico.

APPENDIX No. 32.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF INDIAN BAY
COUNTY OF SHELBURNE, NOVA SCOTIA, FOR THE YEAR
ENDED 31ST DECEMBER, 1877.

SIR,—I have the honour to submit my first-report as Harbour Master for the port of Jordan Bay, for the year ended 31st December, 1877.

I have to state with pleasure that fees collected on vessels arriving at said port or leaving the same have been paid willingly by the master or owner of said vessel, and I met with no difficulty in the execution of my duty in the collection of said fees. The number of vessels that arrived during the year was forty, but some had paid their harbour dues in other ports. The amount received by me was twenty-two dollars and fifty cents.

I remain, honourable Sir,

Your most obedient servant,

MATTHE MCKENZIE,

Harbour Master, Port of Indian Bay.

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

APPENDIX No. 33.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF LIVERPOOL,
N. S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

LIVERPOOL, 3rd January, 1878.

SIR,—I have the honour to submit my first annual report since appointment in January last, to the office of Harbour Master for this port.

Fees collected from two hundred and one vessels as per statement accompanying. (*vide* Appendix No. 53). This being a barred harbour most of the vessels calling here anchor outside in the Bay, either at Brooklyn on the eastern side, where there is a breakwater, or in Ballast Cove (so called) on the western; those only coming to the wharves that require to load or discharge cargoes, as loaded vessels cannot cross the bar except at high water. The steam dredge "Canada" was doing a good work when ordered away, and I think could she have remained two months longer, or spent two months more in the summer time, the bar would have been so far removed as to deepen the channel four or five feet. I think there would be no difficulty in keeping the passage open were the sawdust prevented from being thrown in the river at Milton, some two miles up. It sinks in the neighbourhood of the bar in large quantities through counter-currents, and besides filling up the bed of the river there, as well as for some distance up, finds its way, through the action of the the surf caused by south-easterly gales, into the Northern Coves; then it is taken up by the currents setting toward the breakwater, and there deposited. It thus does a double injury by destroying the holding ground in that vicinity, which on this account is not of late years nearly so good as formerly. This theory is strengthened by the fact that there is no sawdust whatever on the western shore.

There is now only one buoy in this harbour, a spar buoy, on the north-easterly point of ledge of Fort Point, to the left on the port hand when entering the river. The one on Barrel Rock (so called) on same side has been taken away by ice. This was shackled to an eye-bolt in the rock which was broken off. I would recommend the buoy being replaced by mooring it alongside the rock; I would also recommend a spar buoy to be placed on the south end of Neal's Ledge, situate about a mile to the south-east of Brooklyn breakwater, as at that place vessels working into the harbour with northerly wind incur considerable danger. With these additional buoys, and a good beacon-light on the above breakwater, the harbour will be much improved.

I have the honour to be, Sir,

Your obedient servant,

WM. A. KENNEY,

Harbour Master.

To Wm. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

APPENDIX No. 34.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF LUNENBURG,
N. S., FOR THE CALENDAR YEAR ENDED 31st OF DECEMBER, 1877.

SIR---I have the honour to report that for the year ended 1877 the spar buoys were taken up in the spring, and can buoys put down in their proper places. Then again this fall the can buoys were taken up and the spar buoys put down in their proper places; all done by Captain Burns, a very competent man for the business.

I have the honour to be, sir,

Your obedient servant,

(Signed)

WILLIAM BEGG,

Harbour Master.

Hon. A. J. SMITH,

Minister of Marine and Fisheries,

Ottawa.

APPENDIX No. 35.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF MACNAIR'S COVE, N. S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

MACNAIR'S COVE, 31st December, 1877.

SIR,—I have the honour to submit my report as Harbour Master for MacNair's Cove, for the year ended 31st December, 1877.

I have to state that the wharf was completely repaired last summer; that the outer end of the new block has sunk considerably, caused by the storm of the 25th September last; that some fenders have gone off the inside, leaving the bolts projecting, which makes it dangerous to vessels. I would recommend some repairs. The buoy has been safely landed on the 20th December, inst. The trade of this port is greatly on the increase. A great deal of dry fish and mackerel has been shipped from this port last fall.

I have to state that very little has been done with regard to my office, as the vessels frequenting this port paid harbour fees previous to coming here.

I am very glad to inform you that I have been enabled to perform my duty as Harbour Master without any interruptions.

I have the honour to be, Sir,

Your obedient servant,

(Signed) RONALD McEACHERN.

To Hon. A. J. SMITH,

Minister of Marine and Fisheries,

Ottawa.

Sworn to before me the 28th day of January, 1878.

B. W. ISAAC, J.P.

APPENDIX No. 36.

REPORT OF THE HARBOUR MASTER FOR THE PORTS OF NORTH-WEST
COVE, COLEMAN'S COVE AND ASPOTOGAN HARBOUR FOR
THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

NORTH-WEST COVE, January 8th, 1878.

SIR,—Below (*vide* Appendix No. 53) you will please find 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 as well as the others.

I remain, Sir,

Your obedient servant,

WM. MURPHY,

Harbour Master.

To the Honourable

Minister of Marine and Fisheries,
Ottawa.

Sworn before me at Fox Point, this 8th day of January, A.D. 1878.

JAMES H. COOLEN, J.P.

APPENDIX No. 37.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF PARRSBORO',
N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PORT OF PARRSBORO', 2nd January, 1878.

SIR,—I have the honour to enclose my annual report, with the statement of vessels arriving at this port liable to pay harbour master's fees (*vide* Appendix No. 53). Many of the vessels arriving at this port, I collect nothing from, they having two receipts for previous payments. The fees collected this year amount to \$18 50, nearly three times the amount of the year ending December, 1876; And I have no doubt that the year ending December, 1878, will be better still, as the shipments from this port was greatly increased.

I have the honour to be, Sir,

Your most obedient servant,

E. W. BEATY,

Harbour Master.

To WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

OTTAWA.

Sworn before me, this 4th day of January, 1878, at Parrsboro'

W. Y. KING, J. P.

 APPENDIX No. 38.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HAWKESBURY, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

HARBOUR MASTER'S OFFICE,

PORT HAWKESBURY, 3rd January, 1878.

SIR.—I have the honour to submit my annual report, being that for the year ended 31st December, 1877.

Annexed, please find a copy of the receipts and expenditure of the past year.

I have the honour to be Sir,

Your obedient servant,

DANIEL W. HENESEY,

Harbour Master.

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

Receipts and Expenditures of Harbour Master from Dec. 31, 1876 to Dec. 31, 1877.

Number of Steamers and Sailing Vessels	Register Tonnage.	Fees Collected.
30..... Steamers.....	22,054	\$ 10 00
11..... Barques.....	4,746	19 00
12..... Brigs.....	3,666	7 00
311..... Schooners.....	20,756	80 00
	126,930	\$ 776 00
Paid for Printing.....		1 75
Leaving a Balance of.....		114 25

I do hereby declare and affirm, that the foregoing account is just and true in every particular, to the best of my knowledge and belief.

DANIEL W. HENESEY,

Harbour Master.

Signed and declared before me, at Port Hawkesbury, this 3rd day of January, A.D., 1878.

M. McDONALD, J. P.

APPENDIX No. 39.

REPORT OF THE HARBOUR MASTER FOR PORT HOOD, N. S., FOR THE
CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

PORT HOOD C.B., 7th January, 1878.

SIR,—I have the honour to submit my annual report for the year ended December 31st, 1877.

I beg leave to state that the buoys of this port were painted, repaired and properly placed between the first and fifteenth of May, and carefully attended during the season.

On the twelfth day of November I had the Indique Shoal buoy taken in, and those in and at the entrance of the harbour on the 25th and 26th.

I find that there will be some fittings required for the buoys before setting them out in the spring.

I also beg leave to state that the fees received by me for the year were \$4.50.

Nothing of importance has transpired during the year to which I have to call your attention.

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.

Sworn to before me this eighth day of January, 1878.

DONALD McDONALD, J.P.

 APPENDIX No. 40.

 REPORT OF THE HARBOUR MASTER FOR PORT MULGRAVE, N. S., FOR
 THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

 HARBOUR MASTER'S OFFICE,
 PORT MULGRAVE, N.S.

SIR,—I have the honour to submit my annual report, being that for the year ended 31st December, 1877.

I am happy to state that nothing of importance in the way of irregularities has transpired during the year to which I have to call your attention.

Annexed please find a copy of receipts and expenditures of the office for 1877.

I have the honour to be, Sir,

Your obedient servant,

ANGUS H. McDONALD,

Harbour Master.

To WM. SMITH, Esq.,

Deputy Minister Marine and Fisheries,

Ottawa.

RECEIPTS and Expenditures of the Office for 1877.

Reg.	Number.	Register Ton- nage.	Fees Received
Schooners	266	16,184	\$ cts 236 00
Brigantines.....	3	973	7 50
	269	17,157	243 50

ANGUS H. McDONALD,

Harbor Master.

Sworn before me at Port Mulgrave, this 31st day of December, 1877.

DONALD KENNEDY, J. P.

APPENDIX No. 41.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF ST. MARGARET'S BAY, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

St. MARGARET'S BAY, N.S., 2nd January, 1878.

SIR,—I send you a statement of the vessels that entered in this port for the year ended 31st of December, 1877, and from which I could by law collect the fee of Harbour Master. The amount, as you will see, is very small, as all of the coasters pay their dues in other ports before entering this one. I am happy to inform you that nothing has transpired during the year, of which I have to complain.

I have the honour to be, Sir,

Your obedient servant,

PETER F. BOUTILLIER,

Harbour Master.

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

The above statement was sworn to before me at Margaret's Bay, this 5th day of January, A.D., 1878.

GEO. DAUPHINEE, J.P.

APPENDIX No. 42.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TUSKET, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

TUSKET, 14th January, 1878.

SIR,—I beg leave to forward you my annual report of vessels arriving and paying harbour dues, from 1st January to 31st December, 1877.

There are quite a number of vessels from which I get no dues, having paid elsewhere or come in for a harbour. The buoys were in good condition at the end of the year—only about two or three wanted to be put down.

I have the honour to be, Sir,

Your obedient servant,

FORMAN HATFIELD.

Harbour Master.

To the Hon. A. J. SMITH.

Minister of Marine and Fisheries,
Ottawa.

Sworn before me 14th January, A.D. 1878.

ENOS GARDNER, J.P.

RECEIPTS of the Harbour Master from first January to December 31st, 877:—

Rig.	Number.	Register Ton- nage.	Fees Collected.
Schooners.....	10	1,142	\$ cts. 14 00
Barques	1	355	
		1,497	

APPENDIX No. 43.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF YARMOUTH,
N. S., UP TO THE 13th OCTOBER, 1877.

YARMOUTH, N.S., 13th October, 1877.

SIR,—I have the honour to forward you a correct statement, duly sworn to, of the amount of Harbour Masters' fees collected at this port since the 1st of January, 1877, together with a statement of the amount expended. The balance I have retained as my salary. I have completed this year's work, including the laying down buoys for steam dredge "Canada," and the sounding out and piling of Milton Channel. I would beg your Honour to appoint a Harbour Master in my room as soon as you could make it convenient, as I require to leave for Philadelphia by the 15th inst.

I have the honour to be,

Your most obedient servant,

GEO. E. CANN,

Harbour Master.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

RECORD of vessels entering the Port of Yarmouth, N.S., liable to payment of Harbour Master's fees, under the Act 31 Vic., chap. 30:—

Rig.	Number.	Register Ton- nage.	Fees Collected.
Steamers	13	4,160	\$ cts. 32 50
.....	1	1,070	5 00
Barques	6	4,689	25 00
Brigantines.....	19	3,238	28 50
Schooners	221	9,666	157 50
Total number of ships.....	260		
Total amount of register tonnage.....		22,833	
Total amount of fees collected.....			248 50

EXPENDITURES FOR YARMOUTH HARBOUR, &c.

Printed forms for receipts.....	\$ 3 25
Painting and cleaning buoys and piles.....	12 87
Postage and stationery.....	1 50
Boat hire.....	50
Laying down temporary buoy for steam dredge "Canada".....	1 65
To balance.....	228 73
	<hr/>
	248 50

GEO. E. CANN,

Harbour Master.

YARMOUTH, N.S., 3rd October, 1877.

APPENDIX No. 44.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CASCUMPEC,
P. E. I., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

CASCUMPEC, PRINCE EDWARD ISLAND,

2nd January, 1878.

SIR,— By the present mail, I have the honour to transmit my report, statistically; and herein beg to submit my report in general for the year just closed.

1st. Vessels of light-water draft had this year no trouble in entering the port owing to the additional buoys in use. The harbour is not adapted for ships drawing more than eleven feet of water, there being only nine feet at low-water, and from eleven to twelve at high-water, ordinary spring tides.

2nd. I take the liberty of calling your Honour's attention to a fact well known to persons whose acquaintance with the port extends back some 36 to 40 years, namely, that previous to that time, ships drawing 17 feet of water, entered and departed from this harbour, until an opening was made by the sea during a violent storm through the ridge of sandhills dividing the Gulf and the Bay of Cascumpec; and subsequently, a second opening was made, thereby reducing the force of the current at the main channel, until it is now not sufficient to scour out the sand that accumulates on the bar with every shore wind. The closing, therefore, of those two outlets known as New Harbour and Goose Harbour, is indispensable to the successful navigation by large crafts to this port.

I have the honour to be, &c., &c.

GEORGE WELLS,

Harbour Master.

To the Honourable,

The Minister of Marine and Fisheries,

Ottawa.

APPENDIX No. 45.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CRAPAUD, P.
E. I., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

SIR,—I beg to transmit my annual report for the year ended the 31st December 1877.

I placed the buoys in their proper places in the spring, and carefully attended them the entire season; had them lifted in November, and properly landed without any loss.

I have also to state that in the month of April, the Brigantine "A. J. White," 98 tons, John Leblanc, Master; in the month of May, the Schooner "Mile," 83 tons, John Young, Master; and in August, the Bark "Sacramento," 568 tons, William Meikle, Master; all ran a-ground on the south-west part of Tryon shoals. In all the above cases, the weather being moderate and favourable, they all got off without any serious damage; had the weather been bad, and wind on shore, no doubt the consequences would have been very different, and ended in serious loss of life and property. The Captains of the above-named vessels all complain of their charts, and say they only show the shoals to be one-third of a mile from land, when they are actually from two and one-half to three miles off. They also considered there should be a bell buoy or a large red buoy on such a very dangerous shoal. There is no regularly-appointed pilot for this port, the man that acts as pilot, Captain G. Clark, a man that has had a great deal of experience in the Straits of Northumberland for the last 22 years, considers there should be a buoy of some kind on the above-mentioned shoals; his opinion is that the proper one would be a bell buoy.

There is also needed for this harbour, range lights. There is now only one light, and it is hoisted every night on a small spar; it is a very poor one, and altogether insufficient for the requirements of this port. The masters of vessels not acquainted with the place, all complain, and say they have no account even of the light that is here; an account of it, they have told me, has never been published.

A pilot is very much needed for this port; that is, a regularly-appointed one, as it now stands, it is hardly worth a man's while to attend; that is, a man of any ability. If protected by the law it would be well worth a good man's attending, and seeing after vessels requiring his services.

I also send you with this report, an account of the fees collected this season; number of vessels, tonnage and rig, which I hope you will find correct.

I have the honour to be, Sir,

Your obedient servant, &c.

WESLEY MYERS,

Harbour Master.

To the Hon. A. J. SMITH,

Minister of Marine and Fisheries,

Ottawa.

Rig.	Number.	Registered tonnage.	Fees collected.
Schooners	16	1,170	15 00
Brigantines	3	450	5 00
Barks	2	647	4 50
Total.....	21	2,268	24 50

There has been 155 (one hundred and fifty-five) vessels in all entered at this port since opening of navigation, the above are all that paid any fees, the rest had paid at other ports.

Yours, &c.

W. MYERS.

Sworn to before me this 7th day of January, 1878, at Crapaud, P.E.I.

SOLOMON J. B. LEARD, J.P.

APPENDIX No. 46.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF EGMONT BAY, P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

EGMONT BAY, P.E.I., 30th December, 1877.

SIR,—I beg to report, for the year ended 31st December, 1877, that the buoys were properly placed in the spring. One buoy was broken, but was immediately replaced, and carefully attended to the entire season. Some spiles were put down, and also carefully watched and kept in order. Two stone wedges and one chain will be wanted in the spring.

There were only two vessels sailing from this port during the season that I could exact any fee from, and when I exacted payment, they showed me papers of paying twice previously in the year. There were some small crafts in the port, but they were under tonnage. I have also attended to the duties of my office, according to the Act and instructions furnished to me.

I have, etc.,

ALEX. McARTHUR,

Harbour Master.

TO HON. ALBERT J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

Sworn before me the 12th day of January, 1877.

WILLIAM HENRY HOPGOOD, J. P.

APPENDIX No. 47.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GEORGETOWN,
PRINCE EDWARD ISLAND, FROM THE 22nd DAY OF OCTOBER TO
THE 31st DAY OF DECEMBER, 1877.

GEORGETOWN, 11th February, 1878.

SIR,—I have the honour to submit my report, with a list of vessels which paid harbour dues to me from the date of my appointment to the 31st day of December, 1877:

Previous to my appointment, two of the buoys had gone adrift, and I could get no account of them; I therefore put two spar buoys in their places, by the order of Mr. Mitchell. I had all the buoys in the harbour taken up in the month of December; but as the harbour remained open, and vessels entering and departing, I put a spar buoy on the Thrum Cap Shoal; this buoy is still there.

I have the honour to be, Sir,

Your most obedient servant,

JOHN HAGGART,

Harbour Master.

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

Sworn before me this Eleventh day of February, A.D. 1878.

A. C. STEWART, J. P.

APPENDIX No. 48.

REPORT OF THE HARBOUR MASTER FOR THE HARBOUR OF NEW
LONDON, P. E. I., FOR THE CALENDAR YEAR ENDED 31ST
DECEMBER, 1877.

NEW LONDON, 29th January, 1878.

SIR,—I beg to transmit my annual report for the year ended 31st December. The buoys were properly placed and kept in place and carefully attended to during the entire season. The new work for the breakwater was being floated away for the want of a sufficient quantity of stone. I would suggest to the Department the sooner work is done on it the better. Most of our schooners lay up in southern ports for the winter; that is what makes our fees collected so small. Eight dollars and fifty cents is the amount collected from ten schooners.

I have the honour to be, Sir,

Your obedient servant,

GEORGE MCKENZIE,

Harbour Master.

Sworn before me this 29th day of January, A.D. 1878, at French River, in Queen's County.

JAS. PIDGEON, J. P.,

For Queen's County.

APPENDIX No. 49.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF PINETTE, P.
E. I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PINETTE, P. E. ISLAND, 12th Jany., 1878.

SIR,—I beg to enclose a statement of vessels arriving at this port liable to pay Harbour Master's fees, the most of them having two receipts for previous payments. Those mentioned in the list form but a small portion, as you can see by my report enclosed. I am glad to inform you that nothing in the way of irregularities has transpired during the season, except what you can see in my remarks enclosed herewith. I would also call your attention to the fact that several vessels put in for shelter during the year, on account of the convenience afforded by the buoy placed out on the bar.

I would recommend some spare chain to be on hand in case of those in use parting in a gale of wind. Hoping you will give these remarks due consideration,

I am, Sir,

Your most obedient servant,

NEIL McLEOD,

Harbour Master.

To WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

APPENDIX No. 50.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TRACADIE,
P. E. I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

TRACADIE, P.E.I., 31st December, 1877.

SIR,—I herewith enclose my of returns for the past year, which I hope you will find satisfactory.

A large number of small vessels entered the harbour this season, but paid their fees in other ports before coming here; and the sum of three dollars was all I collected.

I have the honour to remain,

Your most obedient servant,

HUGH CAMPBELL,

Harbour Master.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine & Fisheries,

Ottawa.

I, Hugh Campbell, Harbour Master of Tracadie Harbour, in the Province of Prince Edward Island, make oath and say that the foregoing statement and account of fees collected by me is true fact and substance, So help me God.

Sworn to before me at Tracadie, this 31st day of December, 1877.

JOHN A. McDONALD, J.P.

APPENDIX No. 51

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TRYON, P. E. I.
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

TRYON, P.E.I., 31st December, 1877.

SIR,—I have the honour of reporting that since my appointment to office last March I have attended to the duties of the same.

I had the buoys put in their proper places in the spring and lifted them in the month of November without any loss. I also beg to state that I have collected no fees this season, vessels coming to this port having paid all their fees before arriving. There are four spare buoys needed very much to be placed along the edge of the channel, it being very crooked. These I will try and have placed next spring in proper time.

I have the honour to be, Sir,

Your obedient servant,

ALEX. HOWATT.

Harbour Master.

The Hon. A. J. SMITH,
Minister of Marine,
Ottawa.

Sworn to before me this 14th January, 1878.

SOLOMON LEARD, J.P.

APPENDIX No. 52.

REPORT OF THE HARBOUR MASTER FOR THE PORTS OF VICTORIA
AND ESQUIMALT FOR THE CALENDAR YEAR ENDED
31st DECEMBER, 1877.

HARBOUR MASTER'S OFFICE,

VICTORIA, B.C., 8th January, 1878.

SIR,—I have the honour to inform you that only two vessels, viz., the "Lady Lampson," 412 tons, Captain Gaudin, on March 17th, 1877, and the "Prince Rupert," 491 tons, Captain Mayne, on the 7th September, 1877, both for London, loaded at this port. The cargoes consisted of oil, salmon, and furs; they were not loaded up to their load marks.

All English ships that arrive at this port have invariably their deck and load lines marked upon their sides, but all foreigners have not.

vessels loaded here wholly or partially with grain.

I have the honour to be, Sir,

Your most obedient servant,

J. NAGLE,

Harbour Master

for Victoria and Esquimalt.

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries
Ottawa.

STATEMENT of Receipts and Expenditure in connection with the office of Harbour Master of the ports of Victoria and Esquimalt from January 1st to December 31st, 1877.

January	—To amount of fees received as per statement herewith.....	\$ 49 00
February	— do do do do	29 00
March	— do do do do	36 50
April	— do do do do	24 00
May	— do do do do	28 50
June	— do do do do	8 00
July	— do do do do	7 00
August	— do do do do	5 50
September	— do do do do	31 00
October	— do do do do	16 00
November	— do do do do	15 00
December	— do do do do	13 00

\$262 50

J. NAGLE,

Harbour Master.

Sworn before me at Victoria, this 3rd day of January, 1878.

R. P. RICHET, J.P.

APPENDIX No. 53.

TABLE showing the names of Ports proclaimed under the Dominion Acts, 36 Vic., chap. 9, 37 Vic., chap. 34, and 38 Vic., chap. 30, for the appointment of Harbour Masters, the dates of proclamation, the names of the Harbour Masters appointed under the Acts named, and the Acts 35 Vic., chap. 42, and 36 Vic., 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, 1877, 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 1877.	Amount paid over to Receiver-General.
Collingwood.....	3 Mar., 1877..	Andrew Lockerbie	3 Mar., 1877..	\$ cts. 200 00	\$ cts. 181 50	.....
Goderich.....	28 April, 1876..	Thomas Dancy.....	22 April, 1876..	300 00	250 50	.....
Penetanguishene	2 Feb., 1877..	Louis Columbus.....	2 Feb., 1877..	200 00	17 50	.....
Southampton.....	23 Sept., 1875..	David Cascaden.	13 Sept., 1875..	100 00	33 50	.....

PROVINCE OF QUEBEC.

Gaspé.....	25 Sept, 1874..	Joseph Eden.....	22 Sept., 1874..	500 00	112 50	.....
Matane.....	19 Oct., 1877..	Edward Lacroix.....	19 Oct., 1877..	200 00	No return.	.....
Paspebiac	12 May, 1877..	Hugh Christie.....	22 May, 1877..	150 00	40 50	.....
Rimouški.....	5 Mar., 1877..	P. D. Rouleau.....	5 Mar., 1877..	200 00	10 00	.....
St. Johns.....	} Within the harbor of Montreal.	Julien Napoleon Bourassa...	21 July, 1876..	400 00	797 00	397 00
Sorel.....		Pierre Bellefeuille.....	20 April, 1875..	300 00	421 00	121 00
Three Rivers.....		Uldoric Frederick Langlois.	14 June, 1875..	300 00	318 50	18 50

PROVINCE OF NEW BRUNSWICK.

Bathurst.....	30 May, 1873...	Peter J. Hachey.....	12 Dec., 1874..	200 00	61 50	.....
Bay Verte.....	30 May, 1873...	No appointment. ....	.....	.....	.....	.....
Buctouche.....	30 May, 1873...	John Keswick.....	20 April, 1876..	100 00	41 50	.....
Campbelltown ...	30 May, 1873...	William Mott.....	9 July, 1873..	200 00	6 50	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &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 1877.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Campobello.....	30 May, 1873...	John Benjamin Beatty.....	7 July, 1873..	100 00	28 00	.....
Caraquet.....	30 May, 1873...	Gervais Basil Paulin.....	30 April, 1874..	150 00	39 50	.....
Chatham.....	30 May, 1873...	John Brown.	7 July, 1873..	300 00	779 50	479 50
Cocagne.....	30 May, 1873...	John Brooks.....	7 July, 1873..	100 00	0 00	.....
Dalhousie.....	30 May, 1873...	John Urquhart Campbell....	8 July, 1874..	200 00	92 50	.....
Dorchester.....	30 May, 1873...	Joshua King.....	9 July, 1875..	200 00	64 00	.....
Fredericton.....	30 May, 1873...	No appointment. ....	.....	.....	.....	.....
Grand Manan....	18 Sep., 1876..	James A. Pettis.....	18 Sept., 1876..	100 00	No return.	.....
Great Shemogue	17 May, 1875..	John Avarde.....	10 May, 1875..	100 00	3 50	.....
Harvey.....	30 May, 1873...	Joseph McAlmon.....	10 April, 1875..	100 00	8 50	.....
Hillsborough....	30 May, 1873...	Nehemiah Bennett.....	30 April, 1874..	150 00	47 00	.....
Ledge of St. Stephens.....	30 May, 1873...	Charles Young.....	22 April, 1876..	100 00	16 00	.....
Moncton.....	30 May, 1873...	No appointment.....	.....	.....	.....	.....
Musquash.....	26 Mar., 1874..	Samuel Hayward.....	26 Mar., 1874..	100 00	.....	.....
Newcastle.....	30 May, 1873...	John Niven.....	7 July, 1873..	300 00	271 00	.....
North Joggins...	30 May, 1873...	No appointment.....	.....	.....	.....	.....
Richibucto.....	30 May, 1873...	James Alexander Jardine....	11 May, 1874..	200 00	207 00	.....
Rockland.....	30 May, 1873...	No appointment.....	.....	.....	.....	.....
Sackville.....	30 May, 1873...	No appointment.....	.....	.....	.....	.....
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	72 00	.....
St. Martins.....	14 May, 1874..	Joseph Carson.....	14 May, 1874..	100 00	0 00	.....
Shediac.....	30 May, 1873...	Alexander McQueen.....	19 May, 1876..	300 00	192 00	.....
Shippegan.....	30 May, 1873...	Peter DeGrace.....	1 June, 1876..	100 00	5 00	.....
Tracadie.....	17 May, 1875..	Vital Arceno.....	9 July, 1875..	100 00	3 00	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA.

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 1877.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Annapolis.....	12 Mar., 1875..	Jacob Troop Starratt	25 Feb., 1875..	200 00	67 50	.....
Baddeck.....	23 Sept., 1875..	Stephen Atwater.....	15 Sept., 1875..	100 00	19 00	.....
Bear River.....	25 Sept., 1874..	William Fenwick Hennigar.	22 Sept., 1874..	400 00	45 00	.....
Bridgewater.....	6 May, 1874..	Joseph Robins Wyman	6 May, 1874..	100 00	104 50	.....
Bras d'Or, including New Campbelltown	6 May, 1874..	Francis Dunlap.....	6 May, 1874..	200 00	4 00	.....
Cape Canso.....	6 June, 1876..	William Walsh.....	6 June, 1876..	100 00	31 00	.....
Cheticamp.....	20 April, 1876..	Fulgence Aucoin.....	15 April, 1876..	100 00	14 50	.....
Clementsport.....	1 May, 1877..	Thomas Tracey.....	1 May, 1877..	150 00	10 50	.....
Getson's Cove.....	12 Mar., 1875..	George Henry Zwicker	25 Feb., 1875..	300 00	78 00	.....
Halifax.....	No proclamation required by Act.	Elijah Wood	7 Oct., 1872..	1600 00	1440 50	.....
Indian Bay.....	25 Oct., 1876..	Matthew Dripps McKenzie..	25 Oct., 1876..	150 00	22 50	.....
Little Glace Bay	3 Aug., 1874..	Henry Mitchell.....	23 July, 1874..	200 00	181 50	.....
Liverpool.....	19 Jan., 1877..	Wm. A. Kenney	19 Jan., 1877..	200 00	226 00	26 00
Lunenburg.....	3 Dec., 1875..	William Henry Begg.....	3 Dec., 1875..	150 00	73 00	.....
McNair's Cove.....	12 Mar., 1875..	Ronald McEachen.....	8 Mar., 1875..	150 00	0 00	.....
Margaret's Bay.....	16 July, 1875..	Peter Francis Bontillier.....	9 July, 1875..	100 00	36 50	.....
Neil's Harbour.....	28 April, 1876..	Augus Buchanan.....	11 April, 1876..	100 00	0 00	.....
North Sydney.....	9 April, 1874..	George Bennett Ingraham...	9 April, 1874..	500 00	487 50	.....
Northwest Cove, Coleman's Cove and Aspotogan Harbour.....	29 Dec., 1876..	William Murphy.....	29 Dec., 1876..	200 00	5 00	.....
Parrsborough.....	22 Oct., 1873..	Edward Walter Beaty.....	22 Oct., 1873..	100 00	18 50	.....
Pictou.....	No proclamation required by Act.	John Gunn.....	14 Aug., 1875..	400 00	1650 00	.....
Plaster Harbour.....	6 May, 1874..	Donald Fraser	6 May, 1874..	200 00	10 00	.....
Port George.....	1 May, 1877..	Chas. H. Weaver.....	1 May, 1877..	150 00	6 00	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1877.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Pt. Hawkesbury.	16 July, 1875..	Daniel Henesey.. .. .	9 July, 1875..	200 00	116 00	.....
Port Hood	16 July, 1875..	John Murphy, jun.....	9 July, 1875..	200 00	4 50	.....
Port Mulgrave ...	8 Mar., 1876..	Angus H. McDonald	23 Mar., 1876..	200 00	243 50	43 50
Pugwash.....	22 Oct., 1873..	A. A. Stevens.....	22 Oct., 1873..	100 00	68 00	.....
Sheet Harbour...	14 May, 1874..	William Hall	14 May, 1874..	150 00	30 50	.....
Shelburne.....	27 Aug., 1877..	James Muir.....	27 Aug., 1877..	200 00	No return.	.....
Tasket	18 Mar., 1875..	Forman Hatfield.....	1 Mar., 1875..	100 00	14 00	.....
Wallace... ..	22 Oct., 1873..	William Macnab	22 Oct., 1873..	100 00	10 00	.....
Windsor.....	24 Sept., 1874..	James Smith Wiley.....	22 Sept., 1874..	400 00	306 00	.....
Whycocomah....	29 Oct., 1875..	Neil McKinnon	8 Oct., 1875..	100 00	13 00	.....
Yarmouth.....	18 Mar., 1875..	{ Ebenezer Scott.....	19 Oct., 1877..	} 250 00	{	}
		{ George Edward Cann.....	21 July, 1876..			

PROVINCE OF PRINCE EDWARD ISLAND.

Bay Fortune.....	10 April, 1875..	William R. Dingwell.....	10 April, 1875..	200 00	No return.	.....
Cardigan Bridge	15 July, 1874..	George Alley.....	4 Nov., 1874..	200 00	No return.	.....
Cascumpec.....	15 July, 1874..	George Wells.....	17 June, 1874..	200 00	21 00	.....
Charlottetown...	15 July, 1874..	David Small.....	17 June, 1874..	400 00	261 50	.....
Crapaud	15 July, 1874..	Wesley Meyers.....	17 June, 1874..	200 00	24 50	.....
Egmont Bay.....	15 July, 1874..	Alexander McArthur.....	17 June, 1874..	200 00	0 00	.....
Georgetown	15 July, 1874..	John Haggart.....	17 June, 1874..	200 00	17 50	.....
Grand River.....	10 April, 1875..	Ronald S. McDonald.....	10 April, 1875..	200 00	7 00	.....
Malpeque	10 July, 1874..	Vacant .....	.....	.....	.....	.....
Montagu Bridge	15 July, 1874..	Daniel C. Campbell.....	17 June, 1874..	200 00	14 50	.....
Murray Bridge ...	15 July, 1874..	William Millar	17 June, 1874..	200 00	15 50	.....
New London.....	15 July, 1874..	George Mackenzie.....	17 June, 1874..	200 00	8 50	.....
North Pinette....	15 July, 1874..	Niel McLeod.....	17 June, 1874..	200 00	6 50	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND—*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 1877.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Port Hill.....	15 July, 1874..	James Ellis.....	17 June, 1874..	200 00	6 60	.....
Rollo Bay.....	10 April, 1875..	Charles Deagle	10 April, 1875..	200 00	No return.	.....
Rustico	17 May, 1875..	William McNeill, jun.....	5 May, 1875..	200 00	No return.	.....
St. Peter's Bay..	10 April, 1875..	James McDonald	10 April, 1875..	200 00	0 00	.....
Souris East.....	10 April, 1875..	Stephen H. McDonald.....	8 Oct., 1877..	200 00	.....	.....
Souris West	10 April, 1875..	Alexander Halloran.....	10 April, 1875..	200 00	No return.	.....
Summerside.....	15 July, 1874..	Ronald Campbell	17 June, 1874..	200 00	45 00	.....
Tracadie.....	17 May, 1875..	Hugh Campbell.....	5 May, 1875..	200 00	3 00	.....
Tryon.....	12 April, 1877..	Alexander Howatt.....	12 April, 1877..	200 00	No return.	.....
Vernon River Bridge.....	19 July, 1874..	John Furness	17 June, 1874..	200 00	14 00	.....
West River.....	17 May, 1875	Ewan McMillan.....	5 May, 1875..	200 00	0 00	.....

PROVINCE OF BRITISH COLUMBIA.

Burrard Inlet. ...	4 Dec., 1876..	Isaac Johns.....	4 Dec., 1876..	400 00	280 50	.....
Nanaimo.....	10 April, 1875..	Thomas Eric Peck.....	25 April, 1876..	500 00	290 50	.....
Quadra.	17 April, 1877..	John Kenney.....	17 April, 1877..	300 00	No return.	.....
Victoria and Esquimalt.....	20 Mar., 1875..	Jeremiah Nagle.....	8 Mar., 1875..	600 00	262 50	.....

WM. SMITH,
Deputy Minister of Marine, &c

OTTAWA,
1st January, 1878

APPENDIX No. 54.

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, 1877.

COLLECTIONS IN PROVINCE OF QUEBEC.

	Number of Tons.	\$ cts.	\$ cts.
Magdalen Islands.....	5,254	525 48	
Cape Chatte, Gaspé.....	288	28 80	
			554 28

COLLECTIONS IN PROVINCE OF NEW BRUNSWICK.

Richibucto	15,730	1,573 02	
Bathurst	2,521	252 14	
			1,825 16

COLLECTIONS IN PROVINCE OF NOVA SCOTIA.

Ingonish	178	17 82	
			17 82
			2,397 26

Expenditure on account of Harbour Improvements, for the Fiscal Year ended 30th June, 1877 :

Richibucto, N.B., for building breakwater \$1,621 54

WM. SMITH,
Deputy Minister of Marine, &c.

OTTAWA, 1st January, 1878.

APPENDIX No. 55.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

MONTREAL, 26th January, 1878.

SIR,—I have the honour, by desire of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the following Report of the Pilotage District of Montreal for the year ended 31st December, 1877, in accordance with the provisions of the 24th section of the Act respecting pilotage.

There were no new pilots licensed in this district in 1877.

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.....	73	} To pilot any vessel within the Pilotage District of Montreal.	Joseph O. Hamelin.....	43	} To pilot any vessel within the Pilotage District of Montreal.
P. Marcel Mathieu.....	57		Joseph Chandonnet.....	36	
*Francois A. Mayrand.....	57		Louis A. Bouillé.....	37	
Joseph Leveille.....	59		Prudet Beaudet.....	35	
Hector Hamelin.....	59		Elzear Belisle.....	42	
Leandre Mayrand.....	54		George Belisle.....	37	
Zephirin Bouillé.....	48		Joseph Pleau.....	39	
Placide Gallardet.....	61		Célestin Brunet.....	34	
Joseph Barnabé dit Lafriniere.	64		Louis Belisle.....	31	
Cyrille Belisle.....	49		Damas Caien.....	36	
Adolphe Lisé.....	47		Ulric Groleau.....	29	
G. Raymond.....	47		Alfred Frenette.....	37	
E. Toupin.....	52		Alfred St. Amand.....	33	
Augustin Naud.....	50		Phillipe Belanger.....	38	
Hubert A. Belisle.....	46		Victor Gagnon.....	38	
Athanase Dufresne.....	43		Narcisse Perrault.....	39	
Jean B. Dorval.....	45		Trofé Toupin.....	29	
Louis N. Bouillé.....	50		Cleophas Auger.....	30	
Edouard Naud.....	34		François Deyordy.....	32	
Pierre Gagnon.....	49		Ferdinand La Branche.....	31	
Onesime Naud.....	36	David Perrault.....	35		

* Suspended for one year.

NAME and age of each apprentice serving his time under the authority of the Harbour Commissioners of Montreal:—

Name.	Age.	Name.	Age.
Ferdinand Pilote.....	39	Wilbrod Gauthier.....	26
Joseph Toupin.....	28	Nere Belleisle.....	26
Alexis Gauthier.....	31	Louis Z. Bouillé.....	29
Leon Croteau.....	39	Louis Mayrand.....	31
Trefle Gosselin.....	38	Hubert Perrault.....	31
Jean Arcand.....	25	Odilon Protelance.....	26
Alphonse Cossette.....	29	Laurent Gauthier.....	28
Deleven Naud.....	25	Tancrede Bouillé.....	24
Norbert Arcand.....	23	Leboire Perrault.....	33
Ulric Toupin.....	24	Jean Naud.....	22
Aubert Raymond.....	22	Joseph Hurteau.....	18
Nestor Arcand.....	22	Wilfred Raymond.....	24
Gedeon Groleau.....	26	Adolphe Richard.....	30

There have been several casualties during the past season, two or three of them of a serious nature, and which were promptly investigated by the Commissioners, and the particulars will be found mentioned below.

On the 28th May, opposite Three Rivers, the brig "J. H. Lubkin" came into collision with the market steamer, "City of St. John," with very slight damage to either vessel.

On the 29th May, the steamship "Lake Nepigon," on her way down the river, grounded in the ship channel just below Sorel, on a sand bank previously unknown, which had formed during the winter by the action of the ice. After lightering part of her cargo she got off without damage.

On the 30th May, the steamship "Lake Champlain" came into collision with the schooner "J. Wallis" (of Pictou) off Cape Charles, in the River St. Lawrence, cutting the schooner down to the water's edge, obliging her to be beached. The matter was not brought before the Commissioners, and no investigation was asked for by any of the parties concerned.

On the 4th July, the steamer "Elphinstone," on her way up, and the steamer "Redewater," on her way down, came into collision in the ship channel at Pointe aux Trembles; both steamers very seriously damaged, the latter being obliged to be beached near the scene of accident, and the "Elphinstone" tried to reach the harbour, but sunk on her way. The Commissioners made a most searching inquiry into this case; and after examination (under oath) of a number of witnesses on both sides, and hearing counsel, they suspended for one year Pilot F. A. Mayrand, in charge of the steamship "Elphinstone." The case against Joseph Chandonnet, Pilot on board the steamship "Redewater," they considered not proven.

On the 17th July, the steamship "Rosslin Castle," *en route* for Montreal, grounded near Flat Island, the entrance of the new Contrecoeur Channel; no damage.

On the morning of 15th September, the steamship "Lake Megantic," on her way to Quebec, got ashore in a heavy fog on the Hochelaga batture, just below the Hudon Cotton Factory. After lightering part of her cargo, got off without damage. The agents stated that they had no complaint to make against the pilot in charge.

On the 23rd September, the ship "Glenfinart," in tow of the tug "Rocket," in thick weather, grounded in the Lavaltrie Channel, but got off without damage.

On the 7th October, the steamship "Earl of Lonsdale," *en route* for Montreal, when near Port St. Francis came into collision with the tug "Rapid" and a tow of barges, and sank two of the barges. The Commissioners investigated the case, and no charge having been made against the Pilot, H. Hamelin (of the steamer Earl of Lonsdale), they decided that the evidence before them did not warrant any censure being passed upon him.

On the 15th November, the steamship "Stevensons" grounded in the harbour, when on her way downwards, and damaged her bottom.

To the extreme lowness of the water in the river this season, and the increase in the size and draught of the steamers and other vessels employed in the trade of the port, may be attributed several of the accidents that have occurred. The using of the improved ship channel by rafts and small crafts, and the fact that vessels under 250 tons burden not being obliged by law to take a pilot, are generally piloted by ignorant and inexperienced persons, are also sources of danger. The deepening of the ship channel will greatly obviate the first two causes; and the Commissioners have under consideration several schemes for doing away with the other difficulties.

I have further to report that:—

No pilots died during the year.

Joseph Barnabé dit Lafriniere, aged 65, was licensed for one year, in conformity with the 36th section of the Pilotage Act of 1873.

Pilots Zéphérin Mayrand, aged 69, and Joseph Dussereau, aged 69, were both superannuated.

There are forty-two acting pilots.

Tariff of pilotage now in force in the Pilotage District of Montreal:—

Quebec to Montreal, or vice versa.

	Upwards.	.....	Downwards.
Pilotage of vessels in tow of a steamer, for each foot of draught of water.....	\$2 00	.....	\$2 00
Pilotage of vessels propelled by steam, for each foot of draught of water.....	2 50	.....	2 50
Pilotage of vessels under sail, for each foot of draught of water.....	4 20	.....	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	.....	5 00

The amount received for poundage, being 5 per cent. on the earnings of the pilots, was \$1,596.84 (which would show that the total earnings of the pilots were about \$31,936). In addition to this, there was received the sum of \$1,744.49, being interest on investments, and an amount of \$161 60 pilotage dues on vessels obliged by law to pay pilotage dues, but which did not take pilots, making a total of \$3,520.93.

The disbursements were \$1,746, paid as pensions to old and infirm pilots and the widows of pilots.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,

Assistant Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

APPENDIX No. 56.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1877.

QUEBEC, 29th January, 1878.

SIR,—In answer to your request contained in your telegram of last night, I have the honour to transmit to you herewith, the following documents, viz. :—

1. A list of the Branch Pilots for and below the Harbour of Quebec, according to seniority, on the 31st December, 1877.
2. A list of Apprentices Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority, on the 31st December, 1877.
3. A statement of the Revenue and Expenditure of the Corporation of Pilots, including a statement of the Pension Fund.

These lists and statement, together with the information contained in the Corporation of Pilots Secretary's letter annexed to my letter to you of the 17th instant, will, I hope, complete the information you require with regard to the Commissioners' Pilotage Authority.

The officials of the Corporation of Pilots having informed me that they were in the habit of furnishing your Department with the statements I have the honour to address to you to-day. I never thought to annex them to the Report already transmitted, especially as they are the only authority where such information can be obtained.

Hoping that these documents will reach in time and that the delay in receiving them will not interfere with the preparing of your Report,

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

A. H. KENT,
Secretary-Treasurer

WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

LIST of Branch Pilots for and below the Harbour of Quebec, according to seniority on the 31st December, 1877.

No.	Names.	Age.	Residence.	Remarks.
1	Edouard Pettigrew.....	72	Green Island.....	
2	Alexis Delisle.....	67	St. John, Orleans.....	Pensioned during the year.
3	Joseph Pepin.....	68	do	
4	Jean Bourget.....	69	Notre-Dame, Lévis.....	Pensioned during the year.
5	Frs. Jos. Pouliot.....	70	Rimouski.....	Pensioned during the year.
6	Frédéric Bernier.....	73	Quebec.....	
7	Charles Nolet.....	69	do	
8	Ives Silvestre.....	68	do	
9	Maximilien Caron.....	68	do	Dead.
10	Ls, Joseph Lavoie.....	67	Notre-Dame, Lévis.....	
11	Thomas Couillard Després.....	67	Bienville, do	
12	Vital Chamberland.....	66	Lauzon, do	Pensioned during the year.
13	Laurent Tremblay.....	67	Bienville, do	
14	Dominique Girard.....	63	Green Island.....	
15	Edouard Marcoux.....	70	Ste. Petronille, Orleans.....	
16	Charles Pouliot.....	63	St. Laurent, do	
17	Thomas Simard.....	63	Quebec.....	
18	Jean Bapt. Turgeon.....	65	do	Pensioned during the year.
19	Jean Audet dit Lapointe.....	64	St. Michel, Bell.....	Sick all the year. Has not been able to serve.
2	Edouard Antil dit St. Jean.....	62	Quebec.....	
21	George Sansterre.....	66	St. Michel, Bell.....	
22	Laurent Larochelle.....	65	do	
23	Frs. Xav. Pepin dit Lachance.....	62	St. John, Orleans.....	Pensioned during the year.
24	Paul Gautron dit Larochelle.....	65	St. Michel, Bell.....	Dead.
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	Hilaire Raymond.....	64	Kamouraska.....	
34	Jean Frs. Lamarre.....	64	St. Valier.....	Has been able to serve during 3 months only; sick since.
35	Hilaire Jovin.....	61	Ste. Luce, Rimouski.....	
36	Jean Bte. Bernier.....	62	L'Islet.....	
37	Pierre Peltier.....	63	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	
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, Lévis.....	
52	Anselme Marmen.....	61	Quebec.....	Commands the Government steamer "Druid."
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	

LIST of Branch Pilots for and below the Harbour of Quebec, &c.—Continued.

No.	Names.	Age.	Residence.	Remarks.
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, Lévis.....	
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.....	
66	Clovis Antil.....	57	St. Jean Port Joli.....	Has been able to serve during 3 months only; sick since.
67	Pierre Ruelland.....	60	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.....	Dead.
74	Edouard Labrègue.....	57	do.....	
75	Bart. Pepin dit Lachance, 1st.....	56	St. John, Orleans.....	
76	Antoine Lapointe.....	56	Quebec, St. Sauveur.....	
77	Jean Chassé.....	61	Cacouna.....	
78	Narcisse Forgues.....	56	Lauzon, Lévis.....	
79	Frs. Dumas.....	59	Green Island.....	
80	Dominique Verreault.....	57	Méchin.....	
81	Michel Guénard.....	54	Notre-Dame, Lévis.....	
82	Jean Coulombe.....	56	St. Laurent, Orleans.....	
83	Thomas Connel.....	54	Quebec.....	Dead. Master of the lightship "Manicougan" when he died.
84	Alexis Vézina.....	59	Crane Island.....	
85	Gilbert Baillargeon.....	55	Ste. Petronille, Orleans..	
86	Jean Giroux.....	55	Notre-Dame, Lévis.....	
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.....	Suspended for 12 months the 23rd August.
96	Louis Fontaine.....	57	Ntr.-Dame Aux, Buck'd	
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	Quebec.....	
101	Antoine Gobeil.....	49	St. John, Orleans.....	
102	Pierre Fontaine.....	49	do.....	
103	Joseph Lavoie.....	63	Ste. Luce, Rimouski.....	
104	Victor Demers.....	52	Lauzon, Lévis.....	
105	Joseph Plante.....	47	Baie St. Paul.....	
106	Louis Thivierge.....	48	St. John, Orleans.....	
107	Charles Francis Brown.....	49	Quebec.....	
108	Paul Paquet.....	56	St. John, Orleans.....	
109	Joseph Pouliot, 2nd.....	50	do.....	
110	George Normand.....	47	Crane Island.....	
111	David Damour.....	45	Trois-Pistoles.....	Master of lightship "Red Island."
112	Charles Vézina.....	43	St. Michel, Bell.....	

LIST of Branch Pilots for and below the Harbour of Quebec, &c.—Continued.

No.	Names.	Age.	Residence.	Remarks.
113	Ovide Dick.....	46	Quebec.....	Suspended for 12 months the 30th June.
114	Michel Nil Asselin.....	47	St. Michel, Bell.....	
115	Numa Lachance.....	43	do.....	
116	Annibal Baquet.....	42	Quebec.....	Master of the steamship "Miramichi."
117	Joseph Gravel.....	48	do.....	
118	Auguste Conillard Després.....	41	Bienville, Lévis.....	Master of the Government steamer "Napoleon III."
119	Eustache Dorion.....	44	Lauzon, do.....	
120	Jean Bapt. Pouliot.....	36	St. John, Orleans.....	
121	Jean Gobeil.....	36	do.....	
122	Joseph Paquet.....	41	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, Orleans.....	
130	Edmond Larochelle.....	34	St. Michel, Bell.....	
131	Amable Fournier.....	66	St. Laurent, Orleans.....	Dead.
132	Ant. Thomas Chouinard.....	43	Pointe-aux-Pères.....	
133	Siméon Plante.....	42	Quebec.....	Has served only 4 months sick since.
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. Xav. Delisle, 2nd.....	32	St. Romuald.....	
139	Jos. Pepin dit Lachance.....	43	Quebec.....	
140	Damien Eugène Boulanger.....	34	Lauzon, Lévis.....	
141	Cyprien Langlois.....	33	St. John, Orleans.....	
142	Jean Delisle.....	32	do.....	
143	Nazaire Curodeau.....	30	Quebec.....	
144	Charles Normand.....	31	do.....	Suspended for 12 months the 29th October.
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.....	
151	Chas. Alaric Raymond.....	29	Quebec.....	
152	Victor Vézina.....	32	do.....	
153	Louis Honorius Lachance.....	39	St. Michel, Bell.....	Commands a steamboat on one of the upper lakes, name unknown.
154	L. B. O. Gautron dit Larochelle.....	31	do.....	
155	Chas. Hermie alias A. Bernier.....	32	do.....	
156	Louis Robert Demers.....	31	St. André.....	
157	Vital Ephrem Chamberland.....	37	Lauzon, Lévis.....	
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. Lucie de Rimouski.....	
162	Joseph Fortier.....	33	St. John, Orleans.....	
163	Nestor Lachance.....	32	do.....	
164	Cyrille Audet dit Lapointe.....	32	St. Michel, Bell.....	
165	Edouard Turgeon.....	31	St. John, Orleans.....	
166	Joseph Lapointe.....	34	St. Laurent, Orleans.....	

LIST of Branch Pilots for and below the Harbour of Quebec, &c.—*Continued.*

No.	Names.	Age.	Residence.	Remarks.
167	Léandre Raymond.....	29	St. John, Orleans.....	
168	Pierre Pepin dit Lachance.....	28	Ste. Anne Lapocatière...	
169	Théophile Gourdeau.....	33	Ste. Petronille, Orleans..	
170	Isiode Noël.....	27	St. John, Orleans.....	
171	Jean Evariste Adam.....	33	L'Islet.....	
172	Alfred Larochele.....	27	Notre-Dame, Lévis.....	
173	Théophile Corriveau.....	30	Quebec, St Sauveur.....	
174	Elzéar Godbout.....	29	do.....	
175	George Couillard Després.....	29	Bienville, Lévis.....	
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. Patoine.....	26	Bienville, Lévis.....	
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	Adélard Sansterre.....	27	St. Michel, Bell.....	
186	Onézime Noël.....	25	St. John, Orleans.....	
187	Napoléon Baillargeon.....	27	Ste. Petronille, Orleans..	Suspended for 12 months the 19th October.
188	David F. Pelletier.....	25	Lauzon, Lévis.....	
189	Joseph Frs. Xav. Bernier.....	25	L'Islet.....	
190	Frs. Xav. Demeule.....	25	St. John, Orleans.....	
191	Louis Honoré Lapierre.....	27	Notre-Dame, Lévis.....	
192	Joseph Eugène Lachance.....	23	St. John, Orleans.....	
193	David A. Bouffard.....	23	do.....	
194	Jean T. St. Laurent.....	26	St. Germain, Rimouski...	
195	Jacques G. Dugas.....	25	Quebec.....	
196	J. Victor Gourdeau.....	30	Ste. Pétronille, Orleans..	
197	Louis <i>alias</i> Trefflé Delisle.....	23	Trois Pistoles.....	
198	Jean Bapt. Couillard.....	26	Cap St. Ignace.....	
199	Chs. Pelletier.....	27	St. Michel, Bellechasse...	
200	Jos. <i>alias</i> Philéas Langlois.....	31	St. John, Orleans.....	
201	Nazaire Delisle.....	28	do.....	
202	Jean C. B. Lavoie.....	25	St. Luce.....	

(Certified)

A. H. KENT.

Secretary Treasurer.

List of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1877.

Quebec,	April 11,	1871.—Samuel Napoléon Rioux.
do	do 11,	1871.—Georges Cottin Dugal.
do	do 27,	1871.—M. A. Baillargeon.
do	do 27,	1871.—Alexis Vézina.
do	do 27,	1871.—Joseph Dion.
do	August 10,	1871.—Charles Clavet.
do	May 21,	1872.—Arcadins Jouvin.
do	August 23,	1872.—Paul Lachance.
do	Oct. 11,	1872.—Louis Phillippe Lavoie.
do	do 12,	1872.—Leon Labreque.
do	do 22,	1872.—Paul Lachance.
do	do 22,	1872.—Joseph Pouliot.
do	do 22,	1872.—Joseph Larochele.
do	Nov. 8,	1872.—Adjutor Lachance.
do	Oct. 14,	1874.—Prudent Marmen.
do	do 14,	1874.—Elzéar Normand.
do	March 19,	1874.—Ernest Nollet.
do	do 20,	1874.—Arthur Koenig.
do	do 20,	1874.—François Gaudreau, jun.
do	do 21,	1874.—David Dumas.
do	do 21,	1874.—Eugène Anctil.
do	do 21,	1874.—Alphonse Pouliot.
do	do 21,	1874.—Paul Pâquet, jun.
do	do 21,	1874.—Joseph Lachance.
do	do 20,	1874.—Jean S. Bernier,
do	do 31,	1874.—Joseph Pâquet.
do	April 15,	1875.—Jean Alphonse Lachance.
do	Oct. 12,	1875.—Arthur Pelletier.
do	do 12,	1875.—Herménégilde Guenard.
do	do 12,	1875.—Arthur Baillargeon.
do	do 12,	1875.—Joseph Vézina.
do	do 28,	1875.—John Wm. Irvine.
do	Nov. 2,	1875.—Caius Fortin.
do	May 4,	1876.—Horace Pelletier.
do	do 4,	1876.—Elzéar Desrosiers.
do	July 26,	1876.—Frédéric Bouffard.
do	do 26,	1876.—Jules Asselin.
do	April 7,	1877.—Alfred Dion.
do	do 7,	1877.—Lucien Lachance.
do	do 7,	1877.—Odilon Lapierre.
do	July 11,	1877.—Camille Bernier.
do	do 11,	1877.—Philius Lachance.
do	do 11,	1877.—Moïse Blouin.
do	do 11,	1877.—Alfred Gaudreau.
do	do 11,	1877.—Alfred Raymond.
do	do 11,	1877.—Moïse Goubout.

(Certified.)

A. H. KENT

Secretary-Treasurer.

CORPORATION OF PILOTS.

STATEMENT of Moneys received and paid by the Corporation of Pilots on account of the Quebec Decayed Pilot Fund, during the Year 1877.

RECEIPTS.		\$	cts.	PENSIONERS ON THE FUND: PILOTS— <i>Continued.</i>	
To Balance brought forward from 1876..		7,714	82	4 Pilots at \$120 :—	
Percentage on contributions of Pilots		10,129	50	F. Isaac Lapointe.....	120 00
Interests on deposits.. .. .		3,283	94	F. X. Lapointe.....	120 00
Capital (sums paid in).....		363	26	Nicholas Paradis.....	120 00
Interests: Savings Banks, to 25th May, 1877.....		290	10	Ths. Théberge (died 1st Mar., 1877)...	40 00
					400 00
EXPENDITURE.		21,781	62	31 Pilots at \$96 :—	
For Pensions.....		13,457	85	J. Ev. Adam (died 30th Oct., 1877)...	96 00
Relief.....		177	85	Antoine Boucher.....	96 00
Salaries.....		500	00	Alex Chamberland (arrears).....	24 00
General expenses.....		1	85	do.....	96 00
Deposits in Savings Bank.....		7,367	60	Pierre Charest.....	96 00
Balance in hand.....		276	47	Vital Charest.....	96 00
				F. X. Corriveau.....	96 00
PILOTS BELIEVED OUT OF THE FUND.		21,781	62	Frs. Côté.....	96 00
Maximin Caron.....		18	66	Frs. Curodeau.....	96 00
Clovis Ancill.....		48	00	Chs. Dion.....	96 00
Edouard Rousseau.....		42	66	Guil. Fournier.....	96 00
Vital Chamberland.....		24	00	Mich. Fournier.....	96 00
Jean Audet.....		24	00	Pierre Gourdeau.....	96 00
Jean Frs. Lamare.....		20	55	Joseph Lapointe.....	96 00
				Jean Lavoie.....	96 00
PENSIONERS ON THE FUND: PILOTS.		177	85	Ls. Lemieux.....	96 00
Amount paid to each of them during the year commencing 1st Nov., 1876, and ending 1st Nov., 1877.				F. X. Ménard.....	96 00
12 Pilots at \$160 :—				Michel Morin.....	96 00
Paul Blouin.....		160	00	Frs. Nadeau.....	96 00
J. Bte. Dion.....		160	00	Pierre Pâquet.....	96 00
Isaac Forbes (died 13th Dec., 1876)....		19	12	Frs. Pelletier.....	96 00
Chs. Chouinard (arrears).....		13	33	Jean Pelletier (died 30th Sept., 1877)	80 00
do.....		160	00	Gabriel Plante.....	96 00
Joseph Raymond.....		160	00	Paul Pouliot.....	96 00
Antoine Labréque.....		160	00	Antoine Roussel.....	96 00
Joseph Langlois.....		160	00	Alexis Roy.....	96 00
Frs. Jos. Pouliot (pensioned from 10th April, 1877).....		88	88	J. L. Roy.....	96 00
J. Bte. Bourget (pensioned from 10th April, 1877).....		88	88	Célestin St. Pierre.....	96 00
Max. Caron (died 17th Sept. 1877)....		40	88	Ed. Vaillancourt.....	96 00
Alexis Delisle (pensioned from 1st Sept., 1877).....		26	64	Chs. Vézina.....	96 00
Vital Chamberland (pensioned from 1st Sept., 1877).....		12	44	Michel Vézina.....	96 00
				Olivier Vézina.....	96 00
		1,250	19		2,984 00
9 Pilots at \$140 :—				James Forbes, at \$80.....	80 00
Féréol Bourget.....		140	00	Jos. Denis dit Lapierre, at \$40.....	40 00
Cypren Langlois.....		140	00		
Edouard Demers.....		140	00	WIDOWS OF PILOTS.	
J. Bte. Pâquet (on account).....		105	00	72 Widows at \$80 :—	
Pierre Laprise (died 19th April, 1877)		65	68	Widow C. J. Adam.....	80 00
Amable St. Laurent.....		140	00	do J. B. Asselin.....	80 00
Jos. St. Laurent.....		140	00	do L. (A. A.) Asselin.....	80 00
J. Bte. Turgeon (pensioned from 1st Sept., 1877).....		23	33	do L. (M. L.) Asselin.....	80 00
F. X. Lachance (pensioned from 1st Sept., 1877).....		23	33	do Frs. Baquet.....	80 00
				do Grég. Bernier.....	80 00
		917	34	do Mag. Bouchard.....	80 00
				do Chs. Brown.....	80 00
				do Félix Caron.....	80 00
				do Germain Caron.....	80 00
				do Ed. Chevalier.....	80 00
				do Firmin Couillard.....	80 00
				do David Cinqmars.....	80 00
				do Jos. Desrosiers (on account)...	60 00
				do Ths. Dick.....	80 00

STATEMENT of Moneys received and paid by the Corporation of Pilots, &c.—Continued.

WIDOWS OF PILOTS—Continued.		\$	cts.	WIDOWS OF PILOTS—Continued.		\$	cts.
Widow Paschal Dick.....		80	00	13 Widows at \$64 :—			
do Jean Dion.....		80	00	Widow Guillaume Amyot.....		64	00
do Aug. Dorion.....		80	00	do Paul Blouin.....		64	00
do Chrys. Dumas.....		80	00	do Frs. Boissinot.....		64	00
do Jos. Dumas.....		80	00	do Jas. Campbell (on account)....		16	00
do Ths. Dunford.....		80	00	do Célestin Côté.....		64	00
do Jos. Dupil.....		80	00	do Frs. Desnoyers.....		64	00
do Jean Gobeil.....		80	03	do P. Desrosier.....		64	00
do Alexis Pelletier.....		80	00	do F. X. Lachance.....		64	00
do Ls. Crépault.....		80	00	do P. P. Lachance.....		64	00
do J. B. Gaulin (married on 8th				do Frs. Lecierc (arrears).....		16	00
June, 1877).....		47	55	do do do.....		48	00
do Joseph Genest.....		80	00	do Michel Pelletier.....		64	00
do Denis Glynn (on account).....		60	00	do J. O'Reilly.....		64	00
do Pierre Gourdeau.....		80	00	do A. Royer.....		64	00
do Wm. Irvine.....		80	00				784 00
do C. F. Koenig.....		80	00	8 Widows at \$48 :—			
do Ovide Lachance.....		80	00	Widow C. W. Chouinard (died 29th			
do F. Langelier.....		80	00	Jan, 1877).....		11	73
do Julien Langlois.....		80	00	do J. Dandurand.....		48	00
do L. (E. D.) Langlois.....		80	00	do André Keable.....		48	00
do Pierre Langlois.....		80	00	do Guil. Morency.....		48	00
do Frs. Lapointe.....		80	00	do Nap. Rioux.....		48	00
do J. B. Laroche.....		80	00	do Pierre Rouleau.....		48	00
do A. (L. M.) Lavoie.....		80	00	do J. B. Servant.....		48	00
do Henri Lavoie.....		80	00	do H. Verrault.....		48	00
do L. M. Lavoie.....		80	00				347 73
do Firmin Lévesque.....		80	00	15 Widows at \$40 :—			
do Jean Marcoux.....		80	00	Widow Z. Blanchet.....		40	00
do Jos. Mercier.....		80	00	do Mich. Cavenagh.....		40	00
do Ant. Michaud.....		80	00	do Fabien Caron.....		40	00
do Henri Noël.....		80	00	do Magl. Côté.....		40	00
do Pierre Normand.....		80	00	do R. Côté alias Urbain.....		40	00
do Benonie Normand.....		80	00	do Antoine Fortier.....		40	00
do Alex. Ouellet.....		80	00	do L. (A. R.) Langlois (on acct.)..		30	00
do Max. Caron (pensioned since				do Pierre Lapierre.....		40	00
17th Sept., 1877).....		9	55	do Pierre Lapointe.....		40	00
do J. B. Patoine.....		80	00	do P. Michaud.....		40	00
do David Petitgrew.....		80	00	do Ths. McNeil.....		40	00
do Benj. Pineau.....		80	00	do George Plante.....		40	00
do Paul Pouliot.....		80	00	do A. Raymond.....		40	00
do J. M. Plante.....		80	00	do Geo. Simard (arrears).....		30	00
do Amable Genest.....		80	00	do do (on account).....		20	00
do F. Rioux.....		80	00	do Ls. Thivierge.....		40	00
do Pierre Curodeau (pensioned							600 00
since 3rd June, 1877).....		32	66	CHILDREN OF PILOTS.			
do Eusèbe Thivierge (pensioned				Abr. Chasseur (insane) 1.....		48	00
since 1st January, 1877).....		62	88	D. Charest David (sick) 1.....		48	00
do Frédéric Simpson.....		80	00	H. Couillard do 1.....		36	00
do John Simpson.....		80	03	Henri Gauthier (on acct) 2.....		17	60
do Jos. Simpson.....		80	00	D. Charest, Gervais (insane) 1.....		32	00
do George St. Amand.....		80	00	J. Gourdeau (died 20th July, 1877).....		21	70
do R. E. Simard.....		80	00	W. Petitgrew (sick) 2.....		50	00
do Pierre Ross.....		80	00	Thos. Boutin do 1.....		24	00
do Robt. Demers (pensioned since				P. Toussaint do 1.....		24	00
12th Oct., 1877).....		4	44	P. Baquet do 1.....		20	00
do do do.....		80	00	F. Dupuis do 1.....		20	00
do Isaac Gourdeau.....		80	00	N. Fortin do 1.....		20	00
do Jos. Lévesque.....		80	00	J. Jahan do 1.....		20	00
do J. B. Caron.....		80	00	E. Lavoie do 3.....		57	60
do Amable Fournier (pensioned				P. Garneau do 3.....		48	00
since 6th April, 1877).....		45	33	B. Pineau do (arrears).....		9	00
do Pierre Laprise (pensioned since				do do (on account).....		3	00
19th April, 1877).....		42	53	Isaac Forbes do 2.....		35	32
do Ths. Théberge (pensioned since							
1st March, 1877).....		53	33				
		5,468	27				

STATEMENT of Moneys received and paid by the Corporation of Pilots, &c.—Continued

CHILDREN OF PILOTS—Continued.		\$ cts.	STATEMENT OF FUND.		\$ cts.
J. Raymond, settlement of arrears.....		2 10	Money loaned..		53,348 76
E. Gourdeau (arrears).....		20 00	Money in hand, to wit: Deposited in		
do (on account).		10 00	Savings Bank		7,367 60
Chs. W. Chouinard, 2.....		30 00	In the hands of the Treasurer.....		276 47
		<u>596 32</u>			<u>60,992 83</u>
RÉSUMÉ OF PENSIONS.			To Deduct arrears of pensions due to		
12 Pilots at \$160.....		1,250 19	date		238 00
9 do 140.....		917 34			<u>60,754 83</u>
4 do 120.....		400 00			
31 do 96.....		2,984 00			
1 do 80.....		80 00			
1 do 40.....		40 00			
72 Widows at 80.....		5,458 27			
13 do 64.....		784 00			
8 do 48.....		347 73			
15 do 40.....		600 00			
28 Children, divers amounts.....		596 32			
		<u>13,457 85</u>			

We, the undersigned, certify to having closely examined the books and accounts of the Decayed Pilot Fund of Quebec, and to having found them correct.

(Signed) P. COUSIN,

Accountant.

THEOPHILE CORRIVEAU, }
ADELARD SANSTERRE, } Auditors.

QUEBEC, 31st December, 1877.

F. X. DION in account with the Corporation of Pilots of Quebec, up to 31st December, 1877.

DR.		CR.		
RECEIPTS.	\$ cts.	DEBIT.	\$ cts.	\$ cts.
To Balance of 1876.....	354 24	By General expenses.....	2,304 47	
Reserve Fund of 1876.....	1,000 00	Less—rent of Messrs. Dawe & Jarvis	493 82	
Pilotage: Collected at Quebec	112,575 24	Expenses of Pilots.....	723 42	1,810 65
do by divers pilotage	158 82	Less—receipts from Allans, Rae & Co.....	107 20	
Customs: Montreal.....	26,487 82	Divers	2 40	
do Three Rivers.....	1,301 56		109 00	
do Chicoutimi acct. of 1876.....	350 00	Schooners' expenses.....	1,734 88	613 82
do Chicoutimi acct. of 1877.....	500 00	Less—old sails sold and porpoises.....	133 00	
do Tadousac.....	184 42	Provisions.....	4,312 41	1,601 88
do Escoumains.....	38 00	Less, sold to divers pilots and captains.....	170 38	
do Bic.....	84 90	Shares of schooners: Paid to retired for deceased pilots.....		4,142 09
Interest received on account with the Bank Nationale.....	\$279 81	Apprentices' wages.....		1,360 00
Less paid on loan of 1868.....	181 43	Cooks' wages.....		540 40
	98 38	Expenses from Ottawa: Two delegates		668 44
Fines.....	620 00	Pilotage: Remittances to ships paid double and for difference of water.....		121 60
Time lost.....	3,812 36	Indemnity to directors and captains		460 06
		Employees salaries.....		830 00
		Decayed Pilot Fund: Percentage of 7 per cent., during the season.....		1,900 00
		New schooner <i>La Mouette</i>	5,754 79	9,906 50
		Less—Loan of.....	4,000 00	
		Dividends.....		1,754 79
		Reserve Fund.....		120,528 00
		Balance.....		1,000 00
				329 57
	147,565 74			147,565 74

F. X. DION,
Treasurer.

We, the undersigned, certify to having closely examined the books and accounts of the Decayed Pilot Fund of Quebec, and to having found them correct.

P. COUSIN,
Accountant.

THEOPHILE CORRIVEAU }
ADELARD SANSTERRE, } *Auditors.*

QUEBEC, 31st December, 1877.

CORPORATION OF PILOTS FOR AND BELOW QUEBEC.

QUEBEC, 15th January, 1878.

SIR,—I have the honour to transmit the following statements which you requested me to furnish, viz:—The number of pilots in service for the year 1877 has been 202, four of whom died during said year, five were superannuated, four were suspended for twelve months, and four were relieved by the Decayed Pilots' Fund of Quebec.

Of the number of pilots in active service, four were during said year commanders of Dominion Government vessels and of other vessels, and two were captains of lightships.

The number of apprentices during the year ended 31st December last was forty-seven, nine of whom passed their apprentice examination during said year.

The total receipts of the Fund of the Corporation of Pilots for and below Quebec for the year of 1877 was.....

.....	\$141,680.76
Total expenditure.....	25,708.17
240 foreign vessels paid.....	25,152.35
716 British do	87,422.89

I have the honour to be, Sir,

Your most obedient servant,

C. R. MICHAUD,

Secretary.

A. H. VERRÉT, Esq.,

Secretary-Treasurer of Harbour Commissioners,
Quebec.

APPENDIX No. 57.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ST. JOHN, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1877.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1877.

SIR,—I have the honour herewith of handing you the Returns from our office for the year ended 31st December inst.

Your obedient servant,

J. U. THOMAS,
Secretary-Treasurer.

WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1877.

STATEMENT of Receipts and Expenditure for the year ended this day.

License Grants, &c.:		
43 Pilots, at \$5	\$215	00
6 Boats, at 10	60	00
25 cents per foot on outward pilotage on all vessels leaving this District to date	2,292	38
25 cents per foot on outward pilotage on all vessels leaving Musquash, 1876.....	6	00
	<u>2,573</u>	<u>38</u>
Paid auditing accounts	60	00
Assistance to worn-out and sick Pilots and their widows:—Geo. Thomas.....	\$112	50
P. Mullin	50	00
Widow Bennett	25	00
	<u>187</u>	<u>50</u>
Secretary-Treasurer, one year	800	00
Office rent, fuel, gas, &c.....	200	00
Stationery.....	4	50
Printing Laws, &c.....	50	00
“ Licenses, &c.....	56	00
“ Chubb & Co., account.....	7	20
	<u>1,365</u>	<u>20</u>
Balance in hand	\$1,208	<u>18</u>

E. & O. E.

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1877.

RETURN of Vessels piloted into and out of this District for the year ending the 31st December, 1877:—

Schooners	345
Brigs and brigantines.....	73
Barks.....	190
Ships	99
Steamers.....	8
Total	715

Amount of pilotage received..... \$31,514 77

British.

Ships and barks.....	233
Brigs and brigantines.....	60
Schooners	54
Steamers	7
Total	354

Amount of pilotage received.....\$18,839 77

Foreign.

Ships and barks.....	56
Brigs and brigantines.....	13
Schooners	291
Steamer	1
Total	361

Amount of pilotage received..... \$12,675 00

E. & O.E.

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1877.

RATES of Pilotage, &c., chargeable on vessels in the District of St. John, N.B.:—

INWARDS.

1st District, per foot.....	\$1 00
2nd do do	1 25
3rd do do	1 50
4th do do	1 75
5th do do	2 25

OUTWARDS.

From the Harbour of St. John to outside of Partridge Island, \$1.25 per foot.

Down the Bay of Fundy, when required, \$2 per foot above the \$1.25 harbour pilotage.

TRANSPORTING VESSELS IN THE HARBOUR OF ST. JOHN.

Vessels, not over 100 tons.....	\$1 50
do over 100 and not exceeding 200 tons.....	2 00
do do 200 do 300 do	3 00
do do 300 do 400 do	4 00

And 25 cents additional for every 50 tons over 400 tons.

HARBOUR OF MUSQUASH—INWARD.

1st District, \$1.75 per foot, and 25 cents per foot additional for each District boarded beyond the said full District.

OUTWARD.

Within the 1st District, \$1.00 per foot.

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1877.

RETURNS of Pilots licensed for the District of St. John, for the year ended 31st December, 1877:—

Name.	Age.	Name.	Age.
Thomas Trayner.....	24	Richard Scott.....	22
Samuel Rutherford.....	45	James Reed, jun.....	16
George P. Mulherrin.....	29	Charles Daley.....	41
James Cassilely.....	30	William Leher.....	48
Edward J. Fletcher.....	50	George E. Mulherrin.....	54
John Spears.....	66	Richard Cline.....	52
John Spears (second).....	30	James McPentlan.....	43
John Spears (third).....	28	James S. Spears.....	32
Thomas Vaughan.....	58	Daniel Daley.....	47
James Reed.....	61	Thomas John Stone.....	24
Joseph Doherty.....	31	Michael Garrity.....	54
John L. C. Sherrand.....	43	Charles Bridges.....	30
William Hatfield.....	61	John Trayner.....	26
James Doyle.....	40	James E. Mantle.....	31
Henry Spears.....	26	Robert Thomas.....	36
John Thomas.....	29	William Quinn.....	30
Patrick Trayner.....	51	Daniel Mulherrin.....	51
Thomas Doody.....	29	William Millen.....	26
James Murray.....	36	Berney Mullin.....	37
Henry Thomas.....	46	Patrick Conlin.....	27
John Scott.....	60	John McAnulty, for Musquash.....	39
John Sproul.....	41		

District of St John..... 42 pilots.
do Musquash..... 1 pilot.

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF PILOT COMMISSIONERS,

DISTRICT OF ST. JOHN, N.B.,

31st December, 1877.

LIST of Apprentices now serving :—

Samuel Sutton.....	21	years,	term up.
Alfred Cline.....	21	do	do
W. Scott	21	do	do
Martin Spears.....			
Thomas O'Neil.....			

J. U. THOMAS,

Secretary-Treasurer.

APPENDIX No. 58.

REPORT OF THE PILOTAGE COMMISSIONERS FOR THE DISTRICT OF CHARLOTTE, N.B., FOR THE CALENDAR YEAR OF 1877.

SAINT ANDREWS, December 31st, 1877.

SIR,—I have the honour to enclose you herewith Pilotage Returns for the Pilotage District of the County of Charlotte, for the year 1877.

I am, Sir,

Your most obedient servant,

C. E. O. HATHEWAY,

Commissioner (Acting Secretary.)

To WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

Pilotage Returns for the County of Charlotte, for the Year 1877.

Licensed Pilots acting for the year 1877:—

1. William Cline.....	67 years.....	For Pilotage District of the County.	
2. Wellington Cline..	36 do	do	do
3. Thomas Conley....	47 do	do	do
4. Joseph Boyd.....	42 do	do	do
5. Edward Cline.....	62 do	do	do

Boats licensed:—

Pilot sloop "Pilot"..... 11-80 tons.

Amount of pilotage collected:—

British vessels.....	\$612 60
Foreign do	198 45
Total	\$811 05

Rates of pilotage:—

Longest pilotage, inward and outward.....	\$2 25 per foot aft.
Second do do	1 60 do
Third do do	1 50 do

To Campobello, 20 cts. per foot less than above rates.

Fourth Pilotage District, inward and outward..... 1 00 do

From 1st November to 1st April, 20 cents per foot in addition to above rates.

Harbour pilotage up to 300 tons, \$2.50; above 300 tons, \$3.

River pilotage inside 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; under 400 tons, \$10; over 400 tons, \$12.

Receipts by Commissioners:—

Five licenses issued to Pilots, with regulations.....	\$30 00
One license do Pilot Boat.....	5 00
Total	\$35 00

CHARGES:

Paid Commission at St. George.....	\$ 7 50
do do St. Stephens.....	7 50
do do St. Andrews, Acting Secretary.....	20 00
Total	\$35 00

C. E. O. HATHEWAY,

Commissioner and Acting Secretary.

E.E.

St. ANDREWS,

December 31st, 1877.

 APPENDIX No. 59.

 REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
 COCAGNE, N.B., FOR THE YEAR ENDED 31st DECEMBER 1877.

COCAGNE, KENT COUNTY, N.B.,

Januaay 17th 1878.

SIR,—We, the Pilotage Authority for the Port of Cocagne, in the County of Kent, in the Province of New Brunswick, have the honour to transmit to you our returns respecting the pilots for the said port.

Name of Pilots.	Age.
Eustache Martin.....	40
Sylvan Hebert.....	43
Camille Duprey.....	45
Placide Duprey.....	42

The services of each and every of the above pilots are to pilot ships and vessels in and out of said port, and removing them when required.

Each and every pilot receives \$1.20 per foot for piloting ships and vessels in and out of the Port of Cocagne, and \$4 for each and every removal.

We have not made any distinction in the pilotage dues from British or foreign ships entering or going out of said port.

We are unable to give a statement of the monies collected for pilotage in this port, as the pilots have not made to us returns of the same, the reason for which is that they have no blank forms for making such returns; and we beg to ask your Honour to furnish them, and also all forms required of us to fill, and all stationery required for the ensuing year, and also a few copies of the Pilotage Act.

We have the honour to be, Sir,

Your obedient servants,

THOS. IRVING,
 THEOPHILUS BILODEAU,
 JOHN BROOKS.

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

APPENDIX No. 60

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
MIRAMICHI, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1877.

NEWCASTLE, MIRAMICHI,

December 31st, 1877.

SIR,—I have the honour to hand you herewith the Pilotage Returns of this District for the year ended December 31st, 1877, which I trust you will find correct and satisfactory.

I am, Sir,

Your obedient servant,

R. R. CALL,

Secretary, Pilotage Commissioners.

To Wm. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa, Canada.

PILOTAGE Returns for Miramichi District, 1877.

No. of License.	Name of Pilot.	Age.	For what Service Granted.
1	Joseph Jemmo.....	63	Full license for the district.
2	Louis Jemmo.....	23	To pilot inwards only.
4	Angus McEachern.....	58	Full license for the district.
5	Mitchell Martin.....	48	do do
6	Frank Martin.....	43	do do
7	Maxime Martin.....	32	do do
8	Alexander Martin.....	52	do do
9	Angus McLean.....	44	do do
10	Alexander Wilson.....	31	do do
11	Robert Walls.....	26	do do
12	George Savoy.....	33	do do
13	Reuben Nowlan.....	33	do do
14	John McEachern.....	27	do do
15	Charles McLean.....	38	do do
17	John Brown.....	66	do do
18	James Walls.....	60	do do
19	William McEachern.....	33	do do
20	Oliver Foster.....	36	do do
21	Michael Muzerall.....	52	do do
22	William Walls.....	23	do do
23	William Tait.....	54	do do
24	Allan McEachern.....	43	do do
25	George Hewison.....	57	do do
26	*John McCallum.....	25	To pilot inwards only.
27	James Nowlan.....	26	do do

*John McCallum suspended 7th September, 1877, for grounding Norwegian barque "Ragna."

Rates of pilotage chargeable at this port on all vessels, British or 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; for vessels over 100 and not exceeding 200 tons, \$3; for vessels over 200 and not exceeding 300 tons, \$4; for vessels exceeding 300 tons, and where the distance of removal exceeds four miles, fifty per cent. to be added to the foregoing rates.

Vessels reported inwards, 331—British, 164; foreign, 167.

Vessels reported outwards, 321—British, 148; foreign, 173.

Total amount of pilotage inwards, \$8,471.61—British, \$4,105.43; foreign, \$4,366.18.

Total amount of pilotage outwards, \$10,056.89—British, \$4,641.33; foreign, \$5,415.56.

STATEMENT of Boats, and the Tonnage, &c., of each, Licensed by the Pilot Authorities, for the Year 1877.

No. of Boat.	Name.	Tonnage.	Captain's Name.	When Licensed.	When Renewed.
1	Spray.....	17-57	John Brown.....	May, 1875.....	May, 1877.
2	Industry.....	16	Mitchel 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.....	28-30	William Tait.....	May, 1876.....	do
9	Whitewing.....	20	Maxime Martin.....	do.....	do
10	Comet.....	14 65	Joseph Jemmo.....	May, 1877.....	do

R. R. CALL,
Secretary, Pilotage Commissioners.

STATEMENT giving the Number of Vessels brought in and taken to Sea by each Pilot, and the Amount of Fees received.

Name of Pilot.	Number.	Amount of Fees Inwards (British Vessels)	Number.	Amount of Fees (Outwards (British Vessels))	Number.	Amount of Fees Inwards (Foreign Vessels)	Number.	Amount of Fees (Outwards (Foreign Vessels))	Total Number.	Total Amount of Fees Received.
Reuben Nowlan	3	70 87	4	141 00	13	337 50	10	341 37	30	890 74
John McEachern	5	147 37	6	187 00	7	191 25	9	306 50	27	832 12
John Brown	3	64 69	2	78 00	10	264 37	10	301 12	3	64 69
William Wallis	6	163 12	9	275 12	8	204 75	17	528 87	28	806 61
Mitchell Martin	8	202 50	14	457 12	8	212 62	6	192 12	42	1,211 24
Francis Martin	10	236 81	14	365 25	8	199 68	12	383 12	38	1,098 67
Angus McEachern	7	165 37	12	355 00	8	221 62	8	234 25	38	1,113 42
John McCallum	7	108 00	11	222 00	9	201 87	11	325 62	15	401 62
Allan McEachern	10	248 62	7	184 37	9	184 50	11	405 37	38	1,039 74
Robt. J. Walls	7	173 25	6	243 50	7	139 12	13	325 62	32	915 49
Alexander Wilson	7	183 37	8	68 87	7	150 75	13	435 87	33	908 11
Maxime Martin	6	187 50	2	86 87	6	113 62	14	97 87	34	987 62
Charles McLeod	3	86 62	2	408 74	4	174 37	3	147 50	13	366 98
James Walls	9	225 00	13	254 00	6	312 75	5	163 12	35	955 61
William McEachern	147	37	9	185 62	12	128 25	5	28 87	33	638 74
Louis Jemmo	6	163 00	6	185 62	12	312 75	1	296 75	19	494 62
Joseph Jemmo	4	87 75	11	284 37	5	284 06	10	296 75	25	698 37
James Nowlan	11	284 37	3	74 37	11	83 24	2	44 62	22	548 43
Alexander Martin	8	199 12	12	405 00	7	187 87	2	313 75	16	401 36
Angus McLean	5	121 50	9	289 25	10	238 50	10	265 75	34	1,028 12
George Savoy	16	408 37	1	21 00	9	27 00	8	34 00	42	1,201 87
George Hewison	1	19 12	1	21 00	1	27 00	1	101 12	4	101 12
*Asa Walls	1	27 00	8	264 75	9	241 87	12	380 75	1	27 00
William Tait	1	30 62	4	97 12	2	52 87	3	90 25	38	1,117 99
Michael Muserall	2	47 25	2	64 25	5	139 50	3	98 12	11	287 49
Oliver Foster	4	88 87	2	4,641 33	5	4,366 18	3	5,415 56	14	390 74
	164	4,105 43	148	4,641 33	167	4,366 18	173	5,415 56	652	18,638 50

*No pilots outside. Asa Walls, pilot apprentice, brought barque "Granville Belle" inwards.

NEWCASTLE, MIRAMICHI, N.B., December 31st 1877.
 R. R. CALL,
 Secretary, Pilotage Commissioners.

Receipts and expenditure of all moneys received by or on behalf of the Pilotage Authority in respect of pilots or pilotage :—

Received from twenty-three pilots for renewals of license, at \$4 each.....	\$92 00
Received from two pilots for license.....	10 00
do from Joseph Jemmo, duplicate renewal license.	2 00
do for renewals, nine pilot boat licenses, at \$5 each	45 00
do for one pilot boat license.....	10 00
	<hr/>
Total receipts for year 1877	\$159 00
	<hr/>
Paid <i>Union Advocate</i> , printing, &c.....	\$17 20
do J. Walls and J. Brown, examining two applicants for licenses.....	2 00
do James Henderson, surveying and reporting on one pilot boat.....	5 00
do James Henderson, examining and reporting on nine pilot boats, for renewal of licenses.....	22 50
do for telegrams.....	1 45
do for postage and stationery.....	4 20
Amount paid Secretary on account of services.....	106 65
	<hr/>
Total	\$159 00

R. R. CALL,

Secretary, Pilotage Commissioners.

THOS. PARK,

Chairman Pilotage Commissioners.

APPENDIX No. 61.

RETURN of the Pilotage Authority of the District of Restigouche, N.B., for the Year ended 31st December, 1877.

No.	Date.	Rig.	Name.	Port of Registry.	Master.	Whence.	Tonnage.	Crew.	Draught.		Rate.	Total.	Port.
									In.	Out.			
									Ft.	Ft.	\$ cts.	\$ cts.	
1	May 7	Barque	Progress	Norway	O. M. Olsen	Arundel	349	10	9	15	0 70	16 80	Jacquet River.
2	do 12	do	Vancouver	British	W. Wiles	Liverpool	1,065	19	14	19	1 00	33 00	Dalhousie.
3	do 17	Ship	Annabella	Canadian	H. Andrews	do	844	19	14	20		34 00	do
4	do 19	do	Blackwall	British	J. Cole	do	1,190	19	13	22		35 00	do
5	do 21	Barque	Wallis & Sohn	German	Spiedleburg	do	471	11	9	14		23 00	do
6	do 23	do	Sigria	Norway	Hansen	do	621	13	13	19		32 00	do
7	do 26	Ship	Curin	do	Hegnardet	do	947	19	14	20		34 00	do
8	do 26	Barque	Fugal	do	Jacobson	Norway	662	14	14	20		21 00	do
9	June 1	do	Halma	Miramichi	Douglas	Liverpool	768	13	12	16		28 00	do
10	do 4	do	R. C. Bulgen	German	Koop	do	422	9	9	14	0 70	16 10	Jacquet River.
11	July 11	Brig	Victor	Norway	Pederson	New Ross	251	8	9	12		14 70	do
12	do 19	Barque	Herman Becker	do	Finsdall	Dublin	408	10	9	13	1 00	22 00	Dalhousie.
13	do 23	Brigantine	Montague	P. E. Island	Morgan	Africa	212	7	8	10	0 70	12 80	Jacquet River.
14	do 26	Barque	Recovery	Liverpool	Percout	Liverpool	817	15	14	18	1 00	32 00	Dalhousie.
15	Aug 11	do	Gluck Auf	German	Sprenger	do	483	11	10	15		25 00	do
16	do 11	do	Protector	Norway	Hansen	Gloucester	661	13	13	20		33 00	do
17	do 15	do	Nord	do	Lamb	Londonderry	489	13	10	14	0 70	18 80	Jacquet River.
18	do 27	do	Toftscombe	Liverpool	Arthurson	London	673	16	14	20		23 80	Benjamin.
19	do 30	Ship	Annabella	Canadian	Andrews	Liverpool	844	19	14	20	1 00	34 00	Dalhousie.
20	do 30	Barque	Washington	German	Watten	do	452	10	12	15	1 50	37 50	Campbellton.
21	Sept. 1	do	Vancouver	Liverpool	Wiles	Barrow	1,065	18	14	19	1 00	33 00	Dalhousie.
22	do 3	Brig	Chester	Lianally	Anthony	Madeira	200	7	7	11	0 70	12 80	Jacquet River.
23	do 3	Brigantine	Marion	Belfast	Hay	Limerick	183	6	7	11		12 60	do
24	do 5	Barque	City Ottawa	Plymouth	Dunn	Barrow	884	17	13	19	1 00	32 00	Dalhousie.
25	do 14	Ship	Norge	Norway	Shuistak	Hartlepool	588	12	13	16	0 70	20 30	Benjamin.
26	Oct. 10	Brigantine	Aurora	Ayr	Cummings	Ayr	234	7	9	12	1 00	21 00	Dalhousie.

List of Pilots, District of Restigouche, N.B.

Name.	Age.	Service.	Licence.	Total.
			\$ cts.	\$ cts
William Eslegar	50	Piloting	5 00	
Andrew Eslegar	48	do	5 00	
Robert McNiell	33	do	5 00	
Donald McNiell	38	do	5 00	
				20 00

By Paid printing per bill.....	\$10 10	
Voted to Secretary	9 90	
		<u>\$20 00</u>

ROBERT MOFFATT,
Chairman.
DANIEL RITCHIE,
Secretary

APPENDIX No. 62.

RICHMOND PILOTAGE DISTRICT.

ARICHAU, January 21st, 1878.

SIR,—Your letter, dated 7th inst., has been received. In reply, I beg to state that there is no pilot appointed for this district.

Your obedient servant,

CHARLES LENOIR.

WM. SMITH, Esq.,

Deputy Minister Marine and Fisheries,
Ottawa.

APPENDIX No. 63.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
RICHIBUCTO, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1877.

RICHIBUCTO, N.B., 27th February, 1878.

SIR,—Annexed please find Pilotage Returns for the District of Richibucto for the year 1877.

Your obedient servant,

W. J. SMITH,

Secretary.

To WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

PILOTAGE RETURNS for the District of Richibucto, for the year 1877.

Pilots.

Thomas Michaud.
Joseph McNeil.
Sylvano Richard.
Albert Long.
Wm. H. Long.
Samuel Richard.
James W. Long.
Wm. Irving.
George Irving.
Henry D. Irving.
John Long.
George H. Long.

Wm. Campbell.
Chas. Lawson.

Service for which Licensed.

To Pilot any vessel within the
Pilotage District of Richibucto.

To Pilot any vessel within the
Pilotage District of Richibucto
River, lying between Kingston
Bridge, Parish of Richibucto,
and Bridge at Brown's Shipyard,
Weldford.

Rates of Pilotage.

District of Richibucto :—

Inward or Outward, \$1.50 per foot.

Up River District :—

Upward or Downward, \$1.00 per foot.

For the removal of any ship or vessel, and seeing the same properly secured or moored:—

\$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.....	39
Foreign.....	23
	<hr/>
	62

Amounts collected by Pilots:—

British and Colonial vessels.....	\$1,462 50
Foreign.....	862 50
	<hr/>
	\$2,325 00

As there is no Pilotage Fund, each Pilot collects his own pilotage.

Collected by Commissioners:—

Amount on hand as per last returns, being balance on account licenses.....	\$16 00
Amount received for licenses, 1877.....	4 00
do Renewals.....	.....
	<hr/>
	\$20 00

(Signed)

W. J. SMITH,

Secretary.

APPENDIX No. 64.

PILOTAGE Returns for the District of Bras d'Or Lake in the Province of Nova Scotia, Dominion of Canada, for the Year ended 31st December, 1877, as required by Section 24 of Chapter 54, 36 Victoria, entitled: "An Act respecting Pilotage."

1. LICENSED PILOTS.

No.	Name.	Residence.	Age.	Amount collected by each.
				\$ cts.
2	Archibald Livingston	Boularderie	28	55 00
4	John O'Connell	Cape Dauphin	46	68 00
5	Daniel Ryan	do	49	34 00
6	John McKay	Baddeck	55	16 00
8	Wm. Ryan	Boularderie	43	No Return.
9	Wm. Carey	Bras d'Or	28	24 00
10	Neil McLean	Baddeck	66	35 00

2. No Masters or Mates certificated 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 the Great and Little Bras d'Or Lakes."

4. The pilotage dues for the time being are as set forth in the scale hereunto annexed.

5. As we have no pilotage fund, each Pilot takes what he earns.

6. Amount received for licensing Pilots for the year, \$10.

7. Amount paid Secretary for the year, \$8.

By order of Commissioners.

D. MORRISON, *Secretary.*

GREAT BRAS D'OR, January, 1878.

SCALE of Pilotage Fees for the Bras d'Or Lake for 1877.

Tonnage of Vessels each way.	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 to 150	6 00	7 00	9 00	11 00	11 00	10 00	12 00
150 to 200	7 00	9 00	11 00	13 00	13 00	12 00	13 00
200 to 250	8 00	11 00	12 00	14 00	14 00	13 00	14 00
250 to 300	9 00	11 00	12 00	15 00	15 00	14 00	15 00
300 to 350	10 00	12 00	13 00	16 00	16 00	15 00	16 00
350 to 400	11 00	14 00	15 00	17 00	17 00	16 00	17 00
400 to 450	12 00	15 00	16 00	18 00	18 00	17 00	18 00
450 to 500	13 00	16 00	17 00	18 00	18 00	17 00	18 00
500 to 600	14 00	17 00	18 00	19 00	19 00	18 00	19 00
600 to 700	15 00	17 00	19 00	20 00	20 00	19 00	20 00
700 to 800	16 00	18 00	20 00	20 00	20 00	20 00	21 00

By order of Commissioners.

D. MORRISON, *Secretary.*

APPENDIX No. 65.

REPORT OF THE PILOTAGE COMMISSIONERS FOR THE PILOTAGE
DISTRICT OF HALIFAX, N.S., FOR THE CALENDAR
YEAR ENDED 31st DECEMBER, 1877.

OFFICE OF THE COMMISSIONERS OF PILOTS,
HALIFAX, N.S., 16th January, 1878.

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, inwards, British and foreign.
- Return of vessels, outwards, 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,

FRED. D. CORBETT,
Secretary and Treasurer.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

RETURN of Vessels entered Inward, at the Port of Halifax, N.S., from 1st January to 31st December, 1877, subject to compulsory pilotage dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
166	216	4	32	5	192	346,214	\$ cts. 9,026 00

FOREIGN.

40	11	.....	24	1	108	111,047	2,596 00
206	227	4	56	6	300	457,261	11,622 00

E. & O. E.

(Signed) FRED. D. CORBETT,
Secretary and Treasurer.

RETURN of Vessels entered Outward, at the Port of Halifax, N.S., from 1st January to 31st December, 1877, subject to compulsory pilotage dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
8	26	3	25	6	197	306,111	\$ cts. 3,779 80

FOREIGN.

3	5	1	27	.....	109	103,343	1,367 50
11	31	4	52	6	306	409,454	5,147 30

E. & O. E.

(Signed) FRED. D. CORBETT,
Secretary and Treasurer.

STATEMENT of Receipts and Disbursements from 1st January to 31st December, 1877.

	\$ cts.	\$ cts.
RECEIPTS.		
By Amount collected Inward and Outward Pilotage, net.....	16,769 50	
Received for Licenses, Renewals and bonds.....	209 00	
do Commission on earnings to defray expenses of office.....	827 55	
do Superannuation Fund.....	321 75	
		18,127 80
EXPENDITURE.		
To Amount paid Pilots as per receipt book.....	15,591 00	
Expenses of office, Secretary's salary, stationery, printing, rent, fuel, &c.....	803 30	
Donation to widow and family of David Keeffe.....	200 00	
Deposited in Savings Bank, in addition to \$1,000 now there on interest. ...	1,000 00	
Cash on hand this date.....	533 50	
		18,127 80

E. & O. E.

(Signed) FRED. D. CORBETT,
Secretary and Treasurer.

LIST of Pilots for the Port of Halifax, N.S., 1877.

Number.	Name.	Residence.
1	John Fleming.....	Ketch Harbour.
2	Thomas Holland.....	Duncan's Cove.
3	James Holland.....	do
4	William Baker.....	Halifax.
5	Bernard Gallagher.....	do
6	Daniel Martin.....	Ketch Harbour.
7	Joseph Rhino.....	Herring Cove.
8	Patrick Hayes.....	do
9	Hugh Munro.....	do
10	Jeremiah Holland.....	Duncan's Cove.
11	Edward Bayers.....	Ketch Harbour.
12	James Hanrahan.....	Ferguson's Cove.
13	William Beazley.....	do
14	John Hayes.....	Herring Cove.
15	Timothy Saul.....	Upper Prospect.
16	Thomas Beazley.....	Ferguson's Cove.
17	Charles Glazebrook.....	do
18	Richard O'Neal.....	Portugese Cove.
19	William Smith.....	do

(Signed) FRED. D. CORBETT,
Secretary and Treasurer.

SCALE of Pilotage dues for the Port of Halifax.—

	Inwards.	Outwards.
Vessels of 200 tons and under	\$ 8 00	\$ 5 00
do 200 to 300.....	11 00	7 00
do 300 to 400.....	14 00	9 00
do 400 to 500.....	16 00	10 00
do 500 to 600.....	18 00	11 00

Over 600 tons, an additional fifty cents for every 100 tons (or fractional part thereof) above 600 tons, inwards, and 25 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.

FRED. D. CORBETT,
Secretary and Treasurer.

APPENDIX No. 66.

REPORT OF THE PILOTAGE COMMISSIONERS FOR THE DISTRICT OF
HANTS AND KINGS COUNTIES, FOR THE CALENDAR
YEAR ENDED 31ST DECEMBER, 1877.

WINDSOR, 12th January, 1878.

SIR,—Yours of 8th instant to hand asking for Pilotage Returns for the year 1877.

I beg to say there has not been any Pilots appointed for the District of Hants and Kings Counties, so I have no returns to forward.

I am, Sir,

Your most obedient servant,

THOMAS AYLWARD,
*Pilot Commissioner*The Honourable
The Minister of Marine and Fisheries.

APPENDIX No. 67.

REPORT OF THE PILOTAGE COMMISSIONERS FOR THE DISTRICT OF
 PICTOU, N.S., FOR THE CALENDAR YEAR
 ENDED 31ST DECEMBER, 1877.

PICTOU, 10th January, 1878.

SIR,—The Pilotage Authority for Pictou District have the honour to submit their Pilotage Returns for the past year.

We have the honour to be, Sir,
 Your most obedient servants,

R. P. GRANT,
 J. A. GORDON,
 JAS. D. MCGREGOR,
 A. J. PATTERSON,
 DANIEL McDONALD. } *Pilotage Authority.*

WILLIAM SMITH, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

PILOTAGE Returns for the District of Pictou, N.S., for the Year ended 31st December, 1877, as required by Section 24 of Chap. 54, 36 Vict., entitled: "An Act respecting Pilotage."

1.—LICENSED PILOTS.

Name.	Residence.	Age.
Robert Powell.....	Boat Harbour.....	76
A. Thos. Powell.....	do	59
James Fraser.....	Pictou	46
Bryant Rodgers.....	do	42
Wm. A. Oooke.....	do	39
Angus McDonald.....	do	38
Henry N. Powell.....	Boat Harbour.....	31
Charles Cooke.....	Pictou	32
Geo. W. Powell.....	Boat Harbour.....	26
Daniel S. Smith.....	Pictou	26
John R. Powell.....	Boat Harbour.....	29
William Munro.....	Pictou	47
Daniel McLeod.....	do	38
Ronald McDonald.....	do	51
Allan McDonald.....	do	24

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."
 4. The Pilotage dues for the time being in force are as follows:—

				Inward.	Outward.
Vessels of	80 and under	150 tons.....		\$ 6 00	\$ 4 00
do	150 do	300		10 00	6 00
do	300 do	400		12 00	8 00
do	400 do	500		14 00	9 00
do	500 do	600		15 00	10 00
do	600 do	800		16 00	11 00
do	800 do	1,000		17 00	12 00

And all vessels under 80 tons, 5 cents per ton inward, and 4 cents per ton outward.

All steamers to be rated at net tonnage.

All vessels bound inwards not requiring the services of a pilot shall pay half pilotage to any pilot offering his services.

All vessels over 150 tons bound out and not requiring the services of a pilot shall pay half pilotage to the Pilot Fund.

5. Total amount received for pilotage dues, \$4,091.37.

Of the above—

Received from British ships.....	\$3,381 37
do Foreign ships.....	710 00

Total..... 4,091 37

Of the above—

Received from Steamships.....	\$2,419 16
do Sailing ships.....	1,672 21

Total..... 4,091 37

6. Receipts and expenditures of all money received by or on behalf of the Pilotage Authority in respect of Pilots or pilotage.

RECEIPTS.

Received from 15 Pilots for annual bonds	\$ 15 00
do Pilotage dues as above.....	4,091 37
Total.....	4,106 37

EXPENDITURE.

Paid for printing.....	\$ 4 75
Paid to Pilots.....	3,767 37
do Secretary.....	100 00
Commissioners attending meetings.....	50 00
Balance in hand.....	184 25
Total.....	4,106 37

R. P. GRANT,
 J. A. GORDON,
 JAS. D. MCGREGOR,
 A. J. PATTERSON,
 DANIEL McDONALD, } *Pilotage Authority.*

WILLIAM SMITH, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

APPENDIX No. 68.

RETURN by the Pilotage Authority for the Pilotage District of Pugwash in the County of Cumberland, Province of Nova Scotia, for the Year ending 31st December, 1877.

1. NAMES AND AGES OF PILOTS, &c.

Name.	Age.	No.	Remarks.
James Seaman.....	74	1	Licensed one year from 1st May, 1877.
John Seaman.....	44	2	Licensed 1st May, 1877.
Norman McIver.....	56	3	do do
Donald McLean.....	53	4	Lost at sea about 22nd Dec., 1877.
John Evans	60	5	Licensed 1st May, 1877.
Joseph O. Read.....	24	6	Licensed 1st November, 1877.

2. The above named Pilots are licensed to pilot vessels of every description within the Pilotage District of Pugwash, either from sea, into the Harbours of Pugwash and Port Philip, or from said harbours to sea, or into or out of rivers and bays or creeks within the said District.

3. Pilotage dues at Ports of Pugwash and Philip, in force 31st December, 1877, as follows :—

	Inwards.	Outwards.
Vessels of 80 tons and under 140 tons	\$ 6 00	\$ 5 00
do 140 do 230 "	8 00	7 00
do 230 do 300 "	10 00	9 00
do 300 do 400 "	14 00	12 00
do 400 do 500 "	16 00	14 00
do 500 do 600 "	17 00	15 00
do 600 do 700 "	18 00	16 00
do 700 tons and upwards, 3 cents per ton inwards, 2 cents per ton outwards.		

All vessels under 80 tons, 5 cents per ton, inward ; 4 cents per ton, outward.

Steamers rated at net tonnage.

Vessels going through draw-bridges, and 1½ mile beyond, shall pay 2½ cents per ton additional, each way.

4. Amount of Pilotage Dues received, as follows :—

From British ships.....	\$900 00
Foreign (Norwegian) ships.....	66 00
do American do	11 00
Total.....	\$977 00

All vessels, either British or Foreign, are rated according to the scale.

No special services have been rendered to vessels by pilots during the year ended 31st December, 1877.

5. Each licensed pilot has received the amount of pilotage dues earned by him individually.

A fine of ten dollars was levied and collected, and applied toward defraying the expenses of the Board.

Respectfully submitted.

By order,

PETER McDONALD,

Secretary.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 69.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF SYDNEY, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

OFFICE OF THE PILOTAGE AUTHORITY,
DISTRICT OF SYDNEY, C.B.,
10th January, 1878.

SIR,—I beg to transmit herewith returns of the Pilotage Authority for this District for the year ended 31st December, 1877, which, I trust, will be found in order.

I would take this opportunity of stating that the Commissioners intend making some modifications in the rates of pilotage for this District at their regular meeting on March 1st next, which will probably meet the complaints that have been made to the Government, and, we trust, recommend themselves for approval.

I am, Sir,
Your most obedient servant.

W. PURVES,
Chairman and Treasurer.

WM. SMITH, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa.

RETURNS OF THE PILOTAGE AUTHORITY, DISTRICT OF SYDNEY, CAPE BRETON, FOR THE YEAR, 1877.

The Name and Age of each and every Pilot, &c., for the Ports of Sydney and North Sydney, are as follows:—

No.	Name.	Age.	No.	Name.	Age.
1	D. McGillivray	57	15	John Cain.....	27
2	James Petrie.....	57	16	Thomas Townsend.....	58
3	John Carroll	50	17	John Brown, jun	27
4	John Brown.....	54	18	John Mullins	27
5	David Mullins.....	50	19	Sylvester Shannaban.....	35
6	Peter Madore.....	47	20	Andrew Ratchford.....	33
7	Daniel McGillivray (second).....	58	21	John Fraser.....	37
8	John Curran.....	52	22	James McGillivray.....	27
9	Thomas Doyle.....	59	23	George Townsend	59
10	John Petrie	47	24	Angus McNeil.....	34
11	Robert Mullins	55	25	John Daly.....	55
12	Cornelius Mullins	46	26	Hugh McGillivray	49
13	Daniel McGillivray (third).....	49	27	James McGillivray (D.).....	32
14	William Ratchford.....	40			

For the Port of Lingan:—

No.	Name.	Age.	No.	Name.	Age.
1	Thomas Laffin.....	58	5	Lawrence Laffin.....	42
2	Patrick Laffin.....	40	6	Patrick Young.....	22
3	Richard Hall.....	37	7	Walter Hadrigan.....	21
4	Neil Robertson.....	25			

For the Ports of Little Glacé Bay and Caledonia:—

No.	Name.	Age.	No.	Name.	Age.
1	William Healen.....	48	6	Edward Mahon.....	60
2	Joseph Shannahan.....	35	7	Edward Petrie.....	35
3	Thomas Ling.....	46	8	Patrick Ryan.....	40
4	Hugh Robertson.....	58	9	William McLeod.....	40
5	Edmund Petrie.....	40			

Six Shipmasters were licensed for the Port of North Sydney, viz:—

B. Le Blanc.....	Brig "Ruth."
J. Ormiston.....	Schooner "Chas. Valentine."
R. Ormiston.....	do "M. Hopewell."
W. Spence.....	do "Rebecca Ann."
H. Bendrot.....	do "J. Northup."
W. Giffin.....	do "Bonnabelle."

Three Shipmasters for the Port of Little Glacé Bay, viz:—

E. Farrall.....	Schooner "Four Brothers."
G. Spence.....	do "Rose."
J. O'Leary.....	do "Freedom."

The rates of Pilotage for this district are the same as last year, and as follows:

By-LAW No. 5.—The rates of Pilotage shall be as follows:

	To Sydney.	To North Sydney.
For vessels under 100 tons.....	\$ 6.00	5.00
from 100 to 150 ".....	7.00	6.00
" 150 to 200 ".....	8.00	7.00
" 200 to 250 ".....	9.00	8.00
" 250 to 300 ".....	10.00	9.00
" 300 to 350 ".....	11.00	10.00
" 350 to 400 ".....	12.00	11.00

and for every additional 50 tons or fractional part thereof, \$1.00. Outward pilotage shall be the same as inward. Vessels upon being hailed by a licensed Pilot outside of the limits of the port for which he is licensed, and refusing to, or not taking

such Pilot, shall pay half pilotage inward, and upon being offered the services of a licensed Pilot within twenty-four hours before being ready for sea, and refusing the services of such Pilot, shall be liable for half pilotage rates outward. Should the services of a Pilot so offering be accepted by the Master and afterwards declined, then the vessel shall be liable for full pilotage rates, and any Pilot placed in charge of a vessel by the Master shall be entitled to receive, in addition to full pilotage rates the sum of two dollars per diem for each day the vessel may be detained while he is waiting on her, through stress of weather or otherwise. Vessels shall only be liable to pilotage at the port of arrival in this pilotage district, should it be necessary for them to change ports in the same, unless a Pilot for the second port or ports be employed, in which case full tariff rates will be exacted. Pilots delivering orders outside of port limits to vessels to proceed elsewhere shall be entitled to receive full pilotage inwards and outwards from such vessels, and if in any case another regular Pilot belonging to the same port be found in charge, shall be entitled to the inward, and the Pilot delivering the orders to the outward pilotage. The rates of pilotage for Lingan, Little Glacé Bay and Port Caledonia shall be the same as for North Sydney.

The total number of arrivals at the Port of Sydney, paying pilotage during 1877, was 35, consisting of

22 Steamers	British	Tonnage	17,746
4 do	Foreign	"	6,060
6 Sailing Vessels.....	British	"	1,274
3 do	Foreign	"	1,311
Total tonnage.....			26,391

The amount of Pilotage collected in Sydney, was as follows :—

From British steamers.....	\$245
“ sailing Vessels.....	80
Foreign steamers.....	120
“ sailing Vessels.....	82
Total	\$527

The total number of arrivals at the Port of North Sydney, paying Pilotage, were 478, consisting of :—

81 steamers (British), tonnage.....	48,567
355 sailing vessels do do	138,351
42 do (Foreign) do	19,910
Total tonnage.....	206,828

The amount of Pilotage collected at North Sydney, was as follows :—

From British steamers.....	\$1,927 00
do sailing vessels.....	5,956 50
Foreign do	852 00
Total.....	\$8,735 50

The number of arrivals at South Bar, paying Pilotage were 3, consisting of :—

1 British steamer, tonnage.....	1,237
2 do sailing vessels do	292
Total tonnage.....	1,529

The amount of Pilotage collected at South Bar, was as follows :—

From British steamers.....	\$60 00
do sailing vessels	20 00
Total.....	<u>\$80 00</u>

The number of arrivals at Lingan, paying Pilotage, were 46, consisting of :—

20 British sailing vessels, tonnage.....	2,619
26 Foreign do do	6,296
Total tonnage.....	<u>8,915</u>

The amount of Pilotage collected at Lingan, was as follows :

From British vessels.....	\$215 00
Foreign do	360 00
Total	<u>\$575 00</u>

The number of arrivals at Little Glacé Bay, paying Pilotage, were 73, consisting of :—

6 British steamers, tonnage.....	3,444
54 do sailing vessels, tonnage.....	11,420
13 Foreign do do	4,495
Total tonnage.....	<u>18,959</u>

The amount of Pilotage collected at Little Glacé Bay was as follows :—

From British steamers.	\$161 00
do do sailing vessels	594 50
do Foreign do	212 00
Total	<u>\$967 50</u>

The number of arrivals at Port Caledonia, paying Pilotage, were 96, consisting of :—

71 British vessels, tonnage.....	13,228
25 Foreign do do	6,822
Total tonnage.....	<u>20,050</u>

The amount of Pilotage collected at Port Caledonia was as follows :—

From British sailing vessels	\$639 00
do Foreign do	352 50
Total	<u>\$991 50</u>

RECAPITULATION.

Place.	Vessels.	Tonnage.	Amount.
Sydney	35	26,391	\$ 527 00
North Sydney.....	478	206,828	8,735 50
South Bar.....	3	1,529	80 00
Lingan	46	8,915	575 00
Little Glacé Bay.....	73	18,959	967 50
Port Caledonia.....	96	20,050	991 50
	<u>731</u>	<u>202,672</u>	<u>\$11,876 50</u>

Statement of Receipts and Disbursements by the Pilotage Authority of Sydney, from 1st January to 31st December, 1877:—

RECEIPTS.*	
Sydney and North Sydney:—	
Licenses and bonds, \$81; Masters, \$60; boats, \$13.....	\$154 00
Receipts, Lingan:—	
Licenses and bonds, \$21; boats, \$4.....	25 00
Receipts, Little Glacé Bay and Port Caledonia:	
Licenses and bonds, \$27; Masters, \$30; boats, \$17.....	74 00
Total pilotage as above.....	11,876 50
Balance from last year.....	11 28
Total	<u>\$12,140 78</u>

EXPENDITURE.*	
Salaries of six Collectors.....	\$593 82
Amount paid Pilots per receipt book.....	11,282 68
Secretary and Treasurer.....	100 00
Travelling expenses, five Commissioners, \$20 each.....	100 00
Printing and stationery.....	47 00
Balance on hand.....	17 28
Total.....	<u>\$12,140 78</u>

W. PURVES,
Chairman and Treasurer

North Sydney, C.B.,
January 10th, 1878.

APPENDIX No. 70.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SUMMERSIDE,
P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

SUMMERSIDE, 30th January, 1878.

SIR,—Enclosed you will find a list of the Pilots for the Port of Summerside, also a list of all vessels that came in under their charge. It was late in September when the license for Summerside was granted, and not knowing that a correct account of all vessels had to be kept, is the reason why a report was not sent in before.

Yours, &c.,

JOHN GRADY,
Secretary of Commissioners.

Hon. WM. SMITH,
Deputy Minister of Marine, &c.,
Ottawa.

NAMES of Pilots for the Port of Summerside, P.E.I., ended 31st December, 1877.

	Age.	No.
James Grady.....	57	3
Mathew Dunn.....	27	2
John Mathewson.....	38	4
Albert Grady.....	28	1

MEMORANDUM of Pilotage Dues collected by the Pilots for the Port of Summerside,
P.E.I., ended 31st December, 1877.

Name.	Rig.	Nationality.	Amounts Collected.
			\$ cts.
Mary S. Warren.....	Schooner.....	British.....	4 00
Alhambra.....	Steamer.....	do.....	20 00
Emma and Ellen.....	Schooner.....	do.....	8 40
Alhambra.....	Steamer.....	do.....	20 00
Mary Louisa.....	Schooner.....	do.....	9 60
Katie Stewart.....	Bark.....	do.....	16 00
High-water.....	Schooner.....	Foreign.....	11 00
S. Bone.....	do.....	British.....	13 00
Canumerta.....	Brigantine.....	do.....	6 00
Progress.....	do.....	do.....	9 00
Journal.....	do.....	do.....	8 00
Kismet.....	Barkentine.....	do.....	17 00
Alhambra.....	Steamer.....	do.....	20 00
Lezbuta.....	Bark.....	do.....	17 00
Baloon.....	do.....	do.....	15 00
Rowena.....	Brigantine.....	do.....	8 00
Vigilane.....	Schooner.....	do.....	5 00
Total amount collected.....			207 00

APPENDIX No. 71.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
BRITISH COLUMBIA, FOR THE CALENDAR YEAR
ENDED 31st DECEMBER, 1877.PILOTAGE AUTHORITY,
VICTORIA, B.C., 10th January, 1878.

SIR,—I am instructed by the Pilot Commissioners, being the Pilotage Authority for the District of British Columbia, to transmit herewith the Pilotage Returns for the year ended the 31st December, 1877, in keeping with Section 24, Act, 1873.

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

Secretary.

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

RETURNS by the British Columbian Pilotage Authority to 31st December, 1877.
(Vide Pilotage Act, 1873, p. 212, cap. 54, sec. 24.)

LICENSED PILOTS.

No. of License.	Date of Issue.	Seniority as Pilot.	Name.	Age.	Remarks.
1	April 1, 1877...	Aug. 10, 1870...	John Sabiston.....	49	Passed under Old Board.
2	do 1, 1877...	Jan. 9, 1873...	James McIntosh.....	50	do do
3	do 1, 1877...	June 9, 1873...	James Ramsey.....	48	do do
4	do 1, 1877...	Dec. 10, 1874...	Frederick Revely.....	40	do do
5	March 29, 1877...	March 8, 1876...	George Rudlin.....	43	Comm'r steamer "Maude."
6	do 29, 1877...	do 8, 1876...	William Scott.....	39	Suspended and reinstated.
7	April 1, 1877...	June 13, 1876...	John Ramsay.....	41	Passed under New Board.
8	do 1, 1877...	July 7, 1876...	James Christensen.....	38	do do
9	June 21, 1877...	Aug. 26, 1869...	Alexander McKinnon.....	43	do do
10	do 21, 1877...	June 21, 1877...	William Ettershank.....	35	do do
11	Oct. 19, 1877...	March 8, 1876...	William Scott.....	39	do do

REMARKS.

No apprentices employed up to 31st December, 1877.

No acting pilots, save William Scott, included in the above Return.

No person acting under the Pilotage Authority without license or authority.

The license of George Rudlin has been cancelled, and a certificate issued, in lieu thereof, to command coasting steamers. The license of Alexander McKinnon has been annulled; that of William Ettershank confirmed; and that of William Scott again issued to him on six months' probation.

For list of certificated masters and mates, see Return No. 3.

VICTORIA, B. C.,
31st December, 1877.
1—b 22

EDGAR CROW BAKER,
Secretary P. A.

RETURNS to 31st December, 1876, under Sec. 24, Clause II.

No. of License.	Seniority as Pilot.	Name.	Age.	Service.
1	Aug. 10, 1870.....	John Sabiston	49	From the shores of Washington Territory to the northern boundary of the Province, which includes the harbours of Victoria and Esquimalt, Burrard Inlet, Nanaimo and Baynes Sounds (as also the navigable waters between the same), Fraser and Skeena Rivers, the Straits of Juan de Fuca, Haco and Rosario.
2	Jan. 9, 1873.....	James McIntosh.....	50	
3	June 9, 1873.....	James Ramsey.....	48	
4	Dec. 10, 1874.....	Frederick Revely.....	40	
5	March 8, 1876.....	George Rudlin	43	
6	June 13, 1876.....	John Ramsay	41	
7	July 7, 1876.....	James Christensen.....	38	
8	June 21, 1877.....	William Ettershank.....	35	
9	March 8, 1876.....	William Scott.....	39	

REMARKS.

The service for which every pilot is licensed by the British Columbia Pilotage Authority is the entire district, with its harbours and rivers, from Cape Flattery to the mouth of the Skeena River, but is more generally understood to mean from Royal Roads (which is free to all) to the harbours for loading coal and lumber, viz., Burrard Inlet and Nanaimo; through the accepted navigable channels, a pilotage distance of some 85 miles; also, of course, Victoria, Esquimalt and Fraser River to New Westminster.

EDGAR CROW BAKER,
Secretary P. A.

VICTORIA, B. C.,
31st December, 1877.

LIST of Certificated Masters.

No.	Date.	Name.	Rank.	Vessel.	Limits.
	1877.				
1	March 28	McCulloch, Wm.....	Master	Otter.....	Entire District.
2	do 29	Lewis, Hubert J.....	do	Enterprise.....	do
3	do 29	Rudlin, George.....	do	Beaver.....	do
4	do 29	Smith, Henry.....	do	Etta White.....	do
5	do 29	Morrison, Daniel.....	do	Maude.....	do
6	do 30	Holmes, Peter.....	do	Cariboo Fly.....	do
7	do 30	Hayes, John.....	do	Grappler.....	do
8	do 30	Clancy, Chas. E.....	do	North Pacific.....	Puget Sound to Victoria, &c.
9	May 22	Pamphlet, Thomas.....	do	Maude.....	Lower District.
10	do 23	Rudlin, George.....	do	Alexander.....	Puget Sound and Baynes Sound.
11	do 23	Irving, John.....	do	Royal City.....	Fraser River and Victoria.
12	June 15	Pamphlet, Thomas.....	do	Bonanza.....	Lower District.
13	July 3	Luckey, George.....	do	Black Diamond.....	Nanaimo to Victoria, &c.
14	Aug. 8	Gardiner, James A.....	do	Isabel.....	Nanaimo to Victoria & P. Sound.
15	Oct. 15	Warren, John D.....	do	Beaver.....	Nanaimo, &c, to Victoria, &c.
16	do 29	Rudlin, George.....	do	Cariboo Fly.....	Entire District.
17	Nov. 1	Morrison, Daniel.....	do	Alexander.....	do
18	Dec. 1	Holmes, Peter.....	do	Black Diamond.....	do
19	do 5	Rudlin, George.....	do	Maude.....	do
20	do 7	Holmes, Peter.....	do	Pilot.....	do

REMARKS.

Although 20 Certificates have actually been issued by the Pilotage Authority for this District since putting the new system into operation, only 14 Masters at present hold those Certificates, from the fact that Captain Rudlin has been transferred, at various times, from the command of the "Beaver" to the "Alexander," then to the "Cariboo Fly," and now commands the "Maude;" Captain Pamphlet having been transferred from the steamer "Maude" to the schooner "Bonanza," and Captain Holmes from the "Cariboo Fly" to the "Black Diamond" and "Pilot;" Captain Morrison transferred also from the "Maude" to the "Alexander."

LIST of exempted Vessels under Section 3 of the Pilotage By-laws.

No. of Certificates.	Name.	Rig.	Master.	Tonnage.	Route.
1	Otter.....	Steamer	William McCulloch.....	217	Victoria to Fort Simpson, &c.
2	Enterprise.....	do	Hubert G. Lewis.....	442	Victoria and New Westminster.
4	Etta White.....	do	Henry Smith.....	97	Towage Service of the District.
7	Grappler.....	do	John Hayes.....	128	Victoria to Wrangel and Sitka.
8	North Pacific.....	do	Charles E. Clancey.....	488	Victoria and Puget Sound.
11	Royal City.....	do	John Irving.....	198	New Westminster to Yale and Way Ports.
12	Bonanza.....	Schooner	Thomas Pamphlet.....	98	Victoria, Burrard Inlet, Nanaimo, &c.
13	Black Diamond.....	do	George Luckey.....	81	Victoria, Esquimalt, Nanaimo.
14	Isabel.....	Steamer	James A. Gardiner.....	317	Victoria to Nanaimo and Puget Sound.
15	Beaver.....	do	John D. Warren.....	109	Towage Service of the District.
17	Alexander.....	do	Daniel Morrison.....	331	do do do
18	Cariboo Fly.....	do	Vacant.....	138	Victoria and East Coast Service.
19	Maude.....	do	George Rudlin.....	158	Victoria, Nanaimo, Baynes Sound
20	Pilot.....	do	Peter Holmes.....	183	Towage Service of the District.

REMARKS.

All the foregoing steamers pay \$100 per annum, and the schooners \$30 per annum, when commanded by Masters holding pilotage certificates, which exempts them from the payment of the ordinary pilotage dues laid down in the By-laws as shewn in Return No. 4 of these returns.

EDGAR CROW BAKER,
Secretary.

VICTORIA, B.C.
31st December, 1877.

PILOTAGE DISTRICT OF BRITISH COLUMBIA.

Return of the total amount of Pilotage Dues received at 31st December 1877, under Section 24, Clause 4, of the Act, 1873.

American	British.	French.	Peruvian.	Bremen.	Chilian and Nicaraguan.	German.	Canadian.	Russian.	Bolivian.	Hawaiian.	Special Rates.	Special Services, Gulf.	RECAPITULATION.	Totals.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
40 00	39 00	75 00	55 00	51 00	37 00	46 00	45 00	49 00	110 00	91 50	232 25	10 00	American	6,966 61
21 37	34 50	47 50	\$1 50	.....	38 63	58 00	66 00	55 50	114 00	24 00	69 75	10 00	British	2,603 25
21 00	41 50	108 00	.....	.....	48 00	63 00	.....	58 50	66 00	78 00	37 00	10 00	French	591 65
36 00	37 50	48 00	.....	.....	49 50	43 50	.....	.....	36 00	93 00	174 00	10 00	Peruvian	119 50
63 00	55 50	34 00	.....	.....	.....	39 00	.....	.....	57 00	27 50	141 75	10 00	Bremen	51 00
45 00	45 00	56 40	.....	.....	.....	.....	.....	.....	105 00	55 50	30 00	10 00	Chilian and Nicaraguan	223 13
7 87	31 50	47 50	.....	.....	.....	.....	.....	.....	67 50	.....	30 00	10 00	German	250 00
18 01	45 00	36 00	.....	.....	.....	.....	.....	.....	29 25	.....	182 00	10 00	Canadian	111 00
66 00	70 00	36 00	.....	.....	.....	.....	.....	.....	103 50	.....	148 50	10 00	Russian	163 00
20 25	37 50	55 25	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00	Bolivian	688 25
63 00	49 50	.....	.....	.....	.....	.....	.....	.....	174 00	.....	174 00	10 00	Hawaiian	379 50
60 00	52 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	146 25	10 00	Special	5,796 98
20 25	44 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	168 00	10 00	Gulf	490 00
36 00	51 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	146 25	10 00		
96 50	61 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
91 50	78 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	183 00	10 00		
58 50	60 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	145 12	10 00		
7 87	51 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
54 00	40 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	200 00	10 00		
36 00	40 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	144 00	10 00		
31 80	38 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	200 00	20 00		
39 00	55 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
30 00	51 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	146 25	10 00		
64 50	49 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	150 75	30 00		
103 80	55 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	164 25	10 00		
43 50	51 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	150 75	10 00		
63 00	40 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
45 00	81 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	184 50	20 00		
94 50	40 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	141 75	10 00		
54 00	48 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
52 00	13 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	174 37	10 00		
109 50	42 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	141 75	10 00		
66 00	66 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 00	10 00		
60 00	51 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	167 62	10 00		
30 00	16 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	142 87	10 00		
30 00	92 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	179 00	10 00		

30 00	57 00											132 00	10 00
66 00	48 00											146 25	10 00
51 00	45 00												10 00
30 00	39 00												10 00
40 00	55 50												10 00
90 00	61 50												10 00
69 00	58 50												10 00
40 00	54 00												10 00
18 00	34 50												
48 00	82 00												
103 00	48 00												
100 50	57 00												
60 00	39 00												
74 00	43 00												
69 00	34 50												
42 00													
94 50													
105 00													
60 00													
120 00													
50 00													
97 50													
30 00													
43 50													
30 00													
67 50													
18 50													
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125 00													
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102 00													
63 00													
30 00													
38 25													
18 00													
81 50													
42 00													
60 00													
18 00													
36 00													
30 00													
108 00													
90 00													
30 00													

Return of the total amount of Pilotage Dues received at 31st December, 1877.—Continued.

American.	British.	French.	Peruvian.	Bremen.	Chilian and Nicaragua.	German.	Canadian.	Russian.	Bolivian.	Hawaiian.	Special Rates.	Special Services, Gulf.	RECAPITULATION.	Totals.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
30 00														
30 00														
91 50														
105 00														
96 00														
36 00														
99 00														
36 00														
30 00														
103 50														
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109 50														
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97 50														
105 00														
22 50														
30 00														
100 50														
30 00														
63 00														
100 50														
108 00														
42 00														
6,966 61	2,603 25	591 65	119 50	51 00	223 13	250 00	111 00	163 00	688 25	379 50	5,796 98	490 00		18,433 87

EDGAR CROW BAKER,
Secretary-Treasurer.

Approved and certified correct.
RODCK. FINLAYSON JOHN DEVEREUX, }
W. W. CLARKE, COOTE M. CHAMBERS, } Commissioners.

VICTORIA, B.C.,
9th January, 1878.

Special Rates.

These are vessels coming under section 12, clause E, of the by-laws in cases where the dues would otherwise exceed the \$6 per foot in and out, and apply principally to the mail steamers "Dakota," "City of Panama," "Alaska," "Constitution" and "California."

Special Services.

For Gulf Pilotage of vessels in transit from Royal Roads to Nanaimo, Burrard Inlet, Baynes Sound and *vice versa*.

Earnings of Pilots.

Amounting to.....		\$15,945 65
Cost and maintenance of schooner "Carolina" ..	\$4,490 78	
do sloop "W.A.G. Young" ..	1,747 55	
do sloop "Keturah"	550 41	
Extra boat hire	155 25	
Travelling expenses, &c.	479 75	
		<u>7,423 74</u>
Net earnings		<u>8,521 91</u>

EDGAR CROW BAKER,

Secretary.

VICTORIA, B.C., 9th January, 1877.

Ca.

RECEIPTS and EXPENDITURE—Return under Section 24, Clause V.

Dr.

1877.	1877.	1877.	1877.	1877.	1877.	\$ cts.	\$ cts.	\$ cts.
Jan. 1st to	Jan. 1st to							
Dec. 31st	Dec. 31st	To balance from last year.....	37 32	By James McIntosh, Pilot, to 31st March....	166 50			
do	do	Pilotage Dues (vide Return No. 6).....	18,433 87	do do to 21st April....	161 78			
do	do	License Fees (under secs. 2 and 3).....	460 00	British Columbia Pilots' Joint Account				
do	do	Certificate Fees (under sec. 3).....	1,075 00	(earnings).....	15,617 37			15,945 65
do	do	Examination Fees (under sec. 3).....	320 00	Revenue Services (as under):—				
do	do	Survey Fees (under sec. 4).....	60 00	Harbour Master, Nanaimo, for Col-				
do	do	Interest on Savings Bank Deposits.....	6 90	lections.....	51 57			
				Harbour Master, Burrard Inlet, for	16 78			
				Collections.....				
				Secretary and Treasurer (arrears, 1876).....				68 35
				For Services as Secretary for 12 Months.				221 87
				do do By Secretary and Treasurer (1877).....				954 75
				For Services as Secretary, from 15th March				
				to 31st December.....				
				do do By Expenses of Examinations and Investi-				
				gations (1876).....				312 50
				Expenses of Investigations, &c. (1877).....				240 00
				Expenses of Examinations (1877).....				160 00
				General Expense Account do.....				61 25
				Petty Expenses Account do.....				8 15
				Postage Account do.....				41 25
				Printing Account do.....				78 00
				Stationery Account do.....				66 87
				Advertising Account do.....				46 50
				Plant Account do.....				192 86
				Office Expenses do.....				198 62
				Legal Expenses do.....				28 75
				Discount Account do.....				24 37
				Expenses of Surveys do.....				60 00
				Balance to Credit of Pilotage Authority				1,685 35
								\$20,393 09

British Columbia Pilot Fund Disposition.

Balance in hands of Treasurer on 31st December, and since paid into Bank.....	\$198 87
Amount in Savings Bank and bearing Interest, at 6 per cent. per annum.....	997 84
Amount invested in support of Pilot Boats by way of Loan ; Interest, at 12 per cent.	488 64
	----- \$1,685 35

N. B.—Balance Cr. is now transferred to and forms "B. C. Pilot Fund," vide section 19 of by.laws.

EDGAR CROW BAKER,
Secretary and Treasurer.

Approved and certified correct.

ROD'K FINLAYSON, JOHN DEVEREUX, W. W. CLARKE, COOTE M. CHAMBERS.	} } <i>Commissioners.</i>
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VICTORIA, B.C., 9th January, 1878

APPENDIX No. 72.

REPORT OF THE MONTREAL RIVER POLICE FOR THE CALENDAR YEAR
ENDED 31ST DECEMBER, 1877.

MONTREAL, 31st December, 1877.

In obedience to your desire, I have now the honour respectfully to submit the Return showing the number of persons that have been arrested, &c., by the Montreal River Police for the calendar year ended 31st December, 1877.

On the 1st May, the force was sworn in, and consisted of nineteen constables, exclusive of the staff; and they were, as usual, disbanded on 30th November last, though the navigation, strange to say, was quite open, and no indication of ice forming in the river. Three hundred and one individuals were arrested during the year. This does not, however, include sailors intoxicated, who, on becoming sober, were at the request of the officers taken to their vessels. Intemperance attended by the usual number of assaults, is the principal feature of the police reports and seems to be rather on the increase than the decrease.

No less than fifteen persons were drowned in the harbour and canal during the period specified, and thirty-nine saved from a similar fate.

The new police station, situated in the basement of the Harbour Commissioners, building on Common Street was occupied on the 1st May of the current year, and is admirably situated for that purpose. In the first instance it proved to be very damp, but since it has been fitted by a contemplated moveable new floor, raising it from the ground about two feet, this serious drawback has entirely disappeared, and that which was originally intended as transitory, in accordance with your views, has become a permanency—your ideas as to the laying out of the basement and fittings have been fully carried out; the armory and other necessary appointments have proved a valuable success, while the comfort of the men has not been neglected—the sleeping room has been furnished with iron cots, army tables, and forms loaned by the Militia Department, and it may be safely asserted that the station can now be called a model one in every respect.

The number of men employed during the season of navigation, it is again submitted, is inadequate to the duty to be performed, while the distance to be patrolled yearly increases.

The Force has gone through a course of instruction in some of the simple movements, and in the use, &c., of the Snider rifle and sword. At the last but one of your periodical inspections, you were good enough to compliment them on their efficiency and appearance. Under your patronage and that of some of their friends, a rifle match was held at the butts and numerous prizes were shot for. Considering it was the first essay of many of the members, it was said to be a very satisfactory show.

On the 18th of last June, a strike of ship labourers occurred, lasting for several days. It caused considerable stoppage in the shipment of goods, and much annoyance to merchants and owners of vessels. The assemblage called upon men working on board the various sea-going vessels in harbour to cease labour, they also proceeded to the steamship "Sardinian"—here the River Police were efficiently sustained by the Stevedore (Mr. Lawlor) who resolutely, pistol in hand, protected the gangway and frustrated the attempt at boarding—thence, headed by a flag, and with largely increased numbers, they attempted to board the steamship "Lake Megantic," when a

charge was made by the River Police, the boarding prevented and the flag captured amid a shower of stones—unfortunately one of our men being severely wounded in the face and several were struck.

It is unnecessary to go into further details, as daily accounts were forwarded, but I cannot close without bringing to the notice of the Department, the cool and intrepid manner in which the late lamented and respected Mr. John McLaughlin, chief constable of this body for so many years, aided by his staff, and men performed their duty. Nor must it be forgotten the kind and prompt manner in which Mr. F. W. L. Penton, chief constable of the city police here, personally, marched a large number of his men to our assistance on the docks, and, with his staff and men, cordially seconded the, what might otherwise have proved, the futile efforts of the Government Police to preserve the peace on the wharves and protect the shipping.

I have the honour to be, Sir,
Very obediently yours,

H. St. A. ORMOND,
Inspector.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

RETURN of Prisoners arrested by the Montreal River Police for the Fiscal Year ended 30th June, 1877.

Months.	Highway robbery.	Obtaining money by also pretences.	Escaping from the Peni- tentiary.	Escaping from the Re- formatory Prison.	Cutting and wounding.	Assault and battery.	Assaulting and resisting the Police.	Fighting on the wharves.	Larceny.	Drunk.	Drunk and disorderly.	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 ship's cargo.	Crimping Seamen.	Carters impeding on the wharves.	Cruelly to animals.	Vagrancy.	Bathing in the Docks.	Attempt to commit suicide.	Committed suicide.	Body snatching.	Insanity.	Protection.	Total.
1876.																												
July							1	3	3	14	1	1	5	2	4	4			3		1	2				1	8	53
August						4	6	1	13	12	4	1	4		2	10	1			2		1	1				5	67
September	2		1	1		2	2		1	19	2	1	1		1	3			2		2		1				26	68
October		2		1		4	2		9	24	5		2	2	1	1							1				23	77
November		1			1	3	1		3	12	3	1		1		3					1				1	1	17	49
December					1			1	1	1																	1	5
1877.																												
January																												
February																									1			1
March																											2	2
April									1																		2	3
May									4	6	3	1											1	1		1	15	33
June						11	4		3	18	2				2		1						1				8	50
	2	3	1	2	2	24	16	5	38	106	20	5	12	5	10	21	2	2	4	2	6	3	4	2	1	3	107	408

JOHN McLAUGHLIN, Chief, River Police.

 RETURN OF ACCIDENTS ON THE WHARVES, &c., FOR THE FISCAL
 YEAR ENDED 30TH JUNE, 1877.

July 1st.—At 11 p.m., James Mulholland, a fireman on board the steamship "Astarte," fell into the Metcalfe Basin, was saved by James Baton, a seaman, and the constable on duty.

July 1st.—At 10 p.m., a pair of horses ran away on St. Henry street, with an omnibus attached, and ran into the canal basin at the foot of King street and were drowned.

July 3rd.—At 10 a.m., as the tow-boat "John Young" was leaving the King's Basin, the working of the paddles raised the body of a man to the surface. Coroner notified.

July 8th.—Captain Callin, of the tow-boat "Philip Becker," fell into the basin, at the new sheds, and was drowned. The body was recovered in a couple of hours and the coroner notified. Verdict, accidentally drowned.

July 10th.—George Spiers, of the bark "Camelot," fell off the rail between the ship and the wharf at 9:30 a.m., and was drowned. The body was found soon after and the coroner notified.

July 15th.—Joseph Lavigne, 15 years of age, was drowned at Hochelaga, at 3 o'clock p.m., while bathing. The body was recovered and an inquest held.

July 15th.—At 5 p.m., a girl, named Hannah Ryan, 15 years of age, fell into the canal at the flour sheds, but was saved by Mr. Bernard McGuire.

July 15th.—At 6:30 p.m., a small boat with four men in it, capsized in the river, near Victoria Pier. All saved by the captain of the schooner "Fenton"

July 17th.—At 7 p.m., a labourer, named James Macdonald, fell from the revetment wall to the wharf below and broke his left arm; he was conveyed to the General Hospital.

July 24th.—At 11 p.m., a watchman, named Michael Harkins, fell into the new locks, near Black's Bridge, and was saved by the hands of a barge lying near.

July 25th.—At 8 p.m., a labourer, named Edward O'Toole, fell from the revetment wall to the wharf, receiving severe bruises. He was conveyed to the General Hospital.

July 27th.—At 11:30 a.m., a young man, named Louis Dupont, fell into the river at the Long wharf and was drowned.

July 28th.—At 12 o'clock, noon, Alexander Mills, Mate of the barque "Emma," fell into the Elgin Basin, on account of the night being so dark; but succeeded in catching hold of the anchor and saving himself.

July 29th.—At 10 p.m., a man, named Edward Francis Lebar, fell into the canal basin, off the barge "Jesse Billings." Saved by the captain of the barge "John Macdonald."

July 31st.—At 4 o'clock this morning, a labourer named Peter McEvoy fell from the deck into the hold of the steamship "Egbert." He was conveyed to the General Hospital.

August 8th.—The body of a boy named Adolard Charland, was found floating in the Bonsecours Basin, at half-past 6 o'clock yesterday evening. An inquest was held; verdict, found drowned.

August 8th.—Yesterday three men were in a skiff near Longueuil Ferry, when it capsized; one clung to the boat, another was saved by a Prussian seaman, and the third was drowned.

August 8th.—At half-past 5 o'clock this morning, the scow "Victor," laden with coal, sunk in the Metcalfe Basin.

August 15th.—A labourer named John Dalton, threw himself into the basin at the first lock, Lachine Canal, while in a state of intoxication. Through the exertions of Mr. Fitzpatrick, Lockmaster, and his men, he was rescued.

August 19th.—At 9:30 p.m., Captain Hugh Mackay, of the barge "Sherman," fell into the Canal Basin at No. 5 flour shed, and was saved by Joseph Brisson, of the city of Ottawa, and Jas. Goedike, labourer.

August 19th.—As Mr. Edward Hatton was returning home, at 11:30 p. m., four young men met him at the corner of McGill and Wellington streets, one threw him down and held him, while the others took his silver watch and gold chain, and \$30 in bills.

August 21st.—At 3 a. m., a labourer named John Regan, fell from the gangway of the steamship "Memphis," to the wharf and thence into the river. He was saved by Peter Harkins, Stevedore, and brought to the General Hospital.

August 21st.—At 7 o'clock this morning, Edward Lamarche, employed by the Harbour Commissioners at the works beyond Black's Bridge, was run over by a coal cart and badly hurt. He was sent to the General Hospital.

August 26th.—At 6:30 p. m., as the mail boat was coming into the lock, a blast took place from the basin, several stones fell on to the coping stones of the lock. Lives may be lost should those in charge of the works not take more precautions.

August 26th.—At 12:30 a. m., a man named John Reid, from Beauharnois, fell into the canal at Black's Bridge, and was saved by two watchmen.

August 28th.—At 10:30 a. m., Charles Kelly, a discharged seaman, from the ship "Dumbartonshire," fell from the revetment wall to the wharf, and was severely hurt. Conveyed to the General Hospital.

September 1st.—Philip Ross reports being robbed of a silver watch and chain and \$10 by two men, opposite the Bonsecours Market, at 10 p. m.

September 3rd.—At 12:30 a. m. a man named Thomas Sullivan jumped from the barque "John Ellis" into the river, but was saved by the crew.

September 5th.—About 4 p. m. Louis Dizere, carter, fell from his cart, the wheels passing over his legs, breaking one of them. Conveyed home.

September 7th.—At 5 a. m. a fire broke out in the office of Jas. Carignau, wood merchant, Commissioner street, but was put out by the Fire Brigade.

September 8th.—At 8 o'clock this morning a man named Peter Jean, employed on board the steamship "Lake Ontario," fell into the hold and was severely hurt. Conveyed to the General Hospital.

September 12th.—At 2 o'clock to-day a man named Lafarges, from Sorel, dropped dead on board the steamer "Chambly." An inquest was held.

September 15th.—At 1:45 a. m. a seaman named John Donethie fell into the King's Basin, but was rescued by Police on duty.

September 17th.—At 4 a. m. John Gilbert, labourer, fell into the Canal Basin, but was saved.

September 19th.—At 8 p. m. a seaman named John Quail fell from the steamship "Circassian" into the river, and was rescued by the hands on board.

September 25th.—At 4 p. m. a horse and cart belonging to Daniel Wilson backed into the King's Basin, and the horse was drowned.

September 28th.—At 6:30 p. m. a man named Lavoncelle fell from the steamer "Canada" into the basin, and was rescued by Joseph Vincent, boatman.

September 29th.—At 12:30 p. m. a lady named Mdme. Champagne fell from the gangway of the steamer "Bohemian" into the canal, and was rescued by one of the passengers.

October 3rd.—At 4 p. m., John How, labourer, while working on the steamship "Bermuda" received a severe wound on the head by the chain of the tub used in hoisting coal breaking, and striking him. He was removed to the General Hospital.

October 4th.—About 2 p. m., Captain James Waterston, of the bark "Perthshire," was shot dead by Captain J. W. Anderson, of the ship "Dumbartonshire," in the cabin of the latter vessel. An inquest was held and a verdict of accidental death returned. It appears they were intimate friends, and the accident occurred while examining a revolver.

October 7th.—Francis Kean, of the propeller "Armenian," reported that he was assaulted and robbed of a new suit of clothes near Black's Bridge, at half-past 6 o'clock p. m.

October 9th.—At 5:30 a.m., George Manson, of Hawkesbury, Ontario, a passenger on steamer "Dagmar," attempted to commit suicide by cutting his throat. He was sent to the hospital.

October 10th.—At 4 p.m., George Tumber, labourer, while working on board the barge "Chas. H. Moore," in the King's Basin, dropped dead. An inquest was held.

October 11th.—The Steward of the steamer "Quebec" reports that at 10 o'clock the night previous, when the vessel was on her upward trip from Quebec to Montreal, and when opposite Batiscan, a cabin passenger divested himself of his overcoat and jumped overboard and was drowned.

October 14th.—At 11:30 a.m., a carter named John Maxwell fell off his truck and got jammed between the wheel and the railroad track, and sustained serious injury. He was conveyed to the General Hospital.

October 20th.—At 9 a.m. a shoemaker named Desaire Lemay dropped dead at his residence in Grey Nun street. An inquest was held.

October 24th.—At 3 p.m. John McCann, labourer, while working on board the steamship "Hadji," fell into the river and was saved by the constable on duty and other persons.

October 26th.—At 9 a.m., George Scott, of the propeller "Ontario," fell into the King's Basin and was rescued by the hands of a barge.

October 28th.—At 5:30 p.m., Thos. Vizer, labourer, fell down the hatchway of steamship "Sardinian" and was severely injured. The Doctor of the ship ordered him to be removed to the General Hospital.

November 7th.—At 7 p.m., Jas. Ryan fell off a scow into the Metcalfe Basin, and was saved by Aldolph Desjardins and the Constable on duty.

November 17th.—At 8 p.m., Pierre Mallett, carter, while drawing coal from the steamship "Hadji," fell from his cart on the wharf, a wheel passed over and broke one of his legs. He was taken to the General Hospital.

November 20th.—At 5:30 p.m., Agapid Cormier fell into the river at the Quebec steamer, and was saved by Levé Ladebouche.

November 25th.—At 12 o'clock noon a labourer named Alfred Martineau, being subject to fits, fell into the Canal Basin, and was rescued by the pilot of the steamer "Beauharnois."

February 14th, 1877.—At 10:30 p.m., George Hanna, caretaker of the new Harbour Commissioners building, lost his life while in the elevator, supposed while trying to close a door while ascending. An inquest was held.

May 5th.—William Jeffs, lighthouse keeper, reports that between 6 and 7 p.m. the Quebec and Gulf Ports Steamships' sheds on the Island wharf caught fire. The alarm was given to the Fire Brigade, but before they arrived the fire was got under by Mr. Jeffs and the hands of a schooner.

May 17th.—At 10 a.m., Constable Murray was called upon to proceed to Boucherville with other persons in pursuit of a man for stealing ropes, &c. When the party arrived, the accused person, in trying to avoid arrest, attempted to swim across from the island, and was drowned.

May 18th.—At 2 p.m., Peter Gahan, labourer, while working on board the steamship "Polynesian," was dangerously injured by a piece of iron falling on his head. He was attended by the doctor on board, and afterwards conveyed to his residence.

May 18th.—At 10:30 a.m., David Nelligan, roofer, while working on the roof of No. 1 Flour Shed, fell to the ground and was severely injured. He was taken to his residence.

May 19th.—Capt. Alfred Boyer, of the barge "Ellowe," reported that at 10 p.m. one of his men, named Napoléon Cheney, fell into the canal at Cote St. Paul Lock, and was drowned.

May 20th.—At 2 p.m., William Couch, belonging to the ship "John Bull," fell into the basin, and was saved by his shipmates.

June 4th.—At 11 a.m., a carter, named Adolph Lebeau, was knocked down on the Island wharf by a horse and truck. He was conveyed to the General Hospital.

June 5th.—At 8 o'clock a.m., Xavier Huno, captain of Barge No. 11, found the body of a woman floating in the river. The coroner held an inquest.

June 9th.—At 10:30 a.m., a raft of timber coming down the river ran against one of the piers of Victoria Bridge, precipitating nine Indians into the water, seven of whom were saved by Mr. John Jordan, boatman, and the other two by Mr. Amable Leduc.

June 13th.—At 1 a.m., one of the hands of the propeller "Ocean," named Foster, fell into the basin at the Island Wharf, and was saved by the hands aboard.

June 19th.—Between 10 and 11 a.m., a boat containing two young men upset near St. Helen's Island, and one was drowned; the other was saved by John McGarry.

June 19th.—Patrick Martin, residing at 182 St. Antoine street, reported that his son James was drowned in the Lachine Canal at 7 a.m.

June 23rd.—At 10 p.m., two men, named Adolph Dupuis and Leon Desjardins, whilst working on the steamship "Peruvian," fell into the hold and were severely injured. They were conveyed home.

June 26th.—At 11 a.m., François Bonier reported having found the body of a drowned man floating down the river. The coroner was notified. It turned out to be the body of Mr. John Gilmour, of Quebec, who was missing since February last.

June 18th.—A strike of ship laborers took place, which lasted for a week (causing much annoyance to merchants and shipowners), compelling the men employed on vessels to leave off work. The River Police, assisted by the City Police, arrested several of the parties, who were tried and fined. The River Police had to remain on duty day and night to protect those who were at work, until the strike ended.

JOHN McLAUGHLIN,
Chief Constable, Montreal River Police.

Montreal, 1st October, 1877.

APPENDIX No. 73.

REPORT OF THE CHIEF OF THE QUEBEC RIVER POLICE FOR THE YEAR
ENDED 31ST DECEMBER, 1877.

SIR,—I have the honour to submit my Annual Report as Chief of the Quebec River Police for the year ended 31st December, 1877. 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 2nd May the River Police were sworn in for duty.

The force consisted of one Chief Constable, who is also Shipping Master for the Port, and whose pay is \$1,200 per annum;

One steersman, steamer No. 1, \$2.10 per day;

One steersman, steamer No. 2, \$1.70 per day;

Five coxswains, \$1.70 each per day;

Thirty-five constables, \$1.40 each per day;

One engineer, steamer No. 1, \$50 per month;

One assistant engineer, steamer No. 1, \$25 per month, and

One engineer, steamer No. 2, \$45 per month.

The steamers during the day perform 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 steam yacht when required.

The 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.

One seaman who had been induced by crimps to act as a runner, arrested for going on board ships without permission, was tried, convicted and sentenced to two years in the Penitentiary. This, I have no doubt, will in future prevent crimping.

Seamen, when they sign ship's 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 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. As I am led to believe that this will be the last annual report that I shall have the honor of presenting in my capacity as Chief Constable of the Quebec River Police Force, I am desirous of placing on record my testimony to the uniform good conduct of the officers and men composing the said River Police, and I am bound to admit the services of

both officers and men, are well known to the merchants and ship owners. And it will be a great satisfaction, in retiring from my present position as Chief Constable of the River Police, to know that I shall leave behind me a force in every respect a credit to the Department.

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

R. H. RUSSELL,
Chief Constable of 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 those persons, and their nationality, during the season of navigation, 1877.

OFFENCE.		NATIONALITY.	
Desertion.....	58	England.....	180
Absence without leave	247	Ireland.....	109
Refusal of duty.....	89	Scotland.....	146
Refusal to proceed to sea.....	24	Wales.....	15
Neglecting to join ship.....	22	Canada.....	43
Warrants for assaults.....	14	Newfoundland.....	7
Assaults on board ships.....	15	Jersey.....	1
Assaults by captains on crew.....	2	Isle of Man.....	1
Assault by chief mate on crew	1	Malta.....	1
Captains assaulted by crew.....	13	United States.....	31
Chief mates assaulted by crew.....	16	France.....	15
Drunk on wharves and streets.....	49	Norway.....	29
Drunk and fighting on board.....	22	Sweden.....	16
Theft on board.....	1	Greece.....	5
Thefts on shore.....	12	Prussia.....	5
Crimp's runner going on board without permission, two years Penitentiary :	1	Holland.....	6
Crimp assaulting seamen	1	Spain.....	2
Shooting with revolver.....	4	Portugall.....	7
Protection for the night.....	63	Germany.....	11
Stowaways.....	8	Denmark.....	3
Bathing at G.T. Railway Depot.....	4	Finland.....	9
Insane.....	1	West Indies.....	11
Abusive language to police.....	1	Austria.....	2
		Brazil.....	2
		Italy.....	9
		East Indies.....	2
Total.....	668	Total.....	668

APPENDIX No. 74.

REPORT OF THE PORT WARDEN FOR THE PORT OF MONTREAL FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PORT WARDEN'S OFFICE.

MONTREAL, 31st December, 1877.

SIR,—I have the honour to submit this, my annual report, of the affairs of the office during the past season, accompanied by financial statement of receipts and expenditure during that period.

The receipts of the office are considerably in excess of the expenditure; this is exceptional, and cannot, in future, be relied upon with a due regard to the efficiency of the office.

In my last annual report I drew attention to the partial stagnation of business then prevailing; there has been some slight improvement since then, but the volume of business, though somewhat larger than last year, has not yet fully recovered its wonted activity and buoyancy.

In imports the trade has been very dull, a good many of the regular traders having arrived only partly laden and others in ballast.

During the four months of the season a considerable business was done in the shipment of lumber, principally in the shape of deals to England, which is a branch of trade in which we have done very little until this year, and which is very likely to increase, as the Quebec merchants find it more profitable to ship their deals from this port than from their own port.

There has been a large export of live cattle to Great Britain during the season just closed; this branch of trade is increasing every year.

The shipment of grain was very dull and inactive all summer, but in the autumn a large shipping trade began in this staple, and continued until near the close of navigation. On the whole the export of grain has been less than last year, by about one and one-half million of bushels (1,500,000.)

Some difficulty has been experienced this, as in former years, from incompetent and inexperienced men working in the harbour as Stevedores, and others equally incompetent as Liners. I would suggest as a remedy for this evil, that the Act of Parliament, 28 Vic. Cap. 14, assented to 18th March, 1865, be altered so as to make it compulsory on Stevedores and Liners to be duly licensed before they are allowed to exercise their calling, such license to be subject to suspension, or to be revoked when they do wrong.

It is satisfactory to report that none of our grain-laden vessels—so far as I know—have been lost this year through shifting of cargo or from being overloaded. The worst case of partial loss I have heard of, was the brig "Assyrian," which left this port in October with a cargo of grain, bound to Cork. She was forced by stress of weather to jettison a portion of her cargo; she subsequently put into Sydney, C.B., where she had to discharge and repair the damage she had sustained by the violence of the storm, which, at one time, threatened to engulf her.

The subject of freeboard continues still to be a vexed question, and is likely to be so, as it is impossible to get all nautical men to agree where their personal or pecuniary interests are concerned; moreover, owing to the great diversity in the construction, capacity and buoyancy of ships, no rule can possibly apply—without

modification—to all; each ship must be taken separately and judged according to its own merits or demerits. In determining what freeboard each ship shall have, we have been guided, to some extent, by the opinion of Mr. Martell, the chief Surveyor of Lloyd's; I find his views generally coincide with my own.

A large number of our cargo steamers call at Sydney, C.B., to coal on their homeward voyage. The appointment of a Port Warden at that port, which took place in the spring of this year, has already proved most advantageous in preventing vessels leaving that final port of departure in an unseaworthy condition.

The whole of which is respectfully submitted.

I am, Sir,

Your obedient servant,

D. ROSS KERR,
Port Warden.

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

PORT WARDEN'S OFFICE.
STATEMENT of Cash Account for Year ended 31st December, 1877.

CR.

DR.

1877.	To Amount of revenue derived from the following sources:—	\$	cts.	1877.	By paid D. R. Kerr, Port Warden..... J. G. Shaw, Deputy Port Warden, 8 months at \$800 per annum..... E. Rogers, Clerk, 4 months at \$1,200 per annum..... W. J. Anderson, Clerk, 8 months at \$700 per annum..... Office boy.....	\$	cts.
	Fees on Grain.....	1,545	96				3,566 00
	do Flour and meal.....	115	47				139 96
	do Ashes.....	237	38				328 15
	do Apples.....	38	14				212 07
	do Phosphates.....	71	68				60 00
	do Minerals.....	6	20				136 45
	do Oil-cake.....	9	30				2,666 80
	do Lumber.....	1,028	79				
	do Hay.....	3	28				
	do Cattle.....	134	06				
	do Slates.....	8	88				
	do Hops.....	8	65				
	do Unenumerated articles.....	1,465	32				
	do Surveys on inward cargoes.....	172	00				
	do do vessels lining.....	1,485	00				
	do do damaged goods.....	559	50				
	do Special surveys.....	146	50				
	do Sundries.....	56	32				
		7,095	43				
1878.	Balance down..				By Amount estimated as required to meet expenditure to May next.....	1,555	00
Jan. 1...					Balance.....	1,111	80
						2,666	80
	Balance					1,111	80

D. ROSS KERR,
Port Warden.

MONTREAL, 4th January, 1878.

APPENDIX No. 75.

REPORT OF THE PORT WARDEN FOR THE PORT OF QUEBEC FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PORT WARDEN'S OFFICE, VICTORIA CHAMBERS,
QUEBEC, 31st December, 1877.

SIR,—I have the honour to submit this my annual report of the affairs of the office during the past year, and now beg to report that the attention exercised over the loading and stowage of cargoes, the attention paid to the coaling of steamships, their seaworthiness when full loaded, has added considerably to the safety of vessels. While the same policy is maintained, I am of opinion the result will prove most satisfactorily.

I beg to inform you that on the 18th of July 1877, I found it necessary to initiate proceedings against the Norwegian barque "Earl of Shaftesbury," 587 tons, of Skein, Norway, Christophersen, master, now lying at anchor in this harbour, with a full cargo of sawn lumber, including deck load. The vessel having been rendered unseaworthy from over-loading, causing her to be crank. Having communicated the above facts to W. A. Schurtz, Esq., the Swedish and Norwegian Consul for Canada, a survey was ordered, when the undersigned proceeded on board. On examination found her with a heavy list to port side. After testing the vessel she was found, as above stated, and after due consideration, it was agreed on, and found necessary to recommend the top gallant yards and mast, also mizzen topmast with rigging connected to be taken down, a part of the deck-load removed and landed. This having been done, the vessel was found seaworthy and proceeded on her voyage to Hartlepool, G.B.

(Signed) JOHN DICK,
Port Warden.

CAPT. M. ZACHARIASEN,
Master, Norwegian Barque "Marie."

CAPT. JENSEN,
Master, Norwegian Barque "Respit."

I have most respectfully to inform you that during the past season of navigation, no complaints have been officially made to this office from masters of ships, British or foreign.

The past season having passed without accident, I am convinced that a safe policy has been maintained in the loading of vessels with grain, &c., from the Ports of Montreal and Quebec.

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. 76.

REPORT OF THE PORT WARDEN FOR THE PORT OF HALIFAX, N.S.,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.PORT WARDEN'S OFFICE,
HALIFAX, N.S., 31st December, 1877.

SIR,—I have the honour to submit my annual report of the affairs of this office, accompanied by a statement of the fees collected and the attendant expenses, during the past year.

Enclosed will be found a list of the vessels that arrived in a damaged condition at this port upon which surveys have been held by the Port Warden during 1877. A number of them were bound to this port, and after landing their cargoes, were repaired, and have since proceeded upon various voyages. In some instances vessels bound to other ports were repaired without discharging any cargo, and in others it was found necessary to land part, and in a few cases the whole of the cargo, to enable the repairs to be made. After the repairs were completed, the cargoes were reloaded, and, as far as is known, the vessels have all arrived at their destinations.

Delivery of the cargo of the brigantine "Breadalbane" was taken by the shippers here, and temporary repairs made upon the vessel, after which she was taken to an out-port for permanent repairs.

The schooner "Maria Emma" was also temporarily repaired, and was subsequently taken to Prince Edward's Island for permanent repairs.

The barque "Leonora" still remains in port undergoing repairs.

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

DAVID HUNTER,
Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DR. RECEIPTS AND EXPENDITURE of the Port Warden, Halifax, N.S., from 1st January till 31st December, 1877. Cr.

	\$	cts.	\$	cts.	\$	cts.
.....						
To Fees for survey of hatches, stowage and damaged goods.....		670	50			
Fees for survey of vessels damaged.....		555	50			
Fees from all other sources.....		36	25			
		1,262	25			
Balance brought down.....	768	67				
	768	67				
.....						
By Fees paid Assistants.....						
Office expenses, printing, stationery, &c.....						
Balance carried down.....						
						1,262 25
Amount reverting to Port Warden.....	768	67				
	768	67				

DAVID HUNTER,
Port Warden.

HALIFAX, N.S., 31st December, 1877.

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.
Breadalbane.....	Halifax, N.S.....	Brigantine.....	Casumpeec, P. E. I.....	Boston.....	Potatoes.....	Leaky from stress of weather.
J. W. Peasley.....	Jonesport, Maine.....	Schooner.....	St. Johns, Newfoundland.....	do.....	Fish, &c.....	do loss of sails, &c.
Auguste Andre.....	Antwerp.....	Steamer.....	Antwerp.....	New York.....	General cargo.....	Loss of rudder, sails, &c.; machinery damaged.
General Grant.....	Prince Edward Island.....	Schooner.....	Boone Bay, Newfd.....	Charlottetown.....	Fish.....	Hull damaged, loss of sails, &c.
Jean.....	Halifax, N.S.....	Brigantine.....	Inagua, W. I.....	Halifax, N.S.....	Salt.....	Rudder damaged.
Bertha.....	do.....	do.....	Demerara.....	do.....	do.....	Stranded; leaky.
Maria Emma.....	Quebec.....	Schooner.....	Bermuda.....	Fishing voyage.....	do.....	Hull damaged by stress of weather.
Ellie.....	Halifax, N.S.....	do.....	Turk's Island.....	Halifax, N.S.....	Ballast.....	Foremast decayed.
Henry Buschman.....	Parrboro', N.S.....	do.....	do.....	do.....	Salt.....	Stranded; leaky.
Aosdian.....	Montreal.....	Steamer.....	Pictou.....	do.....	Coal.....	do
Wellington.....	Windsor, N.S.....	Ship.....	Miramichi.....	London.....	Lumber.....	Collision.
Sadie Willcott.....	St. George's, Maine.....	Schooner.....	Cow Bay, C. B.....	New York.....	Coal.....	Stranded; leaky.
Herman Ludwig.....	Antwerp.....	Steamer.....	New York.....	Antwerp.....	General cargo.....	Machinery damaged.
Woodcock.....	Halifax, N.S.....	Brigantine.....	Inagua, W. I.....	Halifax, N.S.....	Salt.....	Leaky from stress of weather.
F. O. Clarke.....	London.....	Bark.....	Mexico.....	London.....	Timber.....	do
Coria.....	St. John, N. B.....	do.....	Rochefort.....	do.....	do.....	do
The Star.....	do.....	Schooner.....	Glance Bay, C. B.....	Philadelphia.....	Ballast.....	Collision.
Bella Mudge.....	Halifax, N.S.....	Bark.....	Dortrecht.....	Halifax, N.S.....	Ballast.....	Loss of sails, &c.
Leonora.....	Antwerp.....	do.....	New York.....	Liverpool.....	Coal Oil.....	Leaky from stress of weather.

 APPENDIX No. 77.

 REPORT OF THE PORT WARDEN FOR THE PORT OF NORTH SYDNEY,
 C.B., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

During the past year I have been called upon to survey and report on vessels, cargo, and hatches on 104 occasions.

The total number of vessels visited were eighty-six, which consisted of

Steamers for bunker coal, grain laden	53
Steamers injured and requiring repairs.....	3
Sailing vessels " "	24
Surveys of cargo.....	4
" hatches.....	2
	<hr/>
In all.....	86

The masters of grain vessels from Montreal and Quebec, that call in at this port for bunker coal, express their satisfaction at the appointment of a Port Warden for this port, enabling them to get a certificate of seaworthiness on leaving this port.

The total fees received at this office during the past year, in accordance with the annexed scale of fees, which has been approved by the Cape Breton Board of Trade, were \$640.75.

The expenses in connection with the office were as follows :—

For office rent.....	\$40 00
" Seal and office books.....	28 00
" Printing and stationery.....	26 00
" Travelling fees.....	16 00
" Fuel.....	3 00
" Clerk.....	160 00
	<hr/>
Total.....	\$273 00

Dated at North Sydney, Cape Breton, this 31st day of December, 1877.

ANDREW NISBETT,
Port Warden.

Sworn to before me.

B. ARCHIBALD, J. P.

NORTH SYDNEY, C.B., 15th January, 1878.

SIR,—I have the honour to acknowledge the receipt of your favor of the 7th instant.

On the 2nd inst., I forwarded to your Department my Report for the past year, of which I now hand you herewith a copy.

In accordance with your instructions, I now beg to supplement my Report by stating that :

No complaints from masters of ships, British or foreign, have been made or reached me concerning the operation of the law. Though thoroughly alive to the necessity of preventing grievous wrong in unloading and keeping active watch in

this respect, I have never yet had occasion to offer my services as Port Warden, which, in every case, have been sought. As already stated in my Report, masters of steamers and others availing themselves of my position, have invariably expressed their satisfaction at being able to obtain a certificate of seaworthiness from an authorized official on leaving this port.

As you are doubtless aware, coasting vessels belonging to or engaged in trade in the Dominion are very seldom marked with load and deck lines, and such vessels generally load very deep, and never call upon me for any certificate of seaworthiness. All vessels bound to the United Kingdom or foreign, which I was called to examine, were marked by load and deck lines, and in no case were allowed to sail loaded below the same.

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

ANDREW NISBET,
Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

APPENDIX No. 78.

REPORT OF THE PORT WARDEN OF PORT HAWKESBURY, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877

SIR,—I have the honour to submit to you a report of the affairs of this office, accompanied by a statement of fees collected, and also the expenses for the year ended on the 31st of December, 1877.

The mercantile community have very generally availed themselves of the services of the Port Warden in the past year when surveys have been required.

It is, however, contended by some that the seventh section of the Port Warden Act does not require a master or agent to request the services of the Port Warden, but leaves it entirely optional with them to do so or not as they may think proper, and in many cases the office is ignored.

There are not any fees payable to the Port Warden at this port, except in the case of vessels arriving at the port in distress.

The fees of the office are, therefore, principally derived from sea-going vessels arriving at this port in distress.

I am, Sir,

Your obedient servant,

DANIEL W. HENESEY,
Port Warden.

RECEIPTS and Expenditures of the Port Warden at Port Hawkesbury, from the 31st December, 1876, to 31st December, 1877.

DR.	\$ cts.	CR.	\$ cts.
To Fees for survey on barque "Memto".....	18 00	Paid Surveyors	10 00
Fees on cargo of schooner "Swan".....	5 00		
Fees for valuation of "Swan" for average	5 00		
2 surveys on schooner "Cora"	26 00	do	10 00
2 do do "Ada R".....	26 00	do	10 00
Survey on brigantine "Beaver".....	5 00		
3 surveys on barque "Othere".....	54 00	do	30 00
2 do on schooner "Allan Lewis".....	16 00		
2 do do "Arcola".....	16 00		
2 do do "Blink Bonnie".....	26 00	do	10 00
1 survey on schooner "Ellen".....	18 00	do	10 00
2 surveys on schooner "Four Bro- thers".....	13 00		
2 surveys on barque "Beaconsfield".....	26 00	do	10 00
1 survey for valuation for average.....	10 00		
For services superintending brigan- tine "Sarah".....	10 00		
2 surveys on brigantine "Maggie A".....	16 00		
1 on hatches of "Maggie A".....	2 50		
	\$292 50		
	90 00	Paid Surveyors	\$90 00
Port Warden's remuneration for the year	\$202 50		

PORT HAWKESBURY,
6th January, 1878.

E. & O. E.

D. W. HENESEY,
Port Warden.

APPENDIX No 79.

STATEMENT of Receipts and Expenditure in connection with the Office of Port Warden of the Ports of Victoria and Esquimalt, from 1st January, 1877, to 31st December, 1877.

1877.			\$	cts.
Jan.	31...	To Daily attendance on "Princess Royal" during the time she was discharging.....	40	00
Feb.	5...	Survey on bale. Findlay, Durham & Brodie.....	5	00
do	28...	Daily attendance on "Mountain Laurel" during the time she was discharging.....	37	00
do	28...	Daily attendance on "Lady Sampson" during the time she was discharging.....	33	00
April	2...	Survey on hull, "Don Nicholas".....	16	00
May	26...	Daily attendance on "Amelia Ross" during the time she was discharging.....	25	00
June	12...	Daily attendance on "Prince Rupert" during the time she was discharging.....	37	00
July	5...	Survey on hatches, "Mount Lebanon".....	5	00
do	6...	do on turner's goods.....	5	00
do	28...	do on hatches "Una".....	5	00
Aug.	18...	do on hull, "Carolina".....	8	00
Oct.	9...	do on iron ship "Cape Clear," damages to hull caused by collision.....	32	00
do	9...	Barque "Don Nicholas".....	16	00
do	12...	Daily attendance on "Halton Castle" during the time she was discharging.....	37	00
do	12...	Survey goods, Messrs. Rhodes & Co.....	5	00
do	12...	do do.....	5	00
Nov.	6...	Daily attendance on "Brierly Hill" during the time she was discharging.....	38	00
Total.....			349	00

J. NAGLE,
Port Warden,

Sworn before me at Victoria, this third day of January, 1878.

R. P. RITHEP, J. P.

APPENDIX No. 80.

CUSTOM HOUSE,
MONTREAL, 14th January, 1878.

SIR,—I have the honour to transmit herewith a Return, under Act 36 Vict., chap. 129, of the number of seamen shipped and discharged at this port during the calendar year ended 31st December, 1877.

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

W. B. SIMPSON,
Shipping Master.

WM. SMITH, Esq.
Deputy Minister of Marine and Fisheries.
Ottawa.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vict., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Montreal in the Province of Quebec, for the half-year ended 30th June, 1877.

120 seamen shipped, paying 50c. each	\$60 00
25 seamen discharged, paying 30c. each	7 50
Received for articles of agreement	6 00
	73 50
Amount of fees received	73 50
Amount reverting to Shipping Master.....	\$73 50

W. B. SIMPSON,
Shipping Master.

MONTREAL, 30th June, 1877.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vict., chap. 129, by the Shipping Master, or Officer acting in that capacity, at the Port of Montreal in the Province of Quebec, for the half-year ended 31st December, 1877.

360 seamen shipped, paying 50c. each	\$180 00
266 seamen discharged, paying 30c. each	79 80
Received for articles of agreement, &c	10 50
	270 30

From which deduct the following expenses, viz:—

Paid for forms,	6 00
-----------------------	------

Amount reverting to Shipping Master..... \$264 30

W. B. SIMPSON,
Shipping Master.

MONTREAL, 31st December, 1877.

APPENDIX No. 81

REPORT OF THE SHIPPING MASTER OF THE PORT OF QUEBEC FOR
THE FISCAL YEAR ENDED 30TH JUNE, 1877.SHIPPING MASTER'S OFFICE,
QUEBEC, 29th December, 1877.

SIR,—I have the honour to forward you my Report as Shipping Master for th^e Port of Quebec, for the fiscal year ending 30th June, 1877, together with a statement of the amount of fees received and disbursement made for the half-year, from 1st January, 1877, to 30th June, 1877, and also a statement from 30th June to 31st December, 1877. The vouchers for the expenditure and the fees received, were handed monthly to Mr. J. U. Gregory, in accordance to your instructions.

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

R. H. RUSSELL,
Shipping Master.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries.
Ottawa.

British Ships.

Number of ships that shipped seamen during that period.....	155
Total number of seamen shipped	626
Number paying fees.....	626
Total number of seamen discharged.....	291
Number paying fees.....	291

Dominion Ships.

Number of ships that shipped seamen.....	95
New ships.....	19
	114
Number of seamen shipped.....	1,038
Number paying fees.....	1,038
Total number of seamen discharged.....	529

Foreign Ships.

Number of ships that shipped seamen	71
Number of seamen shipped	<u>173</u>

Seamen's Extension Act—38 Victoria, 1875.

Number of vessels that shipped seamen.....	4
Number of seamen shipped	25

Certified.

R. H. RUSSELL,
Shipping Master.

1-6	Statement of the Amount of Fees received at the Shipping Office, Quebec, for the half-year from 1st January to 30th June, 1877:—	1877.	Statement of Expenditure during same period:—	1877.	Statement of the Amount of Fees received at the Shipping Office, Quebec, for the half-year from 1st January to 30th June, 1877:—	1877.	Statement of Expenditure during same period:—	1877.	Total
	<i>British Ships.</i>								
	290 seamen shipped, at 50 cents.....	116 50							1 50
	77 do discharged, at 30 cents.....	23 10							1 50
									14 00
	<i>Dominion Ships.</i>								37 00
	500 seamen shipped, at 50 cents.....	250 00							1 50
	87 do discharged, at 30 cents.....	26 10							
	<i>Foreign Ships.</i>								
	30 seamen shipped, at 50 cents.....	15 00							
	<i>Seamen's Extension Act, 38 Vict., 1875.</i>								
	25 seamen shipped, at 40 cents.....	10 00							
	3 sets of articles of agreement, at 20 cents.....	11 60							
									385 80
		\$441 30							\$441 30

R. H. RUSSELL,
Shipping Master.

Certified.

QUEBEC, 30th June, 1877.

	1877.	\$	cts.
Statement of the Amount of Fees received at the Shipping Office, Quebec, for the half-year, from 30th June, 1877, to 31st December, 1877.—			
<i>British Ships.</i>			
232 seamen shipped, at 50 cents.....	July	141	00
176 do discharged, at 30 cents.....	Aug.	52	80
<i>Dominion Ships.</i>			
636 seamen shipped, at 50 cents.....	do	318	00
315 do discharged, 30 cents.....	do	94	50
<i>Foreign Ships.</i>			
68 seamen shipped, 50 cents.....	do	34	00
		\$640	30
Disbursements during the same period :—			
By Paid Middleton & Dawson, Quebec Directory.....	6...		3 00
C. E. Holwell, stationery and printing.....	17...		17 15
J. J. Foote, copy of <i>Morning Chronicle</i>	18...		6 00
Petty postage for May, June and July.....	18...		0 31
Mary Brown, washing office and office towels.....	31...		3 00
P. Poulin, repairing office clock.....	10...		1 50
C. E. Holwell, printing advance notes, &c.....	6...		27 50
Rubber Co., sheets for letter books.....	6...		0 60
Middleton & Dawson, account for stationery.....	1...		9 00
James Canagher, sawing three cords of firewood.....	3...		3 00
Mary Rogers, washing office towels.....	11...		2 00
Ellen Crane, scrubbing and cleaning office.....	do		1 50
A. Rogers, twelve days' attending office.....	do		18 00
Robert Russell, one month's service in office.....	do		55 80
		491	94
By Balance of cash paid Department of Marine and Fisheries.....		\$640	30

16 British seamen of ship "Marion," wrecked, discharged; no fee charged.
 18 do "British Lion" do do
 15 do "Gameo" do do
 12 Dominion seamen of ship "Liverpool" do do
 61 seamen.

R. H. RUSSELL,
Shipping Master.

Certified.

QUEBEC, 31st December, 1877.

 APPENDIX No. 82.

 REPORT OF SHIPPING MASTER FOR THE PORT OF ST. JOHN, N.B.,
 FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

SHIPPING OFFICE,

ST. JOHN, N.B., 13th July, 1877.

SIR,—Owing to the destruction of the Shipping Office in the great fire of 20th June, and the loss of nearly all the books and other contents of the same, I can only give an estimated account of the seamen shipped and discharged at this port for the half-year ended 30th June. Believing the Custom House building to be fire-proof and as it was the only place of security within reach, I did not move the contents, as they would certainly have been destroyed had I done so. The only book that was saved was the large Shipping Register of foreign sea-going ships, which at the last moment my assistant managed to get on a vessel that was just casting off. The rest of the contents of the office, with all my own private accounts and papers, were destroyed, including some chests of deceased seamen's effects which were in the office awaiting the proper owners. The book saved shows 1,450 seamen shipped during the past half-year. I would estimate about 400 men shipped in coasters, and about a total of 500 men discharged. Assuming this estimate to be correct, the account would stand as follows:—

1,850 men shipped, at 50 cents.	\$925 00
500 men discharged, at 30 cents.....	150 00
	<hr/>
	\$1,075 00
Less assistant's salary and incidental expenses.....	350 00
	<hr/>
Net income of office.....	\$725 00

Wages in the winter have been lower than I have ever known them to be before, but they have gradually advanced from \$8 per month to \$20. Runs have remained steady at \$30. There has been a large number of vessels in port this spring, but owing to the low rate of wages, most of the crews have remained by them.

I am, Sir,

Your obedient servant,

ALLAN McLEAN,

Shipping Master.

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

SHIPPING OFFICE,

St. JOHN, N.B., 4th Jan., 1879.

SIR,—I enclose herewith statement of the business transacted at this office for the half-year ended 31st December, 1877. There has been no scarcity of seamen during the term, and wages have remained steady at \$20 per month and \$30 by the run to the United Kingdom, and \$16 to West Indies by the month; but have dropped during the last few weeks to \$12 to the United Kingdom and \$15 to West Indies by the month.

I am, Sir,

Your obedient servant,

ALLAN McLEAN,

Shipping Master.

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

STATEMENT.

2,054 seamen shipped, at 50 cents.....	\$1,027 00
769 seamen discharged, at 30 cents.....	230 70
	<hr/>
	\$1,257 70
LESS.	
Assistant's salary.....	\$300 00
Coal.....	5 50
Rent.....	50 00
Office furniture.....	37 00
	<hr/>
	392 50
Net income of office.....	<hr/>
	\$865 20

 APPENDIX No. 83.

 REPORT OF THE SHIPPING MASTER FOR THE PORT OF CHATHAM, N.B.,
 FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Chatham, in the Province of New Brunswick, for the half-year ended 30th June, 1877.

89 seamen shipped, paying 50 cents each.....	\$44 50
55 seamen discharged, paying 30 cents each.....	16 50
	<hr/>
Amount of fees received.....	\$61 00
From which deduct the following expenses, viz:—	
Office rent.....	\$10 00
	<hr/>
Amount reverting to Shipping Master.....	\$51 00

J. J. BROWN,
Shipping Master.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the port of Chatham, in the Province of New Brunswick, for the half-year ended 31st December, 1877.

235 seamen shipped, paying fifty cents each.....	\$117 50
82 seamen discharged, paying thirty cents each.....	24 60
	<hr/>
Amount of fees received.....	\$142 10
From which deduct the following expenses, viz:—	
Office rent.....	10 00
	<hr/>
Amount reverting to Shipping Master.....	\$132 10

At this port, much of the trade is carried on in foreign vessels, and as they have heretofore shipped and discharged their seamen before their respective Consuls, I have received no fees from them. If they came before me, as I think they should, it would add materially to my receipts. Next season I will endeavour to get them to do their business at my office.

J. J. BROWN,
Shipping Master.

APPENDIX No. 84.

REPORT OF THE SHIPPING MASTER FOR THE PORT OF HALIFAX,
N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Halifax, in the Province of Nova Scotia, for the half-year ended 30th June, 1877.

1,372 seamen shipped, paying 50 cents each.....	\$686 00
1,094 seamen discharged, paying 30 cents each.....	328 20

Amount of fees received.....	\$1,014 20
------------------------------	------------

From which deduct the following expenses, viz. :—

Clerk, office rent, fuel and incidental expenses.....	\$512 00
---	----------

Amount reverting to Shipping Master.....	\$ 502 20
--	-----------

During the month of January, the wages have ruled at \$17; during February, \$15; March, \$15; April, \$17 and \$20, and have kept \$20 to this date, with the supply about equal to the demand.

JOHN D. CUMMINS,
Shipping Master.

Halifax, N.S., 30th June, 1877.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., Chap. 129, by the Shipping Master, at the Port of Halifax, N.S., in the County of Halifax, in the Province of Nova Scotia, for the half-year ended 31st December, 1877.

1,507 seamen shipped, paying 50 cents each.....	\$753 50
1,084 seamen discharged, paying 30 cents each.....	325 20

Amount of fees received.....	\$1,078 70
------------------------------	------------

From which deduct the following expenses, viz. :—

Clerk's salary, office rent, fuel and incidental expenses.....	\$ 486 00
--	-----------

Amount reverting to Shipping Master.....	\$592 70
--	----------

This return shows an increase of 146 seamen above the return of 1876. During the month of July the wages was \$20; during August they fell to \$16, then \$15 for the West Indies and Great Britain at which rate they now remain, with a large supply of seamen on hand. There has not been one vessel shipped by the run during the past year.

JOHN D. CUMMINS,
Shipping Master.

Halifax, 1st January, 1878.

 APPENDIX No. 85

 REPORT OF THE SHIPPING MASTER FOR THE PORT OF LIVERPOOL,
 N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Liverpool, in the Province of Nova Scotia, for the half-year ended 31st December, 1877.

268 seamen shipped, paying 50 cents each.....	\$134 00
256 seamen discharged, paying 30 cents each.....	76 80
	<hr/>
Amount of fees received,.....	\$210 80
From which deduct the following expenses, viz. :—	
Office rent and taxes.....	\$32 00
Fuel and stationery.....	15 00
	<hr/>
	\$47 00
	<hr/>
Amount reverting to Shipping Master.....	\$163 80

WM. A. KENNEY,
Shipping Master.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Liverpool, in the Province of Nova Scotia, for the half-year ended 30 June, 1877.]

398 seamen shipped, paying 50 cents each.....	\$199 00
145 seamen discharged, paying 30 cents each.....	43 50
	<hr/>
Amount of fees received.....	\$242 50
From which deduct the following expenses, viz. :—	
6 months' office rent.....	\$30 00
Fuel, &c., &c.....	5 00
	<hr/>
	\$35 00
	<hr/>
Amount reverting to Shipping Master.....	\$207 50

W. A. KENNEY,
Shipping Master.

 APPENDIX No. 86.

 REPORT OF THE SHIPPING MASTER FOR THE PORT OF MULGRAVE,
 N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

PORT MULGRAVE, 6th July, 1877.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at Port Mulgrave, in the Province of Nova Scotia, for the half-year ending 30th June, 1877.

13 seamen shipped, paying 50 cents each.....	\$6 50
6 seamen discharged, paying 30 cents each.....	1 80
	<hr/>
Amount of fees received.....	\$8 30
One man no money.....	0 30
	<hr/>
Amount reverting to Shipping Master.....	\$8 00

 DAVID MURRAY, JUN.,
Shipping Master.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at Port Mulgrave, in the county of Guysborough, in the Province of Nova Scotia, for the half-year ended 31st December, 1877.

6 seamen shipped, paying 50 cents each.....	\$3 00
3 seamen discharged, paying 30 cents each	0 90
	<hr/>
Amount of fees received.....	\$3 90

We have only three small schooners belonging to this port, which go trading and fishing.

There are two schooners laid up in dock for winter, belonging to Bayfield, N.S.; they ship their crews and discharge them there. You see there is very little income this season. I am in hopes next season to show a better return, as I have books to give vessels if they require any. There is a part of the law I should have: Are all fishing vessels required to take out shipping papers once a year, before getting their clearance? Please to let me know before navigation opens, so that I can be prepared for them. Also send me printed laws; I have none; shall forward price of books on receipt of them.

 DAVID MURRAY, JUN.,
Shipping Master.

Port Mulgrave, 31st December, 1877.

 APPENDIX No. 87.

 REPORT OF THE SHIPPING MASTER FOR THE PORT OF YARMOUTH,
 N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.

SIR,—I have the honour to hand you the returns of the shipping office at this Port for the half year ended, 30th June, 1877, showing about the same number of men shipped and discharged as compared with the corresponding half-year ended 30th June, 1876.

I am, Sir, your obedient servant,

(Signed)

C. W. CLEMENTS,
Shipping Master.

Hon. A. J. SMITH,
 Minister of Marine and Fisheries,
 Ottawa.
 Yarmouth, N.S., 3rd July, 1877.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Yarmouth, in the Province of Nova Scotia, for the half-year ended 30th June, 1877.

266 seamen shipped, paying 50 cents each.....	\$133 00
210 seamen discharged, paying 30 cents each.....	63 00
	<hr/>
Amount of fees received.....	\$196 00

From which deduct the following expenses, viz. —

Office rent for six months.....	\$37 50
Fuel	8 00
	<hr/>
	45 50

Amount reverting to Shipping Master.....	\$150 50
--	----------

SIR,—I have the honour to hand you the returns of the shipping office at this Port for the half-year ended 31st December, 1877, showing a decrease of 74 men shipped and 50 discharged, as compared with the corresponding half-year ended 31st December, 1876. In consequence of the low market in the West Indies, vessels have been laid up and only two new ships fitted out here this autumn. Wages from \$12 to \$16 per month; weather very fine; no ice in the harbour yet, and business very dull.

I am, Sir, your obedient servant,

(Signed)

C. W. CLEMENTS,
Shipping Master.

Yarmouth, N.S., 2nd January, 1878.

RETURN to the Department of Marine and Fisheries, in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master at the Port of Yarmouth, in the County of Yarmouth, in the Province of Nova Scotia, for the half year ended 31st December, 1877.

374 seamen shipped, paying 50 cents each.....	\$187 00
269 seamen discharged, paying 30 cents each.....	80 70
	<hr/>
Amount of fees received	\$267 70
From which deduct the following expenses, viz.—	
Office rent.....	\$37 50
Fuel and incidental expenses.....	20 00
	<hr/>
	57 50
Amount reverting to Shipping Master.....	\$210 20

APPENDIX No. 88.

CRAPAUD, P. E. I., 30th June, 1877

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 Crapaud, in the Province of Prince Edward Island, for the half-year ended 30th June, 1877

14 seamen shipped, paying 50 cents each.....	\$7 00
Amount of fees received.....	\$7 00
Deduct office rent.....	\$7 00
Amount reverting to Shipping Master.....	\$0 00

SOLOMON J. B. LEARD,
Shipping Master.

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 Crapaud, in the Province of Prince Edward Island, for the half-year ended 31st December, 1877.

16 seamen shipped, paying 50 cents each.....	\$8 00
3 seamen discharged, paying 30 cents each.....	0 90
Amount of fees received.....	\$8 90
From which deduct the following expenses, viz:—	
Office rent.....	\$7 00
Incidental.....	0 90
Amount reverting to Shipping Master.....	\$1 00

REMARKS.

SIR,—There is often disputes arises between masters of vessels and their seamen, and I am a good deal bothered by seamen making inquiries and getting into trouble with their captains, especially those vessels that are of a small tonnage, to compel the masters to carry articles of agreement—say vessels of from 30 to 80 tons. Now, schooners of that size do always pay the highest wages to their seamen, and they are the most trouble to me. Having no articles to bind them, the sailors often take advantage, and try to cause trouble; whereas, if it was compulsory for them (vessels of the above size) to have articles, sailors would not be so anxious to change vessels when they would have to pay a fee for so doing.

I am, Sir, your obedient servant,

SOLOMON J. B. LEARD,
Shipping Master.

APPENDIX No. 89.

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, 1877.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1877.			For Half-year ended 31st December, 1877.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Escoumins	Bonaventure...	John E. Barry			\$ cts.					\$ cts.	
Gaspé	Gaspé	Ernest Tétu	13	10	9 50	No return.	No return.		Deficient returns.		
Magdalen Islands	Gaspé	J. J. Fox		7	No charge	No return.	No return.		Deficient returns.		
Montreal	Montreal	W. B. Simpson	120	25	67 50	360	266 etc.	270 30	480	291 etc.	
New Carlisle	Bonaventure...	W. Montgomery...	12	4	7 20	13	8	8 90	25	12	
Percé	Gaspé	G. Le Boutillier									
Quebec	Quebec	R. H. Russell	1,038	529	677 70	986	491	640 30	2,024	1,020	
Rimouski	Rimouski	P. L. Gauvreau									
St. John's	St. John's	E. D. Philips				No return.	No return.		Deficient returns.		
Sorel	Richelieu	G. Peltier				No return.	No return.		Deficient returns.		
Three Rivers	Three Rivers	C. H. Godby				No return.	No return.		Deficient returns.		

NEW BRUNSWICK.

Alma	Albert	Robert Wright	22	8	13 40	10	7	7 10	32	15	20 50
Bathurst	Gloucester	W. J. O'Brien				32	14	20 20	32	14	20 20
Buctouche	Kent	R. Douglass				45	21	27 80	45	21	27 80
Chatham	Northumber'd	J. J. Brown	89	55	61 00	235	82	142 10	324	137	203 10
Cocagne	Kent	A. K. Dysart	1		0 50				1		0 50
Dalhousie	Restigouche	W. Montgomerie				5		2 50	5		2 50
Fredericton	York	A. F. Street					2	0 60		2	0 60
Grand Manan	Charlotte	T. Wooster	13		6 00	19		9 50	31		15 50
Harvey	Albert	W. J. Reid	38	2	19 60	46	3	23 90	84	5	43 50
Hillsborough	Albert	Wm. Wallace	14	11	11 30	33	24	23 70	47	35	35 00
CoMusquash	St. John	A. T. Dunn	14	18	12 40	13	1	6 80	27	19	19 20
New Bandon	Gloucester	P. J. Foley	4		2 00		2	0 60	4	2	2 60
Newcastle	Northumber'd	R. B. Haddow	1	2	1 10	19	21	15 80	20	23	16 90
North Joggins	Westmoreland	Rufus Cole	15	7	9 60	16	9	10 70	31	16	20 30
Quaco	St. John	J. Corson	2		1 00				2		1 00
Richibucto	Kent	John Rusk	45	25	30 00	115	51	72 80	160	76	192 80
Sackville	Westmoreland	J. D. Dixon	24	5	13 50	9	3	5 40	33	8	16 90
St. Andrew's	Charlotte	Samuel Billings	103	27	59 10	73	45	50 00	175	72	109 10
St. George	Charlotte	J. A. Moran	49	17	29 60	3	8	3 90	52	25	33 50
St. John	St. John	Allan McLean	1,850	500	1,075 00	2,054	769	1,257 70	3,904	1,269	2,332 70
St. Stephen's	Charlotte	H. Webber	25	11	15 80	28	20	20 00	53	31	35 80
Shediac	Westmoreland	Hon. D. Hanington									
Shippegan	Gloucester	Henry A. Sormany									
						No return.	No return.		Deficient returns.		

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, &c.—Continued.

NOVA SCOTIA.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1877.			For Half-year ended 31st December, 1877.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount. \$ cts.
			Seamen Shipped.	Seamen Discharged.	Amount. \$ cts.	Seamen Shipped.	Seamen Discharged.	Amount. \$ cts.			
Avocate	Cumberland...	C. Ward.....	No return	No return	.....	12	4	7 20	.....	.....
Amherst.....	Cumberland ..	Nathan Tupper ..	.....	.....	.....	10	.....	5 00	.....	5 00	
Annapolis	Annapolis.....	A. Fallerton	107	13	57 40	64	2	32 60	171	15	90 00
Antigonish	Antigonish	H. McPhie .....	.....	.....	.....	No return.	No return.	.....	.....	.....
Apple River.....	Cumberland.....	J. W. Ward.....	.....	.....	.....	No return.	No return.	.....	.....	.....
Arichat.....	Richmond.....	D. O' C. Maiden...	148	28	82 40	108	94	82 20	256	122	164 60
Aspey Bay	Victoria.....	D. McDonald .....	.....	.....	.....	.....	.....	.....	.....	.....
Barrington	Shelburne	D. Sargent.....	45	2	23 10	10	8	7 40	55	10	30 50
Bayfield.....	Antigonish.....	.....	1	.....	0 50	20	1	10 30	21	1	10 80
Belleveu Cove	Digby.....	J. V. Stuart.....	8	.....	4 00	.....	3	0 90	8	3	4 90
Bear River.....	Digby.....	Z. Croscup	95	55	64 00	92	88	72 40	187	143	136 40
Beaver River.....	Colchester	R. Perry.....	3	.....	1 50	No return.	No return.	.....	.....	.....
Bridgetown.....	Annapolis.....	S. S. Ruggles.....	9	3	5 40	2	3	1 90	11	6	7 30
Canada Creek.....	King's	C. V. Rawling.....	21	2	11 10	14	4	8 20	35	6	19 30
Canso.....	Guysboro'.....	John Jeffery	24	.....	12 00	9	.....	4 00	33	.....	16 00
Clementsport	Annapolis.....	G. F. Ditmars.....	31	19	21 20	20	10	13 00	51	29	34 20
Corunwallis	King's.....	E. Rand.....	121	14	64 70	136	15	72 50	287	29	137 20

			23	3	12 40	No return.	No return.	No return.	.....	Deficient returns.	Deficient returns.
Cape Breton	<i>Rod'k. Mackenzie</i>	109	54 50	No return.	No return.	.....	.....	.....	.....	.....	.....
Digby	Botsford Viets.....	5	3 70	4	4	3 20	9	8	6 90		
Freepoint.....	Issiah Thurber.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French Cross	J. E. Orpen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geison's Cove.....	B. Rynard.....	9	4 80	4	.....	.....	.....	.....	.....	.....	.....
Great Bras d'Or	D. Campbell	4	2 00	6	3	3 90	10	3	5 90		
Guyaboro'	J. A. Tory.....	.....	.....	4	2	2 60	4	2	2 60		
Halifax	J. D. Cummins.....	1,372	1,014 20	1,507	1,084	1,078 70	2,879	2,178	2,092 90		
Hantsport.....	Wm. Davison.....	17	10 90	No return.	No return.	.....	.....	.....	.....	.....	.....
Harbour au Bouche.....	E. Corbet.....	14	7 00	12	26	13 80	26	26	20 80		
Harbourville	Henry Morris.....	.....	.....	.....	3	0 90	.....	.....	0 90		
Horton	E. DeWolf.....	13	6 50	9	.....	.....	.....	.....	.....	.....	.....
Isnaac Harbour.....	J. D. Giffin.....	18	9 00	4	4	3 20	22	4	11 00		
Joggins	J. Moffat.....	8	4 00	No return.	No return.	.....	.....	.....	.....	.....	.....
Jordan Bay.....	M. D. McKenzie.....	16	11 60	12	8	8 40	28	20	20 00		
La Have	J. H. Wade.....	82	56 00	81	60	58 50	163	110	114 50		
Lingan'	Matthew Roche	8	4 00	15	8	9 90	23	8	13 90		
Little Bras d'Or	M. McDonald	8	4 30	5	.....	.....	.....	.....	.....	.....	.....
Little Glacé Bay	J. E. Hitchens.....	8	4 90	22	27	19 10	30	30	24 00		
Liscomb	James Hemlow.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Liverpool.....	W. A. Kenney.....	398	242 50	268	256	210 80	666	401	453 30		
Lockport.....	George Stalker.....	339	225 60	252	136	166 80	591	323	392 40		
Londonderry	Robert Dill.....	.....	.....	No return.	No return.	.....	.....	.....	.....	.....	.....
Louisburg.....	W. H. McAlpine.....	25	16 40	13	13	10 40	38	29	26 80		
Lunenburg	Joseph Creighton	217	144 80	257	216	193 30	474	337	338 10		

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, &c.—Continued.
NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1877.			For Half-year ended 31st December, 1877.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Mahone Bay	Lunenburg	Charles D. Mader	7		\$ 3 50	29		14 50		\$ 18 00	
Main & Dieu	Cape Breton	Geo. Rigby	4		2 00	2	4	2 20	4	4 20	
Maitland	Hants	Alex. Roy	6		3 00	No return.	No return.		Deficient returns.		
coMargaree	Inverness	James Ross									
co	Annapolis	D. W. Landers	8		4 00	No return.	No return.		Deficient returns.		
co	Pictou	Robert Murray									
Merigomish	Cape Breton	Albert Corbett	77	57	55 60	235	187	173 60	244	229 20	
North Sydney	Cumberland	A. S. Townshend	4		2 00	No return.	No return.		Deficient returns.		
Parraborough	Pictou	M. Campbell	122	56	77 80	344	217	237 10	466	314 90	
Pictou	Digby	A. Bourneuf	22	10	14 00	11	11	8 80	33	22 80	
Port Acadie	Cape Breton	J. MacKinnon	2		1 00	No return.	No return.		Deficient returns.		
Port Caledonia	Inverness	R. Sanderson	48	16	28 80	No return.	No return.		Deficient returns.		
Port Gilbert	Shelburne	E. D. Tremain	4		2 00	1	1	0 80	5	2 80	
Port Hood	Queen's	J. Swain	8		4 00	9		4 50	17	8 50	
Port La Tour	Guysboro'	D. Murray, jun	13	6	8 30	35	23	24 40	115	75 60	
Port Medway						6	3	3 90	19	12 20	

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, &c.— Continued.

PRINCE EDWARD ISLAND.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1877.			For Half-year ended 31st December, 1877.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Casumpec.....			No return.	No return.	\$ cts.	14	2	7 60	Deficient returns.	\$ cts.	
Charlottetown.....	Queen's.....	Wm. Koughan.....	362	100	211 00	525	556	429 30	887	456	640 30
Crapaud.....	Queen's.....	S. J. B. Leard.....	14		7 00	16	3	8 80	30	3	17 90
Georgetown.....	King's.....	Chas. Owen.....	67	36	41 30	54	33	36 90	121	59	78 20
Montagu Bridge.....	King's.....	M. Rowe.....				20		10 00	20		10 00
Murray Harbour.....	King's.....	H. J. Brehaut.....				30		15 00	30		15 00
Pinette.....	Queen's.....	A. Murchison.....	1		0 50				1		0 50
Port Hill.....	Prince.....	W. Hopgood.....				12		6 00	12		6 00
St. Peter's Bay.....		R. D. McCallum.....									
Souris.....	King's.....	Jas. Moynagh.....	12	4	7 20	34	18	23 40	46	22	29 60
Summerside.....	Prince.....	C. W. Strong.....	23	1	11 80	58	21	35 30	81	22	47 10
West Cape.....	Prince.....	Charles Stewart.....		4	1 20		2	0 60		6	1 80

BRITISH COLUMBIA.

Burrard Inlet.....	N. Westminster	Isaac Johns.....	No return.	No return.	.....	29	33	54 76	Deficient returns.	
Esquimalt	Victoria.....	.....	No return.	No return.	.....	No return.	No return.	.....	No returns	No returns
Kootenay.....	Yale.....	.....	No return.	No return.	.....	No return.	No return.	.....	No returns	No returns
New Westminster	N. 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.....	Victoria.....	.....	9	18	9 90	35	31	26 80	44	53
										36 70

W.M. SMITH,
Deputy Minister of Marine.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1878.

 APPENDIX No. 90.

RETURN by the Collector of Customs of the amount of collections of Tonnage Dues at the Harbour of Cow Bay, and amount of Tolls collected on merchandise landed on the pier, during the year ended 31st December, 1877.

			Tonnage and Wharfage Dues.
For the quarter ended 31st March, 1877			\$ 87 19
do do 30th June, 1877.....			1,012 69
do do 30th September, 1877			1,498 36
do do 31st December, 1877			535 17
			<hr/>
			\$3,113 41
			<hr/>

WM. SMITH,
Deputy Minister of Marine.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1878.

SUPPLEMENT No. 3

TO THE TENTH ANNUAL REPORT OF THE
DEPARTMENT OF MARINE AND FISHERIES,
BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877.

REPORT

ON THE

METEOROLOGICAL SERVICE

OF THE

DOMINION OF CANADA,

BY THE SUPERINTENDENT,

TO WHICH ARE APPENDED THE REPORTS OF THE DIRECTORS

OF THE

MAGNETIC AND OTHER OBSERVATORIES

FOR THE

CALENDAR YEAR ENDED 31ST DECEMBER, 1877.



OTTAWA:

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

1878.

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SEVENTH ANNUAL REPORT

OF THE

METEOROLOGICAL SERVICE OF THE DOMINION OF CANADA,

BY

G. T. KINGSTON, M.A., *Superintendent*

To the Honorable

The Minister of Marine and Fisheries.

SIR,—Having described in detail in former Reports the objects of our Meteorological System, it will be sufficient here to repeat in brief terms a statement of those objects, and to shew the extent to which they have been advanced during the year. The objects of the system are twofold :—

I. The collection of Meteorological Statistics (including the statistics of storms), and their arrangement in forms adapted for the discussion of sundry physical questions; the combination of materials collected in a series of years, and the deduction therefrom of the climatic character of different parts of the Dominion; and the furtherance of a knowledge of the facts and principles of climatology generally, and of Canadian climatology in particular.

II. The practical utilization of the facts and principles thus acquired, especially for the prognostication of the weather.

COLLECTION OF METEOROLOGICAL STATISTICS.

The observations have been going on as in previous years, and the interest in this work gradually increasing. The following changes and additions have been made to the stations corresponding with this office.

British Columbia.—New stations have been established at Inverness, at the mouth of the Skeena River, in charge of Mr. W. M. Neill; at McLeod Lake, in charge of Mr. J. McKenzie; and at Stewart's Lake, in charge of Mr. Gavin Hamilton. The two last are posts of the Hudson's Bay Co. Mr. Peele, the observer at New Westminster, recommenced sending us returns at the beginning of the year.

North-West Territories.—Through the co-operation of Col. Macleod, Chief Commissioner of the North West Mounted Police, we have forwarded new instruments to replace those damaged in transit, and some additional ones for new stations. Reports are now received from the following stations under his command: Fort Saskatchewan, Fort Walsh, Fort Macleod, Fort Calgary, Swan River Barracks, Battleford, Qu'Appelle and Shoal Lake. Col. Richardson has also succeeded in getting observations taken for us at Livingstone.

Manitoba.—Mr. A. C. O'Bierne has commenced a series of observations at Poplar Heights, Baie St. Paul. Instruments have also been furnished to the Warden of the Penitentiary in this Province.

Ontario.—Mr. J. R. Nason, of Moose Fort, at the mouth of the Moose River, on James Bay, has been supplied with a full set of instruments direct from England, and has commenced a series of observations. Instruments were furnished to J. H. Furlonge, P.L.S., with which to commence observations at Prince Arthur's Landing. The observations, since the establishment of the station, have been regularly taken by Mr. W. P. Cooke, the Agent of the Canada Pacific Telegraph. It is proposed, as soon as telegraphic communication is established, to have the reports sent to Toronto three times a day. This would supply a long felt want, as reports from this part are very much needed. Mr. J. Gordon Mowat, of Galt, has been supplied with instruments to enable him to take observations similar to those recorded at first-class ordinary stations, and sends reports according to instructions. J. Frith Jeffers M.A. of Peterboro, now sends an additional observation for the synchronous series which is published in the *International Bulletin*. At the request of the Harbour Committee at Oakville, after they had erected a mast at their own expense, a cautionary storm-signal drum was supplied, and warnings of the probable approach of storms have since been telegraphed to an agent there.

Quebec.—An application has been received for the loan of instruments from the Principal of St. Francis College, Richmond, and a supply will shortly be sent to him. The observer at St. Prime, who was furnished with instruments last year, now sends us regular reports of the observations.

New Brunswick.—No change has been made in this Province; but an application has been received from Dr. Allison, the President of the Wesleyan College at Sackville, for the loan of instruments, which will be sent to him.

Nova Scotia.—Professor Oram of King's College, Windsor, takes an additional observation for the synchronous series in connection with the *International Bulletin*. To add to the value of his reports, an electrical self-recording anemograph has been furnished to him.

Newfoundland.—Through the co-operation of J. Delaney, Esq., the Postmaster General, reports have been forwarded from various stations during the year. I am sorry, however, to state that a valuable series of observations at Harbor Grace has been discontinued, on account of the death of the observer, Mr. Munn. A new station has been established at Placentia.

St. Pierre.—The Commandant at St. Pierre has kindly consented to have an observation recorded for the International series. At his request, warnings of the probable approach of storms have been forwarded to him during the year.

The classes of the stations in connection with this service, and the number of each class, is as follows:—

Chief Stations.—There are ten Chief Stations where record of the state of the principal elements is kept, either by a continuous automatic process, or by observations taken night and day, at equal intervals, not exceeding three hours.

Telegraph Stations.—There are fourteen stations in all, where observations are recorded and reported by telegraph to Toronto, three times a day, at 7.25 a.m., 4.25 and 10.50 p.m., Toronto mean time.

Reserve Telegraph Stations.—There are four of this class, where the observations are the same as at Telegraph Stations; but are only reported by mail.

Ordinary Stations.—This term is applied to all observing stations not included in the three kinds above named. There are upwards of 100 of these which are subdivided as follows:—

Class I. Stations at which observations of all the ordinary elements are made at least three times a day.

Class II. Stations where records are kept of the temperature, the direction and velocity of the wind, the amount of rain and snow, and the general state of the weather, with notices of miscellaneous phenomena; the observations being made two or three times each day.

Class III. Stations where records are kept of the amount of rain and snow, with notices of miscellaneous phenomena.

Publishing Telegraph Stations.—I. *Cautionary storm-signal stations.*—These stations (of which there are thirty-nine) are places to which warnings of the probable approach of storms are sent, on receipt of which the agent in charge hoists a storm-signal, and posts a notice stating that a storm may be expected, and what places are warned.

II. *Probability Stations.*—There are at present ninety-five places in the Dominion where an agent is appointed to receive the daily "Probabilities." These are transmitted by telegraph from the Central Office at 10 a.m. daily, and are posted up by the agent at the Post-Office, as well as at the Telegraph Office. At the majority of these stations the agent sends reports to the Central Office, of the actual weather which occurs.

A list of the stations, with the names of the observers, will be found appended to this Report.

Prognostication of the Weather.—The data on which predictions are based are received by telegraph three times a day from certain stations in the Dominion and the United States. The times at which these observations are taken are 7.25 a.m., 4.25 p.m., and 10.50 p.m., Toronto mean time.

The information contained in the reports consists of the following:—The reading of the barometer reduced to a temperature of 32° Fahrenheit and to sea level; the reading of the thermometer; the relative humidity; the direction and velocity of the wind; the state of the sky, and, lastly, the quantity of rain or snow, if any. The morning reports contain a record of the minimum temperature recorded since last observation. Reports are now received from 41 stations in the morning 31 in the afternoon, and 24 at night.

Storm warnings, based on the information above mentioned, are despatched to the various cautionary storm-signal stations throughout the Dominion; also, on the receipt of a storm warning from Washington, the warning is forwarded or not at the discretion of this office.

A warning is sent to any port whenever, in the opinion of the person whose duty it is to attend to the prognostication of the weather, it is considered that a storm will probably occur within a distance of one hundred miles, by water, of that port; so that when a port is warned, it is not intended to be understood therefrom that the storm will necessarily rage at that port; but it is intended to warn those connected with shipping that a storm will probably rage within such a distance that ships leaving port might be affected by it.

The importance of issuing the warnings as promptly as possible, has been shewn on former occasions. Out of the 510 warnings which were verified, 483 were issued in full time to give notice of a storm's approach. In only a few instances, owing to delay in telegraphic transmission, did they arrive after the commencement of the storm. At twenty-seven places the storm had begun before the warning was issued from Toronto; but in seventeen of these cases the storm continued to increase in violence after the warning was forwarded.

District.	No. Issued.					No. Verified.					Percentage Verified.				
	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.
Lakes	83	47	231	351	.....	48	26	188	262	.....	57.8	55.3	85.1	74.6	.....
St. Lawrence River and Gulf.....	13	.....	112	125	.....	9	.....	72	81	.....	69.2	.....	64.3	64.8	.....
Ocean	73	15	22	157	267	57	.....	5	105	167	78.1	0	22.7	68.9	62.5
Total	73	111	69	490	743	57	57	31	365	510	78.1	51.4	44.9	74.5	68.6

Reports have been received of nine storms for which no warning was issued. Five of these were purely local, and four more general. The above table gives the number of warnings issued for each quarter of the year, and for the whole year, and the percentage of their verification. The percentage in the St. Lawrence and ocean districts is low owing to lack of sufficient stations from which telegraphic reports are received. As regards the St. Lawrence, this fact was pointed out last year.

An additional station is required in the south of Nova Scotia, as, when an indication of the approach of a storm from the Atlantic is observed at stations already in existence, it is often too late to warn other places. Under the head of telegraph stations, I have stated what places are required for the better working of this system, in order to increase the accuracy of the storm warnings. I have received an application from Winnipeg, for the establishment of a cautionary storm-signal there, in order to give warning of the probable approach of those terrible "blizzards" which sweep over the prairies in the winter, and cause so much destruction to life and property. It is stated that were such a station established, many lives might be saved, as people would not venture on a journey across the prairies if timely notice were given of an approaching storm. In order, however, to enable us to accomplish this object, it would be necessary to establish one or more telegraph reporting stations on the line of the Canadian Pacific Railway, or at other places in telegraphic communication with Winnipeg.

Probabilities.—During the past fifteen months, a synopsis of the weather in the preceding 24 hours, and the "Probabilities for the next 24 hours" have been issued at 10 a.m., daily, from the Central Office, and have been forwarded by the telegraph companies for publication in the evening editions of the various papers in Ontario and Quebec.

The total number of predictions issued was 3,372, of these 78.9 per cent. were verified in every particular, and 92.5 per cent were verified, either wholly or in part. A table is given below showing the number of predictions issued for each district during the year, and for each month in the year. In August the "Probabilities" were first issued for the Maritime Provinces. They were not, however, published there until December. Considering the scantiness of the data on which the predictions were based, the results were very satisfactory. As before stated, additional telegraph reporting stations are very much needed (both for this service and for storm warnings) in order to sustain, and, if possible, improve the accuracy of the predictions.

VERIFICATION OF PROBABILITIES.

MONTHS.	Lower Lake Region.						St. Lawrence.						Maritime Provinces.						Total.					
	Verified.			Verified.			Verified.			Verified.			Verified.			Verified.			Verified.			Verified.		
	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Cent. Fully.	Per Cent. Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Cent. Fully.	Per Cent. Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Cent. Fully.	Per Cent. Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Cent. Fully.	Per Cent. Fully and Partly.
January.....	149	114	24	11	76.5	92.6	67	51	7	9	78.1	86.6	.....	.....	.....	.....	.....	.....	216	165	31	20	76.4	90.7
February.....	119	102	13	4	88.7	96.6	115	96	8	11	83.5	90.4	.....	.....	.....	.....	.....	.....	234	198	21	15	84.6	93.6
March.....	134	91	28	15	67.9	88.8	129	103	8	18	79.8	86.0	.....	.....	.....	.....	.....	.....	263	194	36	33	73.8	87.5
April.....	124	102	16	6	82.3	95.2	118	98	10	10	83.1	91.5	.....	.....	.....	.....	.....	.....	242	200	26	16	82.6	93.4
May.....	124	111	9	4	89.5	96.8	115	94	7	14	81.7	87.8	.....	.....	.....	.....	.....	.....	239	205	16	18	85.8	92.5
June.....	131	112	16	3	85.5	97.7	109	89	17	2	82.4	98.2	.....	.....	.....	.....	.....	.....	239	201	33	5	84.1	97.9
July.....	130	111	11	8	85.4	93.8	115	103	6	6	89.6	94.8	.....	.....	.....	.....	.....	.....	245	214	17	14	87.3	91.3
August.....	143	119	18	6	83.2	95.8	106	76	23	7	71.7	93.4	91	76	15	0	83.5	100.0	340	271	56	13	79.7	96.2
September.....	108	83	18	7	76.9	93.5	103	74	18	11	71.8	89.3	93	63	20	10	67.7	89.2	304	220	56	28	72.4	90.8
October.....	123	96	19	8	78.0	93.5	116	85	15	16	73.3	86.2	104	84	12	8	80.8	92.3	313	265	46	32	77.3	90.7
November.....	125	102	14	9	81.6	92.8	119	98	14	7	82.4	94.1	109	80	23	6	73.4	94.5	353	280	51	22	79.3	93.8
December.....	126	84	31	11	66.7	91.3	110	66	28	16	60.0	85.5	118	97	11	10	82.2	91.5	354	247	70	37	69.8	89.5
Year.....	1876	1227	217	92	79.0	94.0	1321	1033	161	127	78.2	90.4	515	400	81	34	77.6	93.4	3372	2660	459	263	78.9	92.5

The extent to which the predictions have been verified has been ascertained from examination of the tri-daily telegraphic reports. An additional, and in some respects, a more satisfactory mode of arriving at the truth, is that furnished by the reports of the several "Probability" agents which, since the 1st of December, have been received from the greater part of the 95 "Probability" stations. From the evidence thus furnished, the percentage of fully verified predictions for that month is increased to 87.7.

From the 1st of October the predictions issued by this office, were transmitted by telegraph to 75 of the principal places in Canada, west of Quebec. The probabilities for the district in which the station is situated, are posted up by the agents at each of the places named on a list at the end of the report, both in the post-office and telegraph office. Permission to post these weather bulletins in the post-offices was kindly granted by the Postmaster General. Samples of the bulletins as posted will be found on page xxvi.

On the 3rd of December this service was extended to 20 places in the Maritime Provinces. Except in a few cases at the commencement of the service, these weather bulletins have been available to the public at places west of Quebec, at or before 10.30 a.m., Toronto time, and in the Maritime Provinces at 11 a.m., Toronto time. It is much to be regretted that the funds at the disposal of this service are not sufficient to allow of the publication of the weather probabilities at *all* the principal places in Canada, as a knowledge of coming weather is not only useful to mariners, but to almost all sections of the community.

Central Office.—The work done at the Central Office during the year comprises the following particulars :—

1. General superintendence and inspection of the stations in connection with the service ; and the fixing of times and methods of observations.
2. Testing all instruments and apparatus before issue, supplying the same to the stations, and keeping a record of the character, errors, and destination of each instrument.
3. Supplying forms, tables, instruments, &c., in connection with the registration of observations.
4. Examining, reducing and compiling for publication and reference, the returns from the various observers throughout the Dominion.
5. Prognostication of the weather, comprising the issue of daily probabilities and occasional storm warnings.
6. Ascertaining the extent of verification of the probabilities, and receiving and recording the reports of storms.
7. The preparation and issue of a Monthly Weather Review.

8. The preparation of reports for publication in the *International Bulletin*.

There has been no addition to the staff at the Central Office during the year. The increase of work, however, has been very marked in almost every branch. A few of the most important particulars, under the heads stated above, are given herewith.

(1.) The number of stations inspected during the year was 46. This is a much larger number than ever before visited. It is, however, but a small part of what should have been inspected, had time and means been available. A new book of instructions, comprising about 200 pages, has been completed, and will be ready for issue in January, 1878.

(4.) A new table has been completed which is designed to facilitate the computation of tables for reducing the readings of the barometer to sea-level, according to the method employed in the Canadian Meteorological Service. A copy will be found in the Report.

(5.) In August the probabilities were first issued for the Maritime Provinces. The transmission of the probabilities to the 95 publishing telegraph stations also comes under this head.

(6.) In addition to the former mode of ascertaining the verification of the predictions, the reports of the agents at the "Probability" stations, received at this office, have to be carefully read and tabulated every day.

(7.) The publication of the *Monthly Weather Review* was commenced in January. A summary for the year will be found in the Report.

(8.) The *International Bulletin* contains records of observations taken at the same moment of absolute time, viz., 7:25 a.m. Toronto time, every day, at a large number of stations in various countries throughout the world. A copy is sent to each of the contributors. It is published by the Chief Signal Officer at Washington D.C., in consequence of the adoption, by the Vienna Congress, in 1873, of a proposal made by him. This office furnishes reports from 36 stations.

As in former years, all the reports from the telegraph stations, have been made available to the Chief Signal Officer at Washington, D.C. Some of these have been forwarded to him by telegraph, three times a day, and others by mail.

To make this service more useful and efficient, the following additions and alterations are required in each branch.

Chief Stations.—While our chief stations are superior to those usually classed as "stations of the second order," as they are nearly all furnished with self-recording anemographs, they cannot be regarded, excepting in a partial sense, as "stations of

the first order."* It is much to be regretted that there is but *one station in Canada*, namely, the Magnetic Observatory at Toronto, at which continuous records of atmospheric pressure, temperature &c., are kept by self-registering apparatus, and which therefore fulfils the conditions necessary to entitle it to be ranked as a "station of the first order" according to the Vienna programme. It is to be hoped that this reproach will be removed, and that, before long, there will be established in every Province of the Dominion, at least one meteorological observatory, fully equipped and with an adequate staff.

Telegraph Stations.—In order to increase the accuracy and efficiency of the storm warning service, it is necessary that the number of places from which we receive tri-daily telegraphic reports, should be increased. Stations are very much needed at Yarmouth, N.S., Lake St. John, P.Q., Prince Arthur's Landing, Ontario, and at several places in the North-West, Swan River, Battleford, &c.

Cautionary Storm-signal Stations.—This office has not sufficient funds at its disposal to enable it to establish stations at many places where they would be useful; but at any place where the local authorities desire to receive warnings, and are willing to provide an agent to attend to them, and to erect at their own expense a mast suitable for the display of a storm signal, a drum will be furnished from this office and warnings forwarded free of expense.

Probability Stations.—A number of applications have been received from various towns requesting that the weather probabilities may be forwarded to them. In one instance, in consequence of a numerously signed petition, the probabilities were sent until the close of navigation. It would meet the demands of the public, if a weather bulletin was posted in every town in Canada, in telegraphic communication with Toronto,* which contains a certain number of inhabitants, as well as at every Cautionary Storm-signal Station.

Central Office.—To render the staff of this office sufficiently strong to meet the growing requirements of the service, some additional clerks are imperatively needed, for the more efficient dealing with routine work, and also to relieve the higher officers from a portion of that work, and thus set them free to engage in the various investigations for which the observations at the numerous stations supply the material. It is owing to the fact of the insufficient strength of the staff of this office, that it has been hitherto possible to give in our published reports, little more than the bare observations. It is obvious that no persons are so favorably circumstanced for dealing with the climatological statistics of a country, as those who are well acquainted with,

*According to the classification of stations proposed by the Vienna Congress, stations of the *first order* are those at which the observations are conducted on a large scale, i.e., either by hourly readings or by self-recording instruments, while stations of the *second order* are those where complete and regular observations of the usual Meteorological elements are taken; but, with less frequency than at stations of the first order.

and have the general direction of, the observations by which they are obtained. For this reason proper provision should be made for carrying on these investigations at the Central Office; at the same time I consider, that, by publication and liberal circulation, that the observations should be made available to men of science elsewhere. By this means, while other countries are enabled to participate in the results of our labours, we also profit in turn by the conclusions arrived at by the scientists of these countries, and become better able to turn the reports received from day to day to good practical account. Taking this view, it is a matter of much regret that in the last report so large and important a part of the Meteorological tables was not printed.

With a view to the successful working of our Meteorological system, and indeed to its very existence, it is most imperative that an efficient staff should be retained at the Central Office, by offering adequate salaries and fair prospects of advancement. To suppose that the loss of an experienced assistant, driven away to seek more remunerative employment, is one which can be easily repaired by a new appointment, is a grave mistake. The apprenticeship needed even for the ordinary work of the office, can rarely be acquired elsewhere, and to attain to skill in some of the branches of work, such as weather prognostication, there is needed not only the preparation of long and continuous study, but also a *peculiar mental constitution*, in the absence of which, no amount of study will ensure efficiency. I consider that to supply the necessary encouragement to the staff of the Central Office, they should be placed on the list of regular civil servants, regard being had in determining their pay, to special qualification as well as to length of service.

In connection with the staff of this office; I would call attention to a recommendation before made by me, namely, that there should be attached to the office, a few very able and trustworthy observers, to take part, when at headquarters, in the general work of the office; but whose principal duty would be that of taking temporary charge of a new station and of instructing the agent, also of taking temporary charge at any station in the event of the removal of the agent; or, finally, becoming the permanent superintendent of stations, in isolated localities, where no residents, adapted for that purpose could be found.

The changes needed at once, and for which provision has been made in the Estimates, are the following :—

Additional Reporting Telegraph Stations.

Additional Publishing Telegraph Stations.

Additions to the staff of the Central office, increase of their salaries and placing them on the Civil Service list.

I feel it to be my duty, before closing this Report to express my thanks to the various persons who have furnished their observations to this office.

A very large portion of the results achieved by means of the appropriation is due to the support given by the gentlemen in charge of the ordinary stations. It must be remembered that at upwards of one hundred of our stations, or more than two-thirds of the whole, no salary whatever is paid to the observer. When this is taken into account it will be seen how much this service is dependent upon voluntary labour. The printed tables will shew what a large share of the statistical information is derived from their observations. The names of these gentlemen will be found opposite the names of the places in the various Provinces where the observations are taken, in the list of ordinary stations. My thanks are also due to the agents at the "Probability" stations for their daily reports of the weather, which are mailed to this office at the end of each week. As before stated, they aid very materially in ascertaining the extent of the verification of our predictions. I beg to thank Mr. Brydges, Superintendent of Government Railways, for forwarding reports of the weather, which he receives daily by telegraph from 14 points on the Intercolonial Railway, direct to this office.

To the Chief Signal officer at Washington, D. C., this office is under great obligations for the tri-daily telegraph reports from a considerable number of stations in the United States, and for transmitting to us warnings of approaching storms. These form an important share of the data on which the predictions of the weather are based, and in fact, it is by the aid of these supplementary reports supplied through the kindness of the Chief Signal officer, which cost this office nothing more than the expense of transmitting by telegraph, that it has been practicable to effect so much with the comparatively small appropriation for Meteorological purposes in Canada.

The collection of books in the Library in connection with this office has been considerably augmented during the year by presents and exchanges. A list of the donations, with the names of the persons by whom they were given, is appended.

The above is respectfully submitted.

G. T. KINGSTON,
Superintendent of Meteorological Service,
Dominion of Canada.

LIST OF PUBLICATIONS PRESENTED TO THE LIBRARY OF THE METEOROLOGICAL OFFICE
DURING THE YEAR 1877.

<i>Name of Publication.</i>	<i>By whom Presented.</i>
ENGLISH.	
Winds of the North Atlantic.	R. H. Scott, Esq.
On the mean temperature of each day 1814 to 1873.	James Glaisher, Esq., F.R.S.
Journal of the Scottish Meteorological Society Nos. 1 to 48, (Nos. 5, 6, 9 and 11 missing.)	A. Buchan, Esq.
Hourly readings of the self-recording instruments from July, 1876, to March, 1877.	R. H. Scott, Esq.
Quarterly weather report, July to December, 1874.	do
Report of the first International Congress.	do
Magnetical and Meteorological observations at Greenwich, 1874.	Astronomer Royal.
Daily variation and range of atmospheric temperature.	Balfour Stewart.
Quarterly Journal of the Meteorological Society, January to July, 1877.	Meteorological Society.
Report of the Meteorological Committee for 17 months, to 31st May, 1877, and supplement.	H. Toynbee, Esq.
Observations at stations of the second order (Part 1) January to August, 1876.	R. H. Scott, Esq.
Dun Geht observatory publications.	Lord Lindsay.
Measurement of height of clouds by one observer.	A. Ringwood, Esq.
CANADIAN.	
Ninth Annual Report of the Minister of Marine and Fisheries and Supplements, 1876.	Hon. A. J. Smith.
Report of the Minister of Public Works and Supplements.	do
Annuaire de L'Université Laval, 1877-78.	P. Rousell, Esq.
OTHER BRITISH COLONIES.	
Climate of New South Wales.	H. C. Russell, Esq., B.A.
Meteorological Results from observations at Windsor, New South Wales, 1871 to 1876.	John Tebbutt, Esq.
Meteorological observations at Adelaide, South Australia, 1876.	Chas. Todd, Esq.
Report of the Royal Society of Tasmania, 1875.	Dr. Agnew.
Report of the Meteorological Department of India, 1875-6.	Henry F. Blanford, Esq.
Report of the Vizagapatam and Backeraaung Cyclone, 1876.	do
Report on the Meteorology of India, 1875.	do
Indian Meteorological Memoirs.	do
Inequalities of the two semi-diurnal oscillation of the Barometric pressure.	do

<i>Name of Publication.</i>	<i>By whom Presented.</i>
UNITED STATES OF AMERICA.	
Notes on European surveys.	C. B. Comstock, Major of Engineers, U.S.A.
Annual Report on the survey of the northern and north-western lakes, 1876.	
Contributions to meteorology, 6th and 7th paper.	Prof. E. Loomis.
Daily Bulletin of the Signal Service, U.S.A., from December, 1873, to August, 1874.	General Myer, U.S.A.
Electrical conduction.	R. C. Kedzie, Esq.
First annual report of Iowa Weather Stations, 1876.	Dr. Henrichs.
Annual report of New York Observatory, 1876.	D. Draper, Esq.
Iowa monthly weather reports.	Dr. Henrichs.
Meteorological researches of the United States Coast Survey.	C. P. Patterson, Esq.
Expedition up the Yellowstone, 1875. Forsyth & Grant.	Major-General A. A. Humphrey, Chief of Engineers, U.S.A.
Explorations in Nebraska and Dakota. Warren.	do
Reconnaissance of the Black Hills. Ludlow.	do
Expedition from Santa Fé to Junction of Grand and Green Rivers, 1859. Macomb.	do
Explorations across the Great Basin of Utah. Simpson.	do
Carroll to Yellowstone Park, &c. Ludlow.	do
Yellowstone expedition of 1870. Doane.	do
Reconnaissance of the Yukon River. Raymond.	do
Reconnaissance of the Ute country. Ruffner.	do
Exploration of the Yellowstone. Reynolds (& Hayden.)	do
North-Western Wyoming. Jones.	do
Geographical Surveys west of the 100th Meridian. Wheeler.	do
Progress Reports, 1872.	do
Annual Reports, 1874, '75 and '76.	do
Physical Features of the Minnesota Valley.	do
MAPS.	
1 Set of Lake Survey Charts.	do
Surveys west of the 100th Meridian. (Lieut. Wheeler's Atlas.)	do
Territory of the United States west of the Miss. River.	do
Yellowstone and Missouri Rivers.	do
Yellowstone Lake.	do
Indian Territory. Ruffner.	do
New Mexico. Morrison.	do
Nebraska.	do
Wyoming.	do
Nebraska and Dakota. Warren.	do
Ute Country, Colorado. Ruffner.	do
Northern New Mexico and South Colorado.	do
S. and S.E. Nevada.	do
Western Territory. Sheets 2 and 3 (Gillespie.)	do
Arizona. Sheets 1 and 3.	do
Middle and Eastern Tennessee.	do
Yankton River.	do
Florida.	do
International Bulletin from January, 1875, to May, 1877.	General Myer, U.S.A.
Monthly Weather Review from Jan. to Dec., 1877.	do

<i>Name of Publication.</i>	<i>By whom Presented.</i>
DANISH.	
Annuaire Meteorologique, 1875.	N. Hoffmeyer.
Le Fœhu du Groenland	do
Bidrag Til Danmarks Klimatologi, results of observations for 15 years.	do
Om Vindmaalere.	do
NORWEGIAN.	
Etudes sur les mouvements de l'atmosphere.	Royal University of Norway.
Windrosen des sudlichen Norwegens.	do
Meteorological Magnetical and Astronomical results.	do
Bulletin Meteorologique du Nord, December, 1876 to December, 1877.	Dr. Neumayer.
RUSSIAN.	
Annalen des Physikalischen, central observatorums, 1875.	Prof. H. Wild.
SWEDISH.	
Observations Suedois, 1873.	R. Rubenson.
BELGIAN.	
Annales de L'Observatoire Royal de Bruxelles, November 1876 to April, 1877.	J. C. Houzeau.
Observations Meteorologique faites aux stations de la Belgique et des Pays Bas, January to August, 1877.	J. C. Houzeau and C. H. D. Buy's Ballot.
HUNGARIAN.	
Jahresüberisicht der Meteorologischen, Beobachtungen, November, 1876 to November, 1877.	M. R. Miller.
DUTCH.	
Monatliche übersicht der Witterung, from July, 1876, to July, 1877, (November and December, 1876, missing.)	Dr. Neumayer.
GERMAN.	
Meteorology and Magnetism of Munich.	Dr. J. V. Lamont.
Jahresbericht der Grosch Badischen Meteorologischen.	Oscar Ruppell.
Vol. VIII.	Dr. A. Muttrich.
Jahresbericht über die Beobachtungs Ergebnisse, 1876	

<i>Name of Publication.</i>	<i>By whom Presented.</i>
AUSTRIAN.	
<i>Zeitschrift der Oesterreichischen, Gessellschaft fur Meteorologie, 1876.</i>	Dr. J. Hann.
SPANISH.	
<i>Observaciones Meteorologicas de Madrid, 1871-'72-'73.</i>	Prof. Aguilar.
<i>Observaciones Meteorologicas de provincias, 1871-, '72, 1873.</i>	do
<i>Annuario del Observatorio de Madrid for 1873 and 1876.</i>	do
ITALIAN.	
<i>Magnetical and Meteorological curves from January to July, 1876.</i>	Luigo Guidi.
<i>Monthly Bulletin for July and August, 1875.</i>	do

SUMMARY OF THE MONTHLY WEATHER REVIEWS FOR 1877.

January.—The mean atmospheric pressure was, throughout, higher than in the previous month. In Ontario and Quebec it was higher than, and in the Maritime Provinces the same as, in January, 1876.

The mean temperature differed very little from that of December in Ontario, but was slightly lower in the Province of Quebec, the difference varying between 2° and 13°. The lowest mean temperature for the month, of those reported in these provinces, was 5° at Chatham, N.B.; and the highest, 19° at Port Dover, Ontario.

At all stations, with the exception of Quebec and Halifax, the precipitation was very much below that in either of the two previous years.

February.—The mean atmospheric pressure in the extreme western portion of Ontario was slightly higher than in January; but lower at all places east, the difference being most marked in the neighbourhood of Halifax. Throughout Ontario the mean was above that of the three previous years. In the Lower Provinces the mean was below the normal, the difference being greatest in the Gulf of St. Lawrence.

Everywhere the difference between the mean temperature of this and the two previous months was very great, this being one of the warmest Februaries on record, while the two previous months were among the coldest for the time of the year. The actual mean temperatures ranged from 19° at Chatham, N.B., to 29° at Toronto and Port Dover. The difference between the hottest and coldest days was, everywhere, less than usual, and in some places not much more than one-half of the average difference in previous years.

At all stations, except in a portion of the Gulf of St. Lawrence, the precipitation was very much below the average for the month.

March.—The mean atmospheric pressure at all places west of Montreal was less, and at all places east of Quebec greater, than in February. At stations west of Quebec the mean was slightly less than the average for the same month in the three previous years, but it was greater in the Maritime Provinces.

The mean temperature was lower than in the previous month at places west of Father Point, P.Q., and higher in the Maritime Provinces. The difference between the mean temperature of the month and that of the same month in the three pre-

vious years was very slight, except in the Maritime Provinces. The greatest difference was 5° above, at Sydney, C.B.

The total precipitation was very much above that of February. It was also much above the average for the same month in the three previous years, the excess being greatest in Nova Scotia. The total fall of rain and snow at Halifax was 8.66 inches, which is 4.55 inches above the average.

April.—The mean atmospheric pressure was generally greater than in March, except in the extreme south-west of Ontario and in Nova Scotia. The pressure was higher than the average for the same month in the three previous years at all stations, except those in the south-west of Ontario, where it was equal to the average.

The mean temperature at all stations was higher than the average for the same month in the three previous years, the average difference being about 5°, but along the St. Lawrence it was from 7° to 8°.

The total precipitation in Ontario and Nova Scotia was mostly below the average, and in Quebec and the northern portion of New Brunswick it was above the average. At all stations it was considerably above that of the previous month.

May.—The mean atmospheric pressure at places east of Montreal was less than in April, but remained about the same at other stations. At stations west of Quebec it was greater than the average, and less in the Maritime Provinces.

The mean temperature for the month was, on an average, nearly three degrees higher than the average at places west of Montreal, but it was slightly lower in the Maritime Provinces.

The total precipitation was decidedly less than the average in Ontario and Quebec (in some places being less than one-sixth of the usual amount); but was tolerably well distributed in showers throughout the month. In the eastern portion of Nova Scotia, on the other hand, the precipitation was considerably above the average.

June.—The mean atmospheric pressure at stations west of Father Point was less than that of May, the difference being most marked in the western portion of Ontario; but it was slightly greater in the extreme eastern portion of the Maritime Provinces. At all stations the pressure was less than the average.

The mean temperature was slightly below the average at stations in the west and south of Ontario, but above at all other stations, the difference being most marked in the extreme eastern portion of Canada. Frost was reported on the night of the 22nd and morning of the 23rd at most stations in Ontario and the eastern part of Quebec.

The total precipitation at stations west of Father Point was above that of May; but below in the Maritime Provinces. In the west and south-west of Ontario it was slightly above the average, but at Toronto and stations east it was considerably below, the difference increasing at eastern stations.

July.—The mean atmospheric pressure differed very little from that of June, and was less than the average at all stations except Halifax, N.S.

The mean temperature was above the average throughout Canada.

The rain fall was very unequally distributed, owing to the fact that most of the rain fell during local thunder storms.

August.—The mean atmospheric pressure was still less than the average throughout Canada. In general the pressure was almost uniform, no very marked disturbances occurring.

The mean temperature was above the average in Ontario, and was about the same as in July; but it was about equal to the average in the Lower Provinces.

The rain-fall was principally in local showers, and was, in most places, above the average.

September.—The mean atmospheric pressure throughout Canada exceeded that of August, the excess being over one-tenth of an inch at places west of Montreal. It was also above the average except in the Gulf of St. Lawrence.

The mean temperature was decidedly above the average.

The rain-fall was less than in August, and also below the average, except in the Gulf of St. Lawrence. The most marked differences were, Toronto 3.13 in., and Montreal 3.71 in. below the average.

October.—The mean atmospheric pressure was above the average, and considerably above the mean of October, 1876. It differed very little from that of September, except that it was somewhat higher over the Gulf of St. Lawrence. The highest pressure was over Lake Ontario and the St. Lawrence valley, and the lowest to the north-east of Nova Scotia.

The mean temperature was above the average at all places except in the Gulf of St. Lawrence, the difference being greatest in the neighbourhood of Lake Erie. The temperature (except in the extreme east) was above that of October, 1876; the difference in Ontario being as much as seven degrees.

The rain-fall was above the average, except on the shore of Lake Huron; the excess being greatest in Ontario and Nova Scotia.

November.—The mean atmospheric pressure throughout Canada was greater than that of October, especially in the Maritime Provinces, and considerably above that for the same month in the previous year. It was above the average in the Maritime Provinces and equal to the average throughout Ontario.

The mean temperature was considerably above the average, and was about equal to that of November, 1876.

The rain-fall was evenly distributed and was considerably above the average. At many stations in Ontario, and at some in Quebec, the fall was more than double the average.

December.—The mean atmospheric pressure was above the average at all stations, the excess being greatest in the Gulf of St. Lawrence. It was greater than that of November, except in the Maritime Provinces, and considerably above that for the same month last year.

The mean temperature was, throughout, considerably above the average, especially at stations west of Montreal. In Ontario it was from 15 to 20 degrees higher than that for the same month last year. At other stations it was also higher, the difference being least at places on the Atlantic coast.

The amount of rain and snow fall was below the average at all stations from which reports were received, except Charlottetown and Halifax.

GENERAL SUMMARY.

The mean atmospheric pressure was slightly above the average for the three previous years. The only months in which the pressure was below the average at all stations were July, August and September. It was above or equal to the average during the last four months.

The mean temperature for the year was considerably above the average. The months in which the mean was above the average were February, April, May (except in the Maritime Provinces), June (except in the west and south-west of Ontario), July, August, September, October (except in the Gulf of St. Lawrence), November and December, in which month it was from 15 to 20 degrees higher than the same month in 1876. Only in one month (January) was the temperature decidedly below the average.

The total precipitation, rain and snow fall, was slightly above the average for the year. In November it was nearly double the average for that month.

The reviews also contain a description of the progress of a number of areas of high and low pressure, and an account of the number of storm warnings issued with the percentage of the cases in which the warnings were verified. A table showing the results for each district has already been given. In connection with this it is satisfactory to notice that although during the year under review there has been a considerable increase in the tonnage of Canadian shipping, there has been a large reduction in the losses as compared with 1876. A large portion of this decrease may undoubtedly be traced to the fact that far more attention has been paid to the cautionary storm signals than heretofore. While it must be borne in mind that this forms but part of the service on which the appropriation is expended, it may not be uninteresting to compare the total cost of the service with the losses through damage to shipping. The losses in 1876 amounted to \$2,942,955 and in 1877 to \$2,290,914. If then, *ten per cent. only*, of this reduction be due to the more efficient working of this system, and to the increased attention paid to its warnings (and this we may fairly assume to be the case), nearly double the amount of the cost of the service (\$37,000) has been saved.

METEOROLOGICAL SERVICE OF THE DOMINION OF CANADA.

WEATHER BULLETIN,

ISSUED BY THE CENTRAL OFFICE, TORONTO, AT 10 A.M., JANUARY 1st, 1878.

Received by Telegraph at _____ *at* _____ *a.m.,* _____ *Agent.*

PROBABILITIES FOR THE NEXT 24 HOURS.

* FOR THE LOWER LAKE REGION :—

Moderate to fresh south-westerly to north-westerly winds; clear to fair weather.

FOR THE St. LAWRENCE :—

Moderate to fresh south-westerly to north-westerly winds; clear to fair weather; stationary or rising temperature.

FOR THE MARITIME PROVINCES :—

Decreasing northerly to westerly winds; clearing and colder weather.

These probabilities are issued at 10 a.m. Toronto time, and are for the 24 hours following.

LOWER LAKE REGION includes the Peninsula of Ontario, and east as far as Kingston.

St. LAWRENCE includes the St. Lawrence River and adjacent territory.

MARITIME PROVINCES includes Nova Scotia and New Brunswick and Prince Edward Island.

The ordering up of the Cautionary Storm Signals (which constitutes a storm warning), is intended to warn those connected with shipping that a storm will probably occur, either at the place at which the signal is displayed, or within such a distance that ships leaving port might be affected by it.

The probabilities for each district (with a few exceptions) are sent only to those stations situated in that district.

METEOROLOGICAL STATIONS in correspondence with the Central Meteorological Office, Toronto.

CHIEF STATIONS.

Province.	Station.	Superintendent.
Nova Scotia.....	Sydney.....	T. C. Hill.
	Halifax.....	Frederick Allison, M.A.
New Brunswick.....	St. John.....	G. Murdoch, C.E.
	Fredericton.....	Professor Harrison, University of New Brunswick.
Quebec.....(3)	Quebec.....	Lient.-Colonel T. B. Strange, R.A.
	Montreal.....	C. H. McLeod, C.E.
Ontario.....(3)	Kingston.....	Lieut.-Colonel Irwin, R.A.
	Woodstock.....	Professor Montgomery, Canadian Literary Institute.
Manitoba.....	Winnipeg.....	Officers of St. John's College.
British Columbia.....	Spence's Bridge.....	John Murray.

REPORTING TELEGRAPH STATIONS.

Station.	Observer.	Station.	Observer.
(1) Sydney, C.B., Nova Scotia.....	T. C. Hill.	Kingston, Ontario.....	S. Woods, M.A.
(1) Halifax, Nova Scotia.....	F. Allison, M.A.	Toronto do.....	Observatory.
Chatham, New Brunswick.....	G. A. Blair.	Port Dover do.....	H. Morgan.
Father Point, Quebec.....	J. McWilliams.	Port Stanley do.....	M. Payne.
Quebec do.....	Capt. Ashe, R.N.	Saugeen do.....	K. Stewart.
Montreal do.....	C. H. McLeod, C.E.	Parry Sound do.....	Rev. R. Mosley.
Rockliffe, Ontario.....	W. H. McIntyre.	(2) Fort Garry, Manitoba.....	James Stewart.

(1) Also Chief Station ; (2) Also First-class Ordinary Station ; (3) Chief Stations in a partial sense only.

RESERVE TELEGRAPH STATIONS.

Station.	Observer.	Station.	Observer.
St. Andrews, N.B.....	Dr. Gove.	Stayner, Ontario.....	R. J. Cole.
(2) Charlottetown, P.E.I.....	H. J. Cundall, C.E.	Brockville do	W. R. Bigg.

(2) Also First-class Ordinary Station.

CAUTIONARY STORM-SIGNAL STATIONS.

Station.	Person in Charge.	Station.	Person in Charge.
(b) St. Andrews, N.B.....	Dr. Gove.	Quebec, Québec.....	J. B. Donaldson.
(1) St. John, N.B.....	G. Murdoch, C.E.	Montreal do	C. S. Blackman.
(d) Digby, N.S.....	W. H. Taylor.	(a) Kingston, Ontario.....	S. Woods, M.A.
Yarmouth, N.S.....	J. L. Hemmeon.	Cobourg do	F. Reynolds.
(1) (a) Halifax, N.S.....	F. Allison, M.A.	Port Hope do	T. F. Janes.
(e) Cow Bay, N.S.....	C. Archibald.	Queen's Wharf, Toronto,	
(d) Little Glace Bay, N.S.....	C. H. Rigby.	Ontario.....	A. Taylor.
(1) (a) Sydney, N.S.....	T. C. Hill.	Gibraltar Point, Toronto,	
(d) Port Hastings, N.S.....	Peter Grant.	Ontario.....	C. Durnan.
Louisbourg, N.S.....	W. H. Townsend.	Oakville, Ontario.....	S. Bell.
Pictou, N.S.....	M. Campbell.	Burlington Beach, Ontario	J. Campbell.
(b) (c) Charlottetown, P.E.I.	H. J. Cundall.	(e) Port Dalhousie do ..	E. F. Dwyer.
Pointe du Chêne, N.B....	Thos. E. Smith.	Port Colborne do ..	D. Hughes.
(e) Chatham, N.B.....	G. A. Blair.	(a) Port Dover do ..	H. Morgan.
(e) Bathurst, N.B.....	Hon. J. Ferguson.	(a) Port Stanley do ..	M. Payne.
(d) Dalhousie, N.B.....	H. A. Johnson.	(e) Goderich do ..	G. N. Macdonald.
Percé, Quebec.....	P. Vibert.	(b) Kincardine do ..	Dr. Martyn.
Gaspé do	J. Eden.	Saugen do ..	Thomas Davis.
(e) Father Point, Quebec....	J. McWilliams.	(e) Presqu'isle do ..	J. Mackenzie.
		Collingwood do ..	Arthur Bligh.

(1) Chief Station. (a) Reporting Telegraph Station. (b) Reserve Telegraph Station. (c) First-class Ordinary Station. (d) Second-class Ordinary Station. (e) Third-class Ordinary Station.

ORDINARY STATIONS.

Station.	Observer.	Station.	Observer.
NOVA SCOTIA.		NEW BRUNSWICK—Continued.	
<i>Class I.</i>		<i>Class III.</i>	
Truro, Colchester.....	James Little, M.A.	Dorchester.....	E. V. Tait, M.A.
King's College, Windsor	Prof. J. E. Oram, M.A.	QUEBEC.	
(f) Port Hastings, C.B.....	Peter Grant.	<i>Class I.</i>	
<i>Class II.</i>		Huntingdon	Dr. Shirriff.
Digby.....	W. H. Taylor.	Cranbourne	P. Cassidy.
Baddeck.....	R. Elmsly.	<i>Class II.</i>	
Cranberry Island Lighthouse	J. Hanlon.	Light- house at	Bird Rocks.....
Sand Point Lighthouse.....	J. Mundell.		Anticosti.....
North Canso do	G. McRay.		Belle Isle.....
<i>Class III.</i>			Amour Point.....
Beaver Bank.....	James Grove.		Chicoutimi.....
Cow Bay.....	G. Archibald.	St. Prime.....	Rev. Abbé Huart.
White Point.....	J. Challoner.	<i>Class III.</i>	
NEWFOUNDLAND.		Danville	C. J. Devey.
<i>Class I.</i>		Brome Corners, Brome	G. F. Hall.
St. John	John Delaney.	Carleton (Convent).....	Ladies in residence.
Channel.....	N. Smith.	ONTARIO.	
<i>Class II.</i>		<i>Class I.</i>	
Fogo.....	James Fitzgerald.	Little Current, Algoma..	G. B. Abrey, C.E.
Bay St. George.....	H. Macdonald.	Norwood, Peterborough.....	Rev. T. F. Fotheringham, M.A.
Heart's Content	E. Weedon.	Granton, Middlesex.....	James Grant.
Placentia.....	G. M. Carson.	(f) Kincardine, Bruce	Dr. Martyn.
PRINCE EDWARD ISLAND.		Brantford, Brant.....	Rev. A. F. Kemp, LL.D.
<i>Class I.</i>		Aylmer, Elgin	E. M. Bigg, M.A.
(b) (f) Charlottetown.....	H. J. Cundall, C.E.	Windsor, Essex	A. Sinclair, M.A.
<i>Class II.</i>		Simcoe, Norfolk.....	Rev. G. Grant, B.A.
George Town.....	Dr. Kaye.	Hamilton, Wentworth.....	G. Dickson, B.A.
NEW BRUNSWICK.		Stratford, Perth.....	O. J. Macgregor, M.A.
<i>Class I.</i>		Goderich, Huron	H. J. Strang, B.A.
(f) Bathurst.....	Hon. J. Ferguson.	Belleville, Hastings	G. Dawson, B.A.
<i>Class II.</i>		Peterborough, Peterborough.	J. F. Jeffers, M.A.
(f) Dalhousie, Restigouche..	H. A. Johnson.	Barrie, Simcoe.....	H. B. Spotton, M.A.
Grindstone Lighthouse	James Clark.	Cornwall, Stormont.....	J. Smith, M.A.
Lepreau do	G. Thomas.	Pembroke, Renfrew	A. Thompson.
		Mount Forest, Wellington....	W. Wylie.
		Prince Arthur's Landing, Algoma	W. P. Cooke.
		<i>Class II.</i>	
		Brampton, Peel.....	J. Reynolds.
		N. Gwillimbury, York.....	John Gibson.
		Gravenhurst, Muskoka	T. M. Robinson.
		Seely, do	A. G. Merser.
		Beatrice, do	J. Hollingworth.
		Fitzroy Harbour, Carleton	Rev. James Tait.
		Welland, Welland.....	H. A. Willett.

(b) Reserve Telegraph Station; (f) Cautionary Storm Signal Station.

ORDINARY STATIONS—Continued.

Station.	Observer.	Station.	Observer.
<i>ONTARIO—Continued.</i>		<i>KEEWATIN.</i>	
<i>Class II.—Continued.</i>		<i>Class II.</i>	
Newmarket.....	J. Morrison, M.A., M.D.	Kalmar.....	D. Rodger, C.E.
Port Perry.....	E. Worthington.	Islington.....	Rev. B. Spence.
Galt.....	J. Gordon Mowat.	<i>BRITISH COLUMBIA.</i>	
Point Clark.....	John Young.	<i>Class I.</i>	
Point Pelee.....	James Cummins.	New Westminster.....	Capt. A. Peele.
Nottawasaga Island.....	G. Collins.	Esquimalt Harbour.....	W. H. Bevis.
Clapperton do.....	B. E. Baker.	<i>Class II.</i>	
<i>Class III.</i>		Stuart's Lake ..	G. Hamilton.
Georgina, York.....	Capt. Sibbald, R.N.	<i>NORTH-WEST TERRITORIES.</i>	
Orillia, Simcoe.....	H. A. Fitton.	<i>Class I.</i>	
(f) Port Dalhousie.....	E. F. Dwyer.	York Factory.....	W. Wood.
Lakefield.....	H. Le Fevre.	Battleford.....	Hospital Steward Price.
(f) Goderich.....	G. N. Macdonald.	Fort Walsh, Cypress Hills....	T. R. Neate.
(f) Presqu' Isle.....	John Mackenzie.	Fort Macleod.....	R. B. Nevitt, M.B.
<i>MANITOBA.</i>		Fort Rae.....	A. Flett.
<i>Class I.</i>		Moose Fort.....	J. R. Nason.
(a) Fort Garry.....	James Stewart.	<i>Class II.</i>	
Poplar Heights.....	A. C. O'Bierne.	Fort Calgary.....	Medical Officer.
Manitoba Penitentiary.....	S. L. Badson.	Fort Simpson.....	Thomas Swanston.
<i>Class II.</i>		Qu'Appelle.....	H. Keenan.
Emerson.....	Rev. M. Jukes.	Shoal Lake.....	Sub. Ins. J. French.
<i>Class III.</i>		Swan River Barracks.....	Corpl. Borrdaille.
Little Britain.....	D. Gunn.	Livingstone.....	J. Norman.

(a) Reporting Telegraph Station; (f) Cautionary Storm Signal Station.

STATIONS from which Special Weekly Reports of Observations made at 7.25 a.m., Toronto time, are received.

Station.	Observer.	Station.	Observer.
NOVA SCOTIA.		ONTARIO.	
(f) Glace Bay.....	C. H. Rigby.	(c) Cornwall.....	J. Smith, M.A.
(f) Port Hastings.....	P. Grant.	(1) Woodstock.....	Prof. Moatgomery.
(c) King's College, Windsor.	Prof. Oram, M.A.	(c) Goderich.....	H. J. Strang, B.A.
NEW BRUNSWICK.		(c) Granton.....	James Grant.
(c) Bathurst.....	Hon. J. Ferguson.	(c) Stratford.....	C. J. Macgregor, M.A.
(d) Dalhousie.....	H. A. Johnson.	(c) Peterborough.....	J. F. Jeffers, M.A.
(1) Fredericton.....	Prof. Harrison.	(c) Hamilton.....	G. Dickson, B.A.
(1) St. John.....	G. Murdoch, C.E.	N. W. TERRITORY.	
QUEBEC.		(c) York Factory.....	W. Wood.
(1) Quebec Citadel.....	J. B. Donaldson.		

(1) also Chief Station; (c) also First Class Ordinary Station; (d) Second Class Ordinary Station
(f) Cautionary Storm-signal Station.

At Woodstock, Ont., Fredericton and St. John, N.B., observations are regularly made at the other hours for telegraphic observations.

The following Stations have been recently established in British Columbia. The returns received since the above list was published are given in a separate table.

Station.	Observer.	Station.	Observer.
Langley.....	James Mackie.	Lillooet.....	Dr. Featherston & A. W. Smith.
Matsqui.....	John MacLure.	Quesnelle.....	James Stone.
Chilliwhack.....	John McCutcheon.	Kamloops.....	John Usher.
Hope.....	John G. Wirth.	Spalamichin.....	A. L. Fortune
Lytton.....	W. H. Wright.	O'Kanagan Lake.....	A. Postell.
Cache Creek.....	J. Clemitson.	Douglas Lake.....	Ronald McRae.
Clinton.....	M. O'Connor.	Nicola Lake.....	E. Dalley.
Soda Creek.....	Henry Yates.		

INSTRUMENTS and Books have also been supplied to the following Stations, but no returns have as yet been received.

Station.	Observer.	Station.	Observer.
ATHABASCA.		ATHABASCA.—Continued.	
3 Stations	Officer in charge.	<i>Class II.—Con.</i>	
<i>Class II.</i>		Temiscamingue, Nipissing.....	Rev. J. W. Pian.
Fort McPherson, Peele's Riv'r		Anticosti	Mr. Tétu.
Rampart House.....	J. M. Dongall, C.T.	Lake St. John:—	
Fort Resolution.....	F. Samison.	St. Jerome.....	Rev. J. B. Vallée.
Great Slave Lake.....		St. Louis	Rev. Adolphe Girard
Gimli, Icelandic Reserve	John Taylor.		
Fort Chippewyan.....	A. Macfarlane, C.T.	BRITISH COLUMBIA.	
Saskatchewan.....	Officer in charge.	Inverness, Skeena River.....	W. M. Neill.
Edmonton	J. Bunn.	McLeod Lake	J. McKenzie.
Stanley, English River.....	Rev. J. McKay.		
Devon, Cumberland	Rev. H. Budd.		

PROBABILITY STATIONS.

AGENTS OF THE DOMINION TELEGRAPH COMPANY.

ONTARIO.

Aurora.
 *Barrie.
 Belleville.
 *Berlin.
 Bowmanville.
 Brampton.
 *Brantford.
 *Brockville.
 *Caledonia.
 *Chatham.
 *Clifton.
 *Cobourg.
 *Collingwood.
 *Cornwall.
 Dundas.
 *Elora.
 *Fergus.
 *Galt.
 Gananoque.
 Goderich.
 Guelph.
 *Hamilton.
 Ingersoll.
 Kincardine.
 Kingston.
 *Lindsay.
 *London.
 Meaford.
 *Mount Forest.
 *Napanee.
 *Newmarket.
 *Niagara.
 *Oakville.
 Orangeville.

*Orillia.
 *Oshawa.
 *Ottawa.
 *Owen Sound.
 *Paris.
 *Pembroke.
 *Peterboro'.
 *Perth.
 Picton.
 Port Burwell.
 Port Colborne.
 *Port Dalhousie.
 Port Dover.
 Port Elgin.
 *Port Hope.
 *Port Perry.
 *Port Stanley.
 Prescott.
 Sarnia.
 Seaforth.
 Simcoe.
 *Smith's Falls.
 *Southampton.
 *Stratford.
 Strathroy.
 *St. Catherines.
 *St. Marys.
 *St. Thomas.
 Toronto.
 Uxbridge.
 Waterloo.
 †Wellington.
 *Whitby.
 Woodstock.

QUEBEC.

*Aylmer.
 *Berthier (*en haut*).
 *Joliette.
 *Montreal.
 *Quebec.

River du Loup.
 St. John.
 *Terrebonne.
 Three Rivers.

NEW BRUNSWICK.

*Dorchester.
 *Memramcook.
 Moncton.
 Petitcodiac.

*Sackville.
 *St. John.
 Sussex.

NOVA SCOTIA

Amherst.
 Cape Canse.
 *Dartmouth.
 Guysboro'.
 *Halifax.
 *New Glasgow.
 *Pictou.

Pugwash.
 River St. John.
 Tatamagouche.
 Tor Bay.
 *Truro.
 Wallace.

* These Stations report as to the verification of the predictions.
 † The probabilities were sent to this Station for portion of season only

REMARKS ON TABLES.

TABLE I.

The time of observations given on this table are those employed at all the Telegraph stations in North America.

Most of the stations report by telegraph to Toronto three times daily; but there are some which report only by mail, of which some take observations at three hours, some omit the night hour, and some observe only in the morning. This morning observation corresponds in time with the international synchronous series.

For the morning observations at Cornwall, Stratford, Goderich, Hamilton, and Peterborough, this office is indebted to the Principals of the High Schools at those places, who, by permission granted by the Department of Education of Ontario, have kindly taken those observations in addition to those required by that Department.

Barometric Corrections.

The readings of the barometer, as given in the present tables, are reduced to sea level by means of the formula of Laplace, omitting the terms which depend on the latitude, and that for the diminution of gravity with increased height above the sea. At Toronto the standard barometer has a tube with an internal diameter of .506 of an inch. The correction for capillarity has, by frequent measurements of the meniscus been determined as .007 of an inch. This correction has been applied in the tables. In making comparisons between readings of the barometer taken in Canada and those in the United States, it should be remembered that, as already stated in the Fourth Annual Report of this office, the standard barometer employed for the Dominion reads higher by .014 inch than that of the signal office.

Remarks on the Combinations employed for obtaining Mean Temperature.

Unless otherwise stated, the mean temperatures given are the arithmetic means of the temperatures observed 7 a.m., 2 p.m., and 9 p.m., giving double weight to the last mentioned hour.

Halifax, N.S., equal intervals of three hours.

Sydney, N.S. do

Spences Bridge, B.C. do

Woodstock, Ont. do

Fredericton, N.B. do

Montreal, Q. do

St. John, Coll., Manitoba. do

Quebec, Lt.-Col. Strange, R.A., equal intervals of two hours.

St. John, N.B. do

Kingston. do

Toronto at 6 and 8 a.m., 2, 4, 10 p.m., and midnight.

Newmarket, Ont., 7 a.m., 1 and 9 p.m.

Ten Ontario High Schools, viz: Goderich, Stratford, Barrie, Windsor, Simcoe, Hamilton, Peterborough, Belleville, Pembroke, and Cornwall, 7 a.m., 1 and 9 p.m.

Channel, Newfoundland, at 8 a.m., 2 and 9 p.m.

Prince Arthur's Landing, at 8 a.m., Noon, and 7 p.m.

Fort Macleod, N.W.T., at 8 a.m., 2 and 8 p.m.

Fort Walsh, N.W.T., at 9 a.m., 2 and 9 p.m.

Manitoba Penitentiary, at 7 a.m., Noon, and 9 p.m.

Fort Simpson, N.W.T., at 8 a.m., 2 and 10 p.m.

Battleford, N.W.T., at 8 a.m., 2 and 8 p.m.

Charlottetown; P.E.I., at 8 a.m., 2 and 10 p.m.

Port Hastings, C.B., at 9 a.m., 2 and 9 p.m.

Placentia, Newfoundland, at 8 a.m., 2 and 7 p.m.

At the following stations the daily means are obtained from the Maxima and Minima: Chatham, N.B.; Rockcliffe, Kingston, Brockville, Kincardine, Port Stanley, Port Dover, Stayner, Saugeen and Parry Sound, Ontario, Quebec Observatory, Quebec; St. John's, Fogó and Heart's Content, Newfoundland.

METEOROLOGICAL TABLES.
DOMINION OF CANADA.
1877.

TABLE I.—Means for each month, and for the year, of the reduced Barom and Velocity of the Wind, from observations made at the same absolute 4:8 a.m. (of

Stations.	January.			February.			March.		
Sydney	29-929	29-923	29-925	29-836	29-817	29-824	30-030	30-007	30-009
Halifax	29-979	29-944	29-976	29-844	29-811	29-838	29-979	29-936	29-981
St. John.....	30-043	29-992	30-022	29-923	29-880	29-898	30-002	29-954	30-000
St. Andrews.....	30-032	29-998	30-025	29-917	29-877	29-900	29-984	29-938	29-965
Fredericton.....	30-006	29-990	30-018	29-941	29-892	29-914	30-012	29-952	30-000
Charlottetown	29-948	29-934	29-941	29-860	29-838	29-838	29-990	29-952	29-975
Chatham.....	29-943	29-916	29-930	29-878	29-838	29-855	29-959	29-921	29-958
Father Point	29-951	29-924	29-938	29-933	29-901	29-902	29-950	29-908	29-955
Quebec.....	30-048	30-017	30-043	29-977	29-932	29-948	29-960	29-917	29-971
Montreal.....	30-074	30-048	30-059	30-014	29-964	29-988	29-950	29-925	29-950
Rockliffe.....	30-099	30-053	30-082	30-095	30-024	30-075	.	.	.
Brockville.....	30-115	30-088	.	30-074	30-034	.	29-988	29-963	.
Kingston.....	30-152	30-115	30-121	30-116	30-065	30-100	30-026	29-986	30-013
Toronto.....	30-126	30-109	30-101	30-117	30-093	30-119	30-024	29-982	30-000
Port Dover.....	30-137	30-123	30-115	30-137	30-108	30-141	30-030	29-989	30-004
Port Stanley.....	30-146	30-123	30-134	30-154	30-126	30-158	30-034	29-997	30-020
Woodstock.....	30-139	30-100	30-122	30-137	30-100	30-134	30-038	29-985	30-003
Saugeen.....	30-069	30-052	30-054	30-108	30-082	30-108	30-011	29-969	29-988
Parry Sound.....	30-084	30-082	30-094	30-123	30-088	30-126	30-037	29-979	30-018
Fort Garry.....	30-126	30-122	30-152	30-200	30-166	30-175	30-161	30-115	30-138

RESULTANT DIRECTION.

Sydney	S 72° W	S 78° W	S 87° W	N 67° W	N 75° W	N 83° W	S 49° W	S 34° W	S 15° W
Halifax	N 78° W	N 87° W	S 86° W	N 52° W	N 74° W	N 52° W	S 29° W	S 61° W	S 4° W
Charlottetown.....	N 84° W	S 89° W	N 74° W	N 8° W	N 14° W	N 31° W	S 46° E	S 15° E	N 67° E
Chatham.....	S 77° W	S 68° W	S 86° W	N 7° W	N 14° W	N	N 70° W	S 72° W	S 44° W
Father Point.....	S 50° W	S 32° W	S 58° W	N 25° E	N 42° E	N 35° E	N 11° E	S 58° W	N 80° W
Quebec.....	N 43° W	S 89° W	N 79° W	N 16° E	N 50° W	N 34° W	N 3° W	N 42° W	N 21° W
Montreal.....	S 75° W	S 65° W	S 77° W	S 78° W	S 70° W	N 86° W	S 88° W	N 84° W	S 77° W
Rockliffe.....	N 28° W	N 51° W	N 37° W	N 47° W	N 36° W	N 53° W	N 37° W	N 27° W	N 16° W
Kingston.....	S 72° W	S 85° W	S 75° W	N 53° W	N 71° W	N 86° W	S 60° W	S 80° W	W
Toronto.....	N 86° W	S 78° W	N 84° W	N 59° W	N 81° W	N 55° W	N 27° W	N 75° W	N 57° W
Port Dover.....	S 63° W	S 65° W	S 66° W	N 65° W	N 83° W	N 77° W	N 56° W	N 86° W	N 56° W
Saugeen.....	S 87° W	S 67° W	S 88° W	N 66° W	S 79° W	N 82° W	N 80° W	S 73° W	N 82° W
Port Stanley.....	S 54° W	S 87° W	S 49° W	S 89° W	N 60° W	S 83° W	N 1° W	N 53° W	N 35° W
Parry Sound.....	S 12° E	S 37° W	S 24° W	N 63° W	N 87° W	S 88° W	N 22° W	S 73° W	S 66° W
Fort Garry.....	N 59° W	N 77° W	S 48° W	S 43° W	S 54° W	S 45° W	N 73° W	N 77° W	N 81° W

eter, and of the Temperature of the Air; and also the Resultant Direction time as follows: Greenwich civil time, 0:43 p.m.; 9:43 p.m.; and next day.)

Stations.	January.			February.			March.		
	°	°	°	°	°	°	°	°	°
Sydney.....	13.0	15.1	10.7	23.0	25.6	21.4	30.8	31.2	28.8
Halifax	15.5	19.9	16.7	24.2	30.1	25.2	29.6	33.9	29.8
St. John	10.8	17.0	13.2	22.6	29.3	25.5	25.7	32.5	27.4
St. Andrews	10.9	17.7	14.3	23.2	30.3	26.0	26.4	32.1	27.9
Fredericton	1.0	10.9	6.7	14.8	28.0	17.8	21.6	30.8	23.0
Charlottetown	10.2	13.8	11.2	20.8	25.2	21.5	26.4	29.8	27.1
Chatham	0.7	10.7	3.7	15.3	25.0	17.1	20.2	28.6	20.5
Father Point	5.4	9.2	7.4	20.2	22.0	20.8	18.0	23.4	18.7
Quebec	5.5	10.4	7.2	21.8	27.9	23.6	21.3	26.1	20.7
Montreal	6.2	11.8	10.8	22.4	30.4	26.1	21.8	27.5	23.8
Rockliffe	0.6	11.8	4.9	17.4	30.7	22.2	11.7	26.4	17.9
Brockville	8.4	14.7	.	23.7	29.8	.	23.3	27.7	.
Kingston.....	11.5	17.0	14.9	24.9	30.6	27.0	23.4	28.0	24.8
Toronto.....	15.0	20.4	16.9	25.6	31.6	28.4	22.1	29.0	25.7
Port Dover.....	16.0	21.6	19.4	25.3	33.0	28.3	22.5	30.0	26.2
Port Stanley	14.8	22.4	18.2	24.6	32.2	26.5	21.6	29.3	24.7
Woodstock	13.1	19.9	15.7	23.9	31.6	25.9	19.4	27.8	22.7
Saugeen	15.5	19.3	16.9	23.4	30.5	27.4	18.5	25.6	21.4
Parry Sound	9.6	16.2	11.2	18.1	30.2	23.8	12.9	25.7	18.7
Fort Garry.....	12.5	0.5	6.3	11.1	24.9	18.3	1.3	15.3	5.5

RESULTANT VELOCITY.

Sydney.....	6.0	4.7	3.6	1.9	2.4	1.5	2.7	1.6	3.4
Halifax	5.9	5.8	6.2	3.5	4.2	3.3	2.1	3.6	1.1
Charlottetown.....	3.1	1.7	3.6	3.1	2.8	2.9	1.2	1.0	1.6
Chatham	2.8	2.0	3.2	3.6	3.8	2.8	1.9	2.0	1.1
Father Point	7.4	5.0	6.6	2.7	4.9	2.8	0.3	1.0	2.0
Quebec	3.2	5.7	4.8	0.7	4.0	2.7	6.1	5.5	4.2
Montreal	5.7	8.4	7.4	8.0	9.3	9.1	4.4	6.1	3.3
Rockliffe.....	1.6	3.4	1.2	3.1	5.6	4.7	3.3	2.9	2.7
Kingston.....	0.6	2.2	2.1	0.3	1.5	1.1	0.8	1.2	1.4
Toronto.....	5.0	4.6	4.3	4.5	5.6	4.1	5.1	5.7	4.3
Port Dover.....	4.1	5.6	5.6	3.2	4.6	3.8	4.4	4.2	4.2
Port Stanley	4.9	6.3	5.7	3.7	5.2	3.0	4.4	6.9	4.4
Saugeen	4.2	3.5	3.6	1.7	2.3	2.2	1.2	3.2	1.3
Parry Sound	2.0	5.4	1.8	1.8	4.9	2.2	1.1	5.8	3.3
Fort Garry.....	3.2	4.8	3.5	1.9	2.6	2.6	4.0	4.3	3.9

TABLE I.—Means for each month, and for the year, of the reduced Barom and Velocity of the Wind, from observations made at the same absolute 4:8 a.m. (of

Stations.	April.			May.			June.		
Sydney	29-962	29-948	29-947	29-828	29-810	29-825	29-923	29-900	29-922
Halifax	29-927	29-914	29-936	29-822	29-798	29-837	29-936	29-891	29-938
St. John	30-002	29-966	29-990	29-896	29-866	29-895	.	.	.
St. Andrews	29-992	29-959	29-975	29-900	29-857	29-887	29-960	29-903	29-936
Fredericton	30-020	29-978	30-003	29-919	29-855	29-907	29-950	29-884	29-928
Charlottetown	29-972	29-964	29-962	29-851	29-831	29-841	29-918	29-875	29-907
Chatham	29-996	29-969	29-989	29-864	29-837	29-862	29-880	29-821	29-869
Father Point	30-066	30-036	30-022	29-931	29-882	29-900	29-864	29-819	29-845
Quebec	30-061	30-001	30-034	29-955	29-891	29-939	29-910	29-848	29-899
Montreal	30-035	29-965	29-989	29-970	29-901	29-936	29-924	29-872	29-894
Rockliffe .....	.	.	.	30-038	29-947	30-004	29-934	29-856	29-897
Brockville	30-056	29-990	.	30-021	29-960	.	29-946	29-891	.
Kingston	30-095	30-010	30-047	30-058	29-997	30-022	29-997	29-925	29-942
Toronto	30-054	30-003	30-020	30-059	30-002	30-032	29-971	29-910	29-926
Port Dover	30-036	29-981	30-016	30-060	30-004	30-034	29-973	29-918	29-935
Port Stanley	30-034	29-982	30-019	30-062	30-016	30-047	29-969	29-919	29-945
Woodstock	30-037	29-966	30-023	30-050	29-980	30-046	29-911	29-880	29-935
Saugeen	30-036	29-985	30-009	30-030	29-994	30-021	29-917	29-888	29-910
Parry Sound	30-085	30-012	30-051	30-054	30-005	30-037	29-938	29-883	29-907
Fort Garry	30-090	30-041	30-061	29-943	29-867	29-892	29-822	29-784	29-827

RESULTANT DIRECTION.

Sydney	N 18 E	N 12 E	N 8 E	N 18 W	N 13 W	N 14 E	S 73 W	S 66 W	S 52 W
Halifax	N 22 E	N 29 E	N 6 E	N 26 W	N 73 W	N 49 W	S 88 W	S 69 W	S 88 W
Charlottetown	N 35 E	N 16 E	N 15 E	N 13 E	N 9 E	N 21 E	N 82 W	S 85 W	S 37 W
Chatham	N 5 W	N 14 E	N 12 E	N 14 W	N 2 E	N 14 E	S	S 69 W	S 77 W
Father Point	N 46 E	N 56 E	N 61 E	S 74 E	N 77 E	N 86 E	S 48 W	N 13 W	N 31 W
Quebec	N 13 E	N 23 E	N 18 E	N 47 E	N 6 E	N 36 E	N 76 W	N 38 W	N 31 W
Montreal	N 31 E	N 26 E	N 24 W	N 66 W	S 77 W	N 86 W	S 73 W	S 75 W	S 51 W
Rockliffe	N 17 E	N 9 E	N 25 E	N 45 W	N 51 W	N 53 W	N 13 W	N 78 W	N 77 W
Kingston	N 53 E	N	S 36 E	N 6 E	S 60 W	N 49 W	S 13 W	S 50 W	S 3 E
Toronto	N 36 E	N 42 E	N 1 E	N 23 W	N 74 W	N 39 W	E	S	N 71 W
Port Dover	N 8 E	N 31 E	N 2 E	N 32 W	S 64 W	N 41 W	S 72 W	S 43 W	S 78 W
Port Stanley	N 43 E	S 76 E	N 46 E	N 17 W	S 81 W	N 34 W	S 84 W	N 82 W	N 63 W
Saugeen	S 76 E	N 84 E	S 44 E	N 82 W	N 18 W	N 19 W	S 30 W	S 63 W	S 67 W
Parry Sound	S 85 W	S 73 W	S 5 W	N 14 W	N 62 W	N 3 E	S 24 E	S 34 E	S 49 E
Fort Garry	N 28 E	N 26 W	N 79 E	S 53 E	S 30 E	S 64 E	N 66 E	N 18 E	N 31 E

eter, and of the Temperature of the Air; and also the Resultant Direction time as follows: Greenwich civil time 0:43 p.m.; 9:43 p.m.; and the next day.)

Stations.	April.			May.			June.		
	°	°	°	°	°	°	°	°	°
Sydney.....	39.1	39.8	33.8	48.3	47.6	40.2	60.5	61.1	51.4
Halifax.....	39.8	43.2	35.8	47.5	52.0	42.5	58.7	65.1	53.7
St. John.....	38.8	45.6	38.8	45.8	51.8	43.7	.	.	.
St. Andrews.....	39.7	46.4	38.6	47.3	54.6	45.2	57.7	64.6	55.0
Fredericton.....	39.4	48.3	36.6	48.1	57.9	44.1	61.0	69.9	57.2
Charlottetown.....	37.5	40.4	35.0	44.5	47.8	41.2	59.2	64.7	55.7
Chatham.....	37.6	44.0	33.5	47.4	52.4	41.6	58.6	67.4	55.2
Father Point.....	33.2	38.3	32.2	41.6	46.0	42.2	52.0	57.5	54.8
Quebec.....	37.8	43.4	37.7	49.7	58.1	49.2	62.2	68.3	59.0
Montreal.....	39.4	52.0	41.9	52.3	62.6	54.2	63.2	70.5	63.0
Rockliffe.....	35.6	51.1	35.7	49.9	63.3	47.7	57.5	70.9	54.8
Erockville.....	41.4	50.4	.	51.9	59.8	.	66.2	70.4	.
Kingston.....	40.6	48.8	40.6	50.5	58.3	49.3	62.4	70.2	61.0
Toronto.....	41.1	48.9	40.9	52.5	60.7	50.4	61.5	68.6	58.6
Port Dover.....	38.4	49.7	40.9	50.4	62.3	52.3	60.4	70.7	61.5
Port Stanley.....	39.4	48.0	39.7	51.5	60.5	49.4	61.7	70.2	59.2
Woodstock.....	40.0	50.2	38.9	54.0	62.3	49.1	62.8	71.8	58.5
Saugeen.....	38.7	45.5	37.3	52.8	57.0	47.5	59.9	65.5	54.4
Parry Sound.....	36.6	48.5	35.4	50.4	59.5	46.6	59.7	69.0	56.2
Fort Garry.....	24.3	42.2	31.8	47.8	63.6	53.1	50.6	58.8	51.8

RESULTANT VELOCITY.

Sydney.....	3.0	2.9	2.0	2.5	2.5	1.6	4.5	4.8	2.7
Halifax.....	3.2	3.1	4.4	3.0	3.6	3.0	3.3	5.9	2.7
Charlottetown.....	4.0	6.4	4.4	3.9	6.5	3.0	2.4	2.8	2.2
Chatham.....	6.1	6.7	3.5	4.4	4.4	3.1	5.2	5.2	2.2
Father Point.....	6.1	5.4	3.9	3.5	4.5	2.8	1.8	0.8	1.8
Quebec.....	4.3	5.9	7.1	2.8	2.3	3.5	0.6	1.1	1.5
Montreal.....	1.2	1.4	2.1	2.4	3.9	5.3	3.7	4.2	3.7
Rockliffe.....	1.2	2.7	2.4	4.8	5.3	3.1	2.1	2.7	0.8
Kingston.....	1.4	0.5	0.4	2.6	3.6	2.3	3.6	3.3	2.2
Toronto.....	5.8	0.8	4.2	2.9	2.7	3.9	0.8	1.4	0.5
Port Dover.....	4.1	2.8	3.6	3.5	2.6	3.0	1.3	4.2	1.9
Port Stanley.....	3.4	2.0	2.2	1.0	4.0	1.6	0.3	2.3	1.2
Saugeen.....	2.3	1.8	1.7	0.5	1.4	0.5	1.4	2.6	0.6
Parry Sound.....	2.2	8.2	3.3	1.7	4.5	1.7	4.1	3.3	2.9
Fort Garry.....	1.5	1.3	1.8	2.7	3.4	2.4	0.2	0.9	2.1

TABLE 1.—Means for each month, and for the year, of the reduced Barom and Velocity of the Wind, from observations made at the same absolute 4:8 a.m. (of

Stations.	July.			August.			September.		
Sydney.....	29.940	29.928	29.944	29.961	29.937	29.950	29.959	29.957	29.965
Halifax.....	29.933	29.908	29.934	29.932	29.904	29.933	29.992	29.965	29.985
St. John.....	29.960	29.924	29.939	29.977	29.941	29.955	30.056	30.000	30.032
St. Andrews	29.935	29.889	29.924	29.951	29.929	29.942	30.028	29.972	30.013
Fredericton	29.936	29.877	29.922	29.971	29.921	29.950	30.043	29.980	30.014
Charlottetown.....	29.920	29.900	29.910	29.948	29.926	29.934	29.992	29.955	29.965
Chatham	29.877	29.834	29.869	29.932	29.890	29.911	29.983	29.924	29.953
Father Point.....	29.867	29.815	29.843	29.933	29.892	29.897	29.987	29.923	29.951
Quebec.....	29.900	29.840	29.882	29.942	29.891	29.903	30.034	29.975	30.005
Montreal.....	29.892	29.836	29.876	29.921	29.862	29.880	30.037	29.975	30.010
Rockliffe.....	29.914	29.850	29.906	29.935	29.856	29.901	30.065	29.979	30.028
Brockville	29.917	29.874	.	29.940	29.870	.	30.064	30.001	.
Kingston.....	29.963	29.917	29.940	29.971	29.901	29.927	30.098	30.034	30.070
Toronto	29.954	29.902	29.934	29.952	29.893	29.922	30.076	30.020	30.051
Port Dover.....	29.970	29.922	29.951	29.963	29.896	29.930	30.068	30.019	30.048
Port Stanley	29.969	29.932	29.957	29.958	29.910	29.937	30.064	30.019	30.044
Woodstock.....	29.952	29.891	29.910	29.937	29.876	29.922	30.055	29.993	30.039
Saugeen.....	29.930	29.903	29.929	29.916	29.876	29.909	30.025	29.976	30.007
Parry Sound.....	29.927	29.902	29.932	29.935	29.883	29.911	30.058	29.995	30.022
Fort Garry.....	29.834	29.799	29.800	29.898	29.854	29.891	29.881	29.813	29.864

RESULTANT DIRECTION.

Sydney	S 49° W	S 45° W	S 33° W	S 50° W	S 37° W	S 8° E	S 78° W	S 88° W	S 61° W
Halifax.....	S 73° W	S 49° W	S 55° W	S 88° W	S 34° W	S 80° W	S 65° W	S 64° W	N 87° W
Charlottetown.....	S 34° W	S 1° W	S 16° W	S 16° W	S 4° E	S 8° E	N 79° W	S 85° W	S 54° W
Chatham.....	S 39° W	S 8° W	S 4° E	N 75° W	N 85° W	N 10° W	S 67° W	S 88° W	S 65° W
Father Point.....	S 78° W	S 28° W	S 37° W	S 45° W	N 52° E	S 67° E	S 45° W	S 48° W	S 76° W
Quebec	S 13° E	N 63° W	N 18° W	N 51° E	N 43° E	N 51° E	N 84° W	N 62° W	N 49° W
Montreal.....	S 45° W	S 78° W	S 65° W	N 88° W	S 89° W	S 48° W	S 72° W	S 69° W	S 63° W
Rockliffe.....	N 41° W	N 44° W	N 55° W	N 33° W	N 54° W	N 2° E	N 18° W	N 60° W	N 60° W
Kingston.....	S 41° W	S 43° W	S 78° W	S 55° W	S 31° W	S 43° W	S 26° W	S 41° W	S 23° W
Toronto.....	N 66° W	S 52° W	N 55° W	N 40° W	S 27° W	N 25° W	N 45° W	S 28° W	N 11° W
Port Dover.....	N 40° W	S 32° W	N 64° W	N 69° W	S 55° W	N 66° W	S 17° W	S 63° W	N
Port Stanley	N 73° W	S 72° W	N 86° W	S 79° W	S 53° W	N 49° W	N 31° W	S 81° W	N 28° W
Saugeen	S 40° W	S 80° W	N 87° W	S 44° W	N 61° W	N 31° W	S 68° W	S 68° W	S 83° W
Parry Sound.....	S 83° W	S 85° W	N 66° W	S 19° W	S 82° W	N 76° W	S 10° E	S 66° W	N 28° E
Fort Garry.....	S 66° W	S 55° W	S 54° W	S 75° W	S 83° W	S 51° W	S 35° W	S 50° W	S 35° W

eter, and of the Temperature of the Air; and also the Resultant Direction time, as follows: Greenwich civil time 0:43 p.m.; 9:43 p.m.; and the next day.)

Stations.	July.			August.			September.		
	°	°	°	°	°	°	°	°	°
Sydney.....	64.3	65.2	56.9	66.3	66.9	59.5	61.0	60.7	53.4
Halifax.....	63.1	67.2	58.5	65.1	68.8	61.2	58.7	63.0	55.7
St. John	58.9	64.1	58.8	60.4	65.3	60.5	53.3	59.5	54.9
St. Andrews.....	60.6	67.8	58.9	61.5	67.4	59.1	55.5	62.7	55.4
Fredericton	66.2	74.8	61.5	64.0	71.2	60.9	55.0	64.9	53.2
Charlottetown	64.2	67.7	60.8	65.3	68.2	62.4	58.7	61.5	56.9
Chatham.....	65.5	74.5	61.1	63.3	70.4	60.1	53.8	64.3	52.9
Father Point.....	56.8	63.0	56.3	54.2	58.9	56.1	48.8	53.2	48.7
Quebec	67.1	75.6	64.9	63.8	70.4	62.7	56.3	65.9	56.5
Montreal.....	67.7	77.9	68.1	66.4	75.4	66.9	58.4	68.9	59.5
Rockliffe.....	63.5	77.0	60.1	62.6	75.1	61.4	50.7	66.4	51.7
Brockville	71.1	75.7	.	70.3	76.3	.	60.0	67.8	.
Kingston.....	67.9	73.3	66.6	69.0	76.5	68.6	60.3	68.1	60.4
Toronto.....	68.1	76.8	65.7	67.0	75.2	66.4	57.8	67.5	58.2
Port Dover.....	65.5	75.9	67.2	65.7	77.0	67.8	58.0	69.3	60.6
Port Stanley.....	66.0	75.9	64.9	65.6	75.4	65.3	56.6	68.2	59.1
Woodstock.....	67.3	78.3	64.0	65.6	76.0	63.0	56.3	69.2	56.8
Saugeen	66.6	72.0	60.8	66.8	72.2	63.1	59.5	66.4	57.5
Parry Sound.....	66.2	74.1	61.2	65.4	73.7	62.8	54.8	66.7	55.5
Fort Garry.....	60.8	69.1	62.3	56.0	73.2	60.3	44.8	66.3	52.4

RESULTANT VELOCITY.

Sydney	4.3	3.7	3.2	1.4	1.5	0.9	4.7	4.7	2.6
Halifax.....	3.6	4.4	3.4	0.7	2.8	1.4	4.0	3.5	3.7
Charlottetown	2.4	2.5	2.6	1.7	1.4	1.6	3.5	1.7	2.6
Chatham	4.0	3.2	4.5	0.8	2.3	3.5	3.0	2.3	2.3
Father Point.....	3.4	1.9	1.3	0.8	1.8	1.9	10.1	5.5	9.8
Quebec.....	0.3	1.5	0.2	5.6	5.1	6.8	1.5	2.9	2.8
Montreal.....	2.3	4.3	4.1	2.2	1.9	2.9	3.4	3.1	3.6
Rockliffe	2.7	4.0	1.2	2.7	1.4	1.1	1.0	2.4	1.6
Kingston.....	3.0	5.3	3.2	1.2	3.3	2.1	1.1	2.8	1.4
Toronto.....	1.8	3.7	2.6	1.8	1.2	2.2	2.1	0.5	1.8
Port Dover.....	2.1	6.2	2.0	2.0	4.6	2.8	2.3	0.8	1.8
Port Stanley	2.0	5.6	1.4	0.4	4.9	0.5	1.3	1.5	1.2
Saugeen.....	2.2	1.9	0.6	1.7	2.0	0.6	0.9	2.8	0.7
Parry Sound.....	2.3	6.7	2.0	1.4	6.9	0.7	0.3	2.7	0.6
Fort Garry.....	2.9	4.4	2.5	3.0	4.6	2.9	3.3	3.8	1.9

TABLE I.—Means for each month, and for the year, of the reduced Barom and Velocity of the Wind, from observations made at the same absolute 4:8 a.m. (of

Stations.	October.			November.			December.		
Sydney.....	29-972	29-951	29 945	30-060	30-053	30-033	29-939	29-923	29-918
Halifax.....	29-989	29-944	29-960	30-083	30-056	30-045	29-988	29-963	29-972
St. John.....	30-049	29-992	30-010	30-124	30-090	30-077	30-071	30-038	30-045
St. Andrews.....	30-036	29-989	30-015	30-106	30-066	30-076	30-073	30-027	30-048
Fredericton.....	30-075	30-008	30-038	30-132	30-087	30-084	30-101	30-066	30-070
Charlottetown.....	30-002	29-974	29-971	30-070	30-060	30-037	29-992	29-979	29 975
Chatham.....	30-018	29-968	29-991	30-058	30-030	30-023	30-025	30-002	30-008
Father Point.....	30-041	29-994	30-023	30-048	30-019	30-025	30-065	30-065	30-064
Quebec.....	30-065	30-011	30-047	30-083	30-054	30-067	30-129	30-111	30-120
Montreal.....	30-044	30-010	30-028	30-070	30-041	30-060	30-139	30-104	30-122
Rockliffe.....	30-048	30-016	30-037	30-065	30-036	30-051	30-138	30-140	30-142
Brockville.....	30-053	30-019	.	30-097	30-065	.	30-164	30-132	.
Kingston.....	30-085	30-047	30-053	30-095	30-062	30-062	30-161	30-107	30-145
Toronto.....	30-038	30-013	30-026	30-072	30-052	30-068	30-151	30-137	30-152
Port Dover.....	30-027	30-002	30-019	30 074	30-041	30-065	30-147	30-132	30-151
Port Stanley.....	30-022	29-996	30-014	30-060	30-034	30-056	30-147	30-127	30-149
Woodstock.....	30-041	30-016	30-029	30-057	30-037	30-050	30-142	30-120	30-141
Saugeen.....	29-992	29-964	29-980	30-009	29-994	30-007	30-099	30-086	30-099
Parry Sound.....	30-025	30 003	30-017	30-043	30-023	30-038	30-122	30-113	30-133
Fort Garry.....	30-034	29-985	30-023	30-048	30-043	30-061	30-025	30-012	30-030

RESULTANT DIRECTION.

Sydney.....	N 55 W	N 18 W	N 58 W	S 70 W	N 86 W	S 74 W	N 63 W	N 61 W	N 66 W
Halifax.....	N 36 W	N 44 W	N 5 W	S 69 W	S 86 W	S 67 W	N 42 W	N 34 W	N 52 W
Charlottetown.....	N 20 W	N	N 32 E	S 82 W	N 85 W	N 72 W	N 27 W	N 25 W	N 34 W
Chatham.....	N 50 W	N 51 W	S 42 W	N 86 W	S 80 W	S 68 W	N 55 W	N 70 W	N 62 W
Father Point.....	N 75 W	S 37 W	S 78 W	S	S 86 W	W	S 69 W	S 87 W	S 77 W
Quebec.....	N 37 E	N 84 E	N 21 E	N 64 E	N 5 E	N	.	.	.
Montreal.....	N 16 E	N 73 W	N 46 W	S 82 W	S 85 W	S 87 W	S 81 W	N 81 W	S 85 W
Rockliffe.....	N 49 W	N 31 E	N 70 E	N 14 E	N 53 E	S 4 E	S 74 E	N 6 E	N 81 E
Kingston.....	S 80 E	N 15 E	N 68 W	S 45 W	S 64 W	S 78 W	S 27 W	N 39 W	N 23 E
Toronto.....	N 9 W	N 63 W	N 41 W	N 70 W	N 86 W	N 59 W	N 86 W	N 76 W	N 78 W
Port Dover.....	S 40 W	N 63 W	N 1 W	S 73 W	S 75 W	S 86 W	N 82 W	N 73 W	N 88 W
Port Stanley.....	S 61 W	S 56 W	N 39 W	S 58 W	S 76 W	S 48 W	S 60 W	S 60 W	S 65 W
Saugeen.....	N 67 W	S 65 W	S 55 W	S 19 W	S 65 W	N 66 W	S 70 W	N 51 W	S 41 W
Parry Sound.....	N 6 E	N 4 E	N 63 W	N 82 E	S 51 E	S 36 E	N 70 E	N 70 E	N 12 E
Fort Garry.....	W	S 52 W	S 12 W	N 84 W	N 74 W	S 44 W	S 40 W	S 40 W	N 86 W

eter, and of the Temperature of the Air; and also the Resultant Direction time, as follows: Greenwich civil time, 0:43, p.m.; 9:43 p.m.; and the next day).

Stations.	October.			November.			December.		
	°	°	°	°	°	°	°	°	°
Sydney.....	45.9	44.7	42.3	38.6	38.6	38.2	28.8	29.7	27.9
Halifax.....	44.0	48.1	43.2	38.3	40.0	38.9	26.4	30.4	27.7
St. John.....	40.7	46.1	42.4	34.6	38.4	36.2	22.8	28.1	24.7
St. Andrews.....	42.6	47.3	43.2	36.4	39.8	37.0	24.6	29.8	26.6
Fredericton.....	39.4	45.8	39.3	32.8	37.0	32.9	18.3	24.9	19.8
Charlottetown.....	44.6	45.3	43.0	37.1	38.7	37.3	26.3	28.1	26.7
Chatham.....	38.7	45.3	39.1	31.4	35.8	32.7	18.0	24.2	19.2
Father Point.....	37.8	40.0	37.7	30.3	32.1	30.0	18.7	20.8	18.6
Quebec.....	40.8	46.6	40.8	31.5	34.1	32.5	19.0	21.8	20.0
Montreal.....	42.8	47.2	43.1	34.3	36.9	34.6	24.9	27.6	25.4
Rockliffe.....	40.7	46.5	40.2	28.8	33.9	30.8	24.1	27.3	25.6
Brockville.....	45.2	49.3	.	33.6	37.6	.	27.2	30.2	.
Kingston.....	46.3	51.4	46.5	35.0	39.3	37.1	29.3	32.9	30.9
Toronto.....	47.0	52.9	48.3	35.7	38.9	36.7	32.6	35.4	33.7
Port Dover.....	48.4	55.0	49.2	36.2	41.0	37.7	33.9	37.0	35.1
Port Stanley.....	49.5	55.0	49.4	36.5	41.3	38.1	34.3	37.8	35.4
Woodstock.....	47.7	52.7	46.4	33.4	38.5	35.1	31.8	35.6	33.1
Saugeen.....	47.0	51.3	46.6	36.2	38.8	36.0	33.1	36.1	33.1
Parry Sound.....	42.2	48.4	43.7	32.2	37.1	33.8	28.5	32.7	29.9
Fort Garry.....	31.7	47.9	36.6	19.8	29.3	23.0	21.6	29.1	25.1

RESULTANT VELOCITY.

Sydney.....	2.6	2.4	1.1	4.6	4.2	4.4	4.2	4.2	4.3
Halifax.....	4.3	2.1	2.2	4.3	4.5	4.1	6.9	6.5	7.2
Charlottetown.....	2.4	1.4	1.5	0.9	1.8	0.5	4.3	5.3	5.0
Chatham.....	3.2	2.3	1.9	2.6	2.4	2.3	3.3	2.0	2.9
Father Point.....	4.4	5.5	2.6	4.7	3.7	5.2	3.0	5.9	5.4
Quebec.....	5.6	0.9	4.5	1.6	2.7	3.6	.	.	.
Montreal.....	0.3	1.8	0.6	4.4	4.6	3.4	3.1	4.7	3.1
Rockliffe.....	1.6	1.5	1.8	1.2	1.5	0.7	1.6	1.2	1.0
Kingston.....	1.5	0.4	2.0	1.5	1.7	1.1	0.6	0.7	0.4
Toronto.....	0.8	1.3	0.6	1.2	1.3	1.8	1.4	2.2	1.7
Port Dover.....	1.3	1.2	0.8	3.0	2.9	3.5	1.0	1.6	2.0
Port Stanley.....	3.6	3.0	2.1	4.1	4.4	3.4	3.7	4.6	3.5
Saugeen.....	1.4	0.8	0.6	1.6	1.5	0.8	1.8	1.1	1.4
Parry Sound.....	2.3	2.2	2.0	3.7	1.1	3.1	1.6	1.0	1.1
Fort Garry.....	1.7	2.1	1.2	1.5	2.2	2.2	1.8	2.3	1.9

TABLE I. (*Continued.*)—Means for each month, and for the year, of the reduced Barometer, and of the Temperature of the Air; and also the Resultant Direction and Velocity of the Wind, from observations made at the same absolute times, as follows: Greenwich civil time, 0:43 p.m.; 9:43 p.m.; and 4:8 a.m. (of the next day.)

Stations.	Barometer.				Temperature.			
	1	2	3	Year.	1	2	3	Year.
Sydney.....	29·947	29·929	29·934	29·937	43·3	43·8	38·7	41·9
Halifax.....	29·950	29·920	29·945	29·938	42·6	46·8	40·7	43·4
*St. John.....	.	.	.	.	.	.	.	.
St. Andrews.....	29·993	29·951	29·977	29·974	40·6	46·7	40·6	42·6
Fredericton.....	30·009	29·957	29·987	29·984	39·3	47·0	42·8	43·0
Charlottetown.....	29·955	29·932	29·938	29·942	41·2	44·3	38·9	41·8
Chatham.....	29·951	29·913	29·934	29·933	37·5	45·2	36·4	39·7
Father Point.....	29·970	29·932	29·947	29·949	34·7	38·7	35·3	36·2
Quebec.....	30·005	29·957	29·988	29·983	39·7	45·7	39·6	41·7
Montreal.....	30·006	29·959	29·983	29·983	41·7	49·1	43·1	44·6
Rockliffe.....	.	.	.	.	36·9	48·4	37·7	41·0
Brockville.....	30·039	29·991	.	.	43·5	49·1	.	.
Kingston.....	30·068	30·014	30·037	30·040	43·4	49·5	44·0	45·6
Toronto.....	30·049	30·009	30·029	30·029	43·8	50·5	44·2	46·2
Port Dover.....	30·052	30·011	30·034	30·032	43·4	51·9	45·5	46·9
Port Stanley.....	30·051	30·015	30·040	30·035	43·5	51·4	44·2	46·3
Woodstock.....	30·041	29·995	30·029	30·022	42·9	51·2	42·4	45·5
Saugeen.....	30·014	29·981	30·001	29·998	43·2	48·3	41·8	44·4
Parry Sound.....	30·038	29·997	30·024	30·019	39·7	48·5	39·9	42·7
Fort Garry.....	30·005	29·966	29·993	29·988	29·5	43·4	34·5	35·8

* The annual means for St. John are incomplete in consequence of the great fire in June.

TABLE I. (Continued.)—Means for each month, and for the year, of the reduced Barometer, and of the Temperature of the Air; and also the Resultant Direction and Velocity of the Wind, from observations made at the same absolute times, as follows: Greenwich civil time, 0:43 p.m.; 9:43 p.m.; and 4:8 a.m. (of the next day.)

Stations.	Resultant Direction.				Resultant Velocity.			
	1	2	3	Year.	1	2	3	Year.
Sydney.....	S 88 W	N 86 W	S 76 W	S 86 W	2·8	2·4	1·8	2·3
Halifax.....	N 60 W	N 88 W	N 72 W	N 74 W	3·1	3·2	2·7	2·9
Charlottetown.....	N 40 W	N 25 W	N 39 W	N 34 W	1·4	1·5	1·0	1·3
Chatham.....	N 62 W	N 59 W	N 71 W	N 62 W	2·4	1·6	1·1	1·7
Father Point.....	S 68 W	S 56 W	S 62 W	S 63 W	1·9	0·8	1·9	1·5
Quebec.....	.	.	.	.	.	.	.	.
Montreal.....	S 79 W	S 81 W	S 82 W	S 81 W	3·2	4·2	3·7	3·7
Rockliffe	N 25 W	N 36 W	N 28 W	N 31 W	1·8	2·5	1·2	1·8
Kingston.....	S 34 W	S 58 W	S 68 W	S 57 W	0·7	1·9	0·9	1·1
Toronto.....	N 38 W	S 88 W	N 47 W	N 59 W	2·1	2·1	2·4	2·0
Port Dever.....	N 62 W	S 70 W	N 67 W	N 82 W	2·0	2·7	2·3	2·2
Port Stanley.....	N 86 W	S 69 W	N 89 W	S 81 W	2·0	3·9	1·9	2·5
Saugeen.....	S 54 W	N 83 W	S 71 W	S 77 W	1·1	1·5	0·8	1·1
Parry Sound.....	S 15 E	S 77 W	S 14 W	S 68 W	0·1	3·3	0·5	1·2
Fort Garry.....	S 65 W	S 73 W	S 50 W	S 64 W	1·5	2·3	1·3	1·7

TABLE II.—Means for each month at certain additional Stations, of the reduced Barometer, at 0:43 p.m. of Greenwich Mean Time.

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>Newfoundland.</i>	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
St. John.....	29·884	29·854	30·176	30·081	29·900	29·975	30·064	30·077	30·025	29·917	30·094	29·909
Heart's Content.....	29·792	29·736	30·099	29·961	29·796	29·885	29·956	29·966	29·887	29·816	30·021	29·784
<i>Nova Scotia.</i>												
Port Hastings.....	29·917	29·862	29·961	29·895	29·802	29·959	29·930	29·921	29·969	29·963	30·066	29·934
Glace Bay.....	29·886	29·862	29·990	29·932	29·822	29·956	29·927	29·932	29·943	29·947	30·000	29·931
Windsor.....	.	.	.	.	29·797	29·900	29·920	.	.	30·020	30·096	30·003
<i>New Brunswick.</i>												
Bathurst.....	29·935	29·885	29·906	29·988	29·928	29·872	29·848	29·906	29·928	29·995	30·027	30·023
Dalhousie.....	30·021	29·933	29·941	30·020	29·862	29·880	29·899	29·937	29·975	30·013	30·082	30·057
<i>Ontario.</i>												
Cornwall.....	30·092	30·021	29·938	30·003	29·972	29·902	29·883	29·904	30·025	30·022	30·049	30·117
Peterborough.....	.	30·144	30·005	.	.	29·988	29·927	29·950	30·067	30·037	30·065	30·165
Hamilton.....	30·147	30·112	30·043	30·078	30·108	29·976	29·982	29·976	30·055	30·055	30·090	30·151
Stayner.....	30·116	30·104	30·011	30·052	30·001	29·916	29·933	29·903	30·053	29·996	30·030	30·094
Granton.....	30·123	30·133	30·001	30·025	30·045	29·942	29·958	29·942	30·054	30·017	20·046	30·131
Stratford.....	30·135	30·138	30·040	30·021	30·075	29·931	29·945	29·943	30·054	30·014	30·057	30·169
Kincardine.....	30·103	30·132	30·025	30·040	30·050	29·928	29·944	29·935	30·044	30·009	30·024	30·121
Goderich.....	30·146	30·117	30·038	30·060	30·072	29·958	29·961	29·954	30·055	29·992	.	.
<i>British Columbia.</i>												
Esquimalt.....	30·114	30·011	29·911	30·061	29·948	30·029	29·962	29·959	29·960	30·039	29·921	29·952

NOTE.—At some of these stations no observations were taken on Sundays and Holidays.

TABLE IIa.----Means for each month at certain additional Stations, of the Temperature of the Air, at 0.43 p.m. of Greenwich Mean Time.

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>Newfoundland.</i>	°	°	°	°	°	°	°	°	°	°	°	°
St. John.....	18.3	25.2	32.5	37.4	44.2	55.6	66.0	59.8	56.8	42.2	38.3	29.5
Heart's Content.....	17.9	25.5	32.6	37.5	41.7	49.2	58.8	58.8	54.5	42.5	37.3	27.6
<i>Nova Scotia.</i>												
Port Hastings.....	14.4	25.3	30.4	36.3	44.9	58.3	63.9	64.8	61.5	42.9	41.4	33.4
Glace Bay.....	15.4	22.7	30.0	42.7	45.4	60.1	63.8	65.8	61.4	45.1	39.3	32.0
Windsor.....	.	.	.	.	49.6	61.4	.	.	.	41.3	38.2	27.1
<i>New Brunswick.</i>												
Bathurst.....	0.8	17.3	21.5	36.8	46.6	60.3	68.1	66.0	57.3	42.4	32.0	18.0
Dalhousie.....	.	16.8	16.0	42.4	45.5	56.7	64.8	62.0	53.2	37.6	29.8	18.2
<i>Ontario.</i>												
Cornwall.....	12.4	22.6	21.7	39.0	51.2	63.9	67.4	66.8	56.1	42.8	32.6	25.8
Peterborough.....	12.5	23.6	20.8	39.0	52.2	64.7	70.8	68.4	56.5	45.4	32.3	25.8
Hamilton.....	16.2	27.2	24.6	41.7	54.5	63.9	68.8	67.1	60.1	50.2	37.5	35.5
Stayner.....	11.3	23.2	19.6	38.3	52.9	63.8	66.6	67.3	57.8	45.6	34.0	31.5
Granton.....	13.4	23.2	19.0	39.1	50.2	62.0	67.2	61.9	56.2	45.5	33.4	31.1
Stratford.....	11.2	21.4	17.5	37.7	50.2	59.9	64.1	62.4	54.5	45.3	31.1	30.4
Kincardine.....	17.5	26.5	20.9	39.8	51.6	60.0	66.8	56.7	61.6	50.2	37.4	32.2
Goderich.....	15.3	25.7	20.4	39.9	53.3	62.5	69.4	67.5	61.0	49.6	.	.
<i>British Columbia.</i>												
Esquimalt.....	40.9	40.2	40.1	42.7	47.6	54.1	53.9	53.2	50.2	44.7	44.3	42.0

NOTE.—At some of these stations no observations were made on Sundays and Holidays.

TABLE III.—Mean Temperatures of the several Months, and the Year, at Stations in the Dominion of Canada, during the Year 1877.

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
<i>Ontario.</i>	°	°	°	°	°	°	°	°	°	°	°	°	°
Prince Arthur's Landing .....	.	.	.	.	.	.	64·2	64·4	54·0	40·8	28·8	28·3	.
Parry Sound.....	11·1	23·9	18·3	39·6	50·9	60·3	65·7	67·4	58·3	45·1	34·3	30·0	42·08
Pembroke.....	8·6	26·2	22·5	43·2	55·6	64·1	69·8	70·2	57·9	44·9	33·7	28·6	43·77
Little Current.....	10·4	26·1	18·9	40·4	51·9	60·3	67·7	64·9	60·6	45·4	35·9	32·8	42·94
Fitzroy Harbor.....	7·8	24·2	22·9	42·8	55·8	65·2	69·4	69·9	59·3	44·2	33·2	26·8	43·46
Rockliffe.....	4·0	23·0	18·1	30·2	53·4	59·9	67·6	67·4	57·1	42·8	31·8	25·7	40·08
Cornwall.....	10·9	26·0	24·5	43·0	54·6	63·4	70·2	70·1	60·7	45·4	35·3	27·7	44·29
Gravenhurst.....	11·3	24·4	20·6	40·0	52·5	62·1	66·4	66·4	56·7	44·4	33·9	29·1	42·30
Seely.....	10·1	23·2	19·0	38·9	50·8	59·8	65·8	66·3	55·8	42·2	38·4	26·7	41·42
Beatrice.....	10·2	22·8	19·9	39·2	51·6	60·0	64·5	64·4	56·4	43·2	32·2	28·1	40·96
Stayner.....	14·2	26·2	22·6	40·8	52·0	62·6	67·3	69·0	60·0	47·8	36·1	31·7	44·19
Barrie.....	15·2	26·3	23·9	40·0	51·8	62·3	68·4	68·9	61·3	48·5	36·1	33·2	44·66
Peterborough.....	13·8	26·6	25·1	44·4	57·8	66·2	72·7	71·7	62·0	49·7	36·0	32·7	46·56
Kingston.....	16·0	27·5	25·7	43·3	53·7	66·4	71·2	71·0	63·5	48·4	37·8	31·5	46·33
Norwood.....	16·1	26·4	23·3	42·7	54·7	63·9	69·3	67·5	58·9	46·1	34·2	29·3	44·37
Belleville.....	16·2	29·8	27·6	44·4	56·0	66·4	72·6	72·9	65·3	49·4	38·0	33·7	47·69
Brockville.....	11·1	27·2	25·6	44·2	53·7	65·0	70·0	71·0	61·8	47·1	36·6	29·3	45·23
North Gwillimbury.....	15·4	27·0	23·1	42·8	55·9	64·7	71·0	69·5	62·6	49·1	36·0	32·2	45·77
Point Clark.....	18·6	27·9	21·8	39·2	49·4	59·6	66·4	67·3	62·1	50·4	38·5	35·7	44·74
Kincardine.....	19·0	28·9	23·1	41·9	53·3	64·6	68·3	68·6	63·2	49·8	38·7	36·4	45·48
Goderich.....	18·3	28·7	23·5	42·0	54·5	63·6	69·5	69·1	63·6	51·3	38·2	35·9	46·51
Saugeen.....	16·6	27·1	22·0	40·1	50·4	59·4	65·7	67·2	60·3	49·2	36·8	34·1	44·07
Brampton.....	16·4	27·9	24·9	43·5	55·3	64·0	71·1	68·6	62·2	47·9	36·7	32·7	45·91
Newmarket.....	12·8	24·9	20·5	38·7	53·0	60·8	68·4	65·0	58·1	47·0	34·1	31·4	42·89
Toronto.....	17·6	28·8	25·6	43·3	53·9	62·4	69·9	69·2	61·2	49·8	37·5	34·2	46·10
Stratford.....	15·3	26·0	21·8	41·7	54·1	63·5	68·3	67·2	59·7	48·0	35·0	32·6	44·43
Granton.....	16·8	27·2	23·0	42·2	54·2	63·1	68·1	66·9	59·6	48·5	35·7	33·2	44·89
Hamilton.....	19·7	31·3	27·5	44·4	56·8	66·4	73·3	72·2	65·0	52·9	39·1	35·5	48·68
Woodstock.....	16·1	31·6	23·6	42·1	54·1	63·5	69·1	67·9	60·8	49·1	35·7	33·2	45·57
Brantford.....	17·8	30·6	27·1	44·1	55·9	64·4	.	.	61·9	49·9	37·1	34·8	.

TABLE III.—Mean Temperatures of the several Months, and the Year, &c., 1877.—Continued.

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
<i>Ontario—Continued.</i>	°	°	°	°	°	°	°	°	°	°	°	°	°
Port Dover.....	18·5	28·4	26·8	43·3	54·0	63·5	68·1	70·2	62·6	51·1	38·4	35·1	46·75
Aylmer.....	18·5	29·4	25·7	42·7	55·1	64·2	69·6	68·5	61·0	51·5	38·3	.	.
Galt.....	.	.	.	.	.	.	.	.	.	47·7	34·6	31·3	.
Simcoe.....	19·2	29·6	26·8	43·7	56·7	67·1	70·6	70·8	62·7	51·7	38·2	36·9	47·83
Welland.....	17·7	26·5	25·8	41·9	54·8	64·9	70·2	70·0	61·6	50·2	37·0	34·8	46·28
Windsor.....	19·1	32·6	26·6	45·9	57·8	67·8	73·0	71·9	64·8	53·9	38·9	38·9	49·27
Port Stanley.....	18·0	28·1	25·2	42·9	53·0	63·7	69·5	69·9	62·4	51·6	39·6	36·6	46·71
Port Perry.....	13·9	26·1	23·6	41·1	56·1	63·0	70·3	69·5	61·9	49·1	34·9	30·9	45·03
<i>Quebec.</i>													
Montreal.....	9·7	26·6	25·1	43·7	55·6	65·7	70·6	69·2	61·8	45·2	35·9	27·3	44·71
Huntingdon.....	11·0	25·7	25·0	42·1	54·4	65·1	69·9	69·2	60·1	43·5	34·9	26·7	43·97
Quebec Observatory.....	6·3	22·4	21·5	38·9	51·2	62·6	68·1	65·0	59·4	45·5	34·0	21·9	41·40
Quebec Citadel.....	7·4	23·5	21·4	38·1	51·2	62·6	68·3	64·6	57·8	41·3	31·6	20·7	40·79
Cranbourne.....	6·1	21·8	20·6	37·6	48·9	59·4	63·2	61·9	54·4	37·7	30·5	17·7	38·32
Chicoutimi.....	—0·4	19·6	15·6	38·6	45·1	59·3	.	.	54·8	37·7	29·9	15·2	.
Father Point.....	7·2	20·4	19·4	34·7	43·6	55·0	59·5	56·1	50·3	38·4	30·5	19·0	36·17
<i>Nova Scotia.</i>													
Digby.....	20·2	27·9	31·5	40·9	46·9	58·6	62·7	62·2	57·1	46·4	41·1	29·8	43·77
Windsor.....	17·2	26·4	30·6	41·2	49·2	61·1	.	.	.	45·2	39·1	27·3	.
Halifax.....	17·8	26·9	31·4	40·0	47·2	58·4	62·7	65·3	59·5	45·5	39·6	28·7	43·58
Sydney.....	13·6	23·9	30·2	37·3	45·2	57·4	61·9	63·8	57·8	44·3	39·1	29·1	41·97
Truro.....	14·0	24·2	30·6	39·6	45·5	60·0	64·0	64·5	56·2	42·9	38·2	25·5	42·10
Baddeck.....	13·8	22·9	30·5	38·7	45·6	57·4	62·2	63·8	56·6	42·6	35·8	27·5	41·41
Port Hastings.....	14·9	30·0	30·3	36·0	44·6	58·1	64·2	65·1	61·1	43·1	42·4	33·5	43·68
<i>New Brunswick.</i>													
St. John.....	13·6	26·0	28·5	40·9	46·8	58·0	60·6	62·2	56·3	43·4	36·8	25·6	41·56
Fredericton.....	6·3	20·5	25·7	41·1	49·7	62·4	67·0	65·6	58·1	43·1	35·0	21·9	41·38
Bathurst.....	5·6	19·1	23·9	36·2	46·3	59·4	66·9	65·0	57·1	43·7	34·2	20·8	39·85
Dalhousie.....	3·8	19·7	20·0	35·8	47·0	57·0	65·0	63·1	54·0	39·6	30·9	18·3	37·85
Chatham.....	6·5	19·8	22·9	38·9	47·0	60·7	67·4	65·0	52·7	42·5	34·4	21·1	39·9.

TABLE III.—Mean Temperatures of the several Months, and the Year, &c., 1877.—*Continued.*

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
<i>P. E. Island.</i>	°	°	°	°	°	°	°	°	°	°	°	°	°
Charlottetown.....	11·8	22·7	27·8	38·8	45·3	60·9	64·7	66·0	59·6	45·1	38·2	27·2	42·34
Georgetown.....	12·8	23·2	29·0	37·2	45·2	58·3	63·6	64·6	57·8	44·1	38·3	27·0	41·76
<i>Newfoundland.</i>													
St. Johns.....	19·2	26·3	31·7	36·7	43·2	53·5	63·5	59·6	55·6	41·9	38·2	29·9	41·61
Channel.....	15·9	25·2	29·6	40·7	46·6	52·8	58·4	64·2	59·4	49·0	37·4	29·7	42·41
Fogo.....	18·9	25·8	35·2	40·0	43·2	57·4	68·1	63·8	59·8	43·0	37·4	29·7	43·53
Heart's Content.....	18·5	26·7	34·4	39·2	43·1	51·6	61·0	61·4	56·8	43·3	36·3	29·9	41·85
Placentia.....	.	.	.	.	.	.	60·1	61·4	55·3	43·4	38·8	31·9	.
Bay St. George.....	.	21·6	.	38·0	42·2	50·6	61·4	60·6	54·4	39·2	31·9	25·8	.
<i>Manitoba.</i>													
Fort Garry.....	-5·8	18·5	7·2	33·9	55·3	55·9	68·3	64·5	55·6	38·9	24·2	25·7	36·85
Winnipeg.....	-7·0	16·9	4·6	34·0	54·5	55·4	68·0	63·1	53·0	38·7	24·7	24·5	35·87
Emerson.....	.	.	.	.	.	.	68·5	63·3	55·0	38·3	28·2	25·2	.
<i>British Columbia.</i>													
Spence's Bridge.....	25·2	34·2	40·1	52·9	60·4	64·6	71·1	70·6	56·5	45·0	37·5	32·9	49·25
Esquimalt.....	42·1	41·9	46·0	49·1	52·8	56·5	60·4	58·6	53·8	47·5	45·9	42·8	49·78
New Westminster.....	36·6	33·9	42·6	48·2	51·1	57·6	62·9	61·5	53·9	47·8	42·3	39·3	48·39
<i>North West Territory.</i>													
York Factory.....	-19·5	0·8	-10·9	21·8	43·0	.	.	.	.	.	.	.	.
Swan River Barracks.....	.	.	.	36·1	53·0	59·9	69·3	58·0	50·4	36·7	.	.	.
Fort Macleod.....	22·2	35·6	20·3	40·8	56·5	62·3	72·9	71·6	59·0	.	33·4	27·2	.
Kalmar, Keewatin.....	-6·2	20·2	6·0	32·5	55·8	53·3	67·1	63·2	53·8	36·9	23·6	24·4	35·88
Battleford.....	-0·6	17·1	5·9	.	53·4	54·8	.	.	.	35·1	19·8	15·8	.

TABLE IV.—Highest Temperature in each Month at Stations in the Dominion of Canada, during the year 1877.

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>Ontario.</i>	°	°	°	°	°	°	°	°	°	°	°	°
Prince Arthur's Landing .....	.	.	.	.	.	.	88.0	84.5	78.0	65.5	50.5	49.0
Parry Sound	39.0	45.7	41.0	71.0	79.9	84.0	90.0	89.0	83.7	73.8	50.8	45.2
Pembroke..	39.7	52.8	46.7	82.3	88.5	90.8	92.3	92.7	90.6	82.5	51.0	43.0
Little Current.....	40.5	44.5	43.5	72.8	81.4	82.6	83.6	83.6	82.6	78.6	50.6	45.6
Fitzroy Harbour.....	32.7	46.7	46.0	79.9	83.0	91.9	93.0	91.6	87.3	82.5	52.0	43.2
Rockliffe	36.6	47.0	46.0	79.0	86.2	89.7	92.5	90.2	84.1	74.9	49.0	49.9
Cornwall.....	39.9	46.2	46.4	78.1	81.8	82.2	91.2	92.2	89.2	82.2	55.1	43.6
Gravenhurst	36.0	47.0	43.0	78.0	84.0	87.0	91.0	86.0	83.0	81.0	51.0	45.0
Seely.....	35.0	51.0	47.0	75.3	83.7	85.3	95.3	87.0	87.2	77.2	47.2	43.0
Beatrice	38.0	48.0	44.5	73.0	80.0	84.5	91.0	87.5	84.0	81.0	53.0	45.0
Stayner.....	44.7	50.7	49.7	78.7	84.7	89.7	95.7	92.7	85.7	86.7	58.7	53.7
Barrie	35.6	41.7	42.1	66.2	77.7	80.6	85.6	83.6	80.5	80.2	53.6	53.6
Peterborough.....	37.2	46.3	47.8	75.1	85.6	87.7	93.7	87.1	87.3	81.6	52.7	47.3
Kingston	48.0	45.3	47.7	64.5	77.9	81.9	90.2	85.3	82.0	75.4	53.7	49.3
Norwood.....	35.9	43.6	46.7	70.9	83.8	85.7	91.3	84.5	83.8	83.0	50.3	45.0
Belleville.....	40.1	45.2	49.3	70.5	83.2	88.1	93.5	90.1	88.3	82.7	52.9	48.3
Brockville	40.4	45.4	49.1	73.6	80.1	83.6	89.5	91.6	88.6	78.7	59.6	49.4
North Gwillimbury.....	41.0	48.0	46.0	72.0	85.0	88.0	96.0	89.0	86.0	80.1	52.0	48.0
Point Clark.....	39.0	39.0	39.0	65.0	74.0	75.0	81.0	85.0	79.0	67.0	52.0	49.0
Kincardine.....	45.3	49.6	47.9	79.8	87.7	87.0	86.9	90.9	86.6	84.6	55.9	53.5
Goderich	52.3	48.8	41.9	72.7	87.2	84.7	85.4	87.1	83.1	80.4	55.1	51.7
Saugeen	45.0	51.0	49.0	71.0	83.0	84.0	92.0	87.2	83.0	75.0	55.0	52.0
Brampton	36.0	44.0	42.0	73.0	82.0	84.0	89.0	84.0	83.0	71.0	54.0	45.0
Newmarket	36.2	43.0	45.0	71.6	85.4	85.0	91.3	85.3	85.0	83.1	54.2	52.0
Toronto	40.8	44.9	45.1	67.2	83.9	85.9	88.7	83.1	81.7	79.6	55.0	49.4
Stratford	40.4	43.9	45.2	70.7	86.0	86.5	90.3	92.3	82.5	84.2	55.0	53.5
Granton.....	40.6	46.5	45.0	73.4	87.8	85.8	90.8	89.8	83.8	84.1	56.9	55.9
Hamilton	42.8	49.8	50.6	76.8	86.3	90.6	96.3	91.8	87.8	88.3	59.8	56.8
Woodstock.....	42.5	46.4	47.3	73.4	85.2	83.9	93.4	91.7	81.9	84.5	56.7	49.5

TABLE IV.—Highest Temperature in each Month at Stations in the Dominion of Canada, during the Year 1877—*Continued.*

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August	September.	October.	November.	December.
<i>Ontario—Continued.</i>	°	°	°	°	°	°	°	°	°	°	°	°
Brantford	44·0	51·3	51·2	77·1	90·6	88·9	89·9	90·9	88·9	85·9	58·3	54·3
Port Dover	39·9	43·9	44·9	65·8	82·8	88·9	88·9	90·9	83·0	76·1	52·1	47·8
Aylmer	45·8	50·8	45·8	72·8	88·4	87·1	90·8	89·8	83·3	82·1	58·2	.
Galt.....	.	.	.	.	.	.	.	.	.	85·4	56·6	52·3
Simcoe	43·1	50·0	48·1	70·1	83·9	84·6	89·3	87·2	88·8	81·8	58·9	52·9
Welland.....	43·0	45·0	47·0	70·0	84·0	86·0	90·0	90·0	83·0	80·0	58·0	49·0
Windsor	48·0	58·8	50·0	78·8	90·4	87·9	94·1	92·3	85·4	88·2	59·1	60·8
Port Stanley	41·0	47·0	44·6	65·0	79·0	79·8	88·2	85·5	78·6	77·8	55·0	51·2
Port Perry	44·4	44·9	49·8	76·8	83·6	81·7	90·8	84·8	84·5	84·0	51·7	50·2
<i>Quebec.</i>												
Montreal	40·2	48·2	46·0	74·3	79·0	85·0	88·5	88·0	84·3	79·3	52·3	44·1
Huntingdon	33·0	47·0	45·0	77·0	83·0	89·0	92·0	90·0	88·0	81·0	54·0	43·0
Quebec Observatory	35·0	42·0	41·0	74·0	83·0	91·0	93·0	89·0	84·0	81·0	51·0	44·0
Quebec Citadel.....	38·0	31·0	41·5	71·5	81·5	86·0	91·0	85·0	79·0	74·0	49·0	38·0
Cranbourne.....	36·0	47·0	47·0	75·0	81·0	86·0	88·5	83·0	80·0	76·0	50·0	43·0
Chicoutimi.....	33·5	41·0	40·2	72·5	81·0	84·0	.	.	80·0	61·1	46·8	35·2
Father Point.....	38·8	39·1	52·3	60·8	67·7	81·5	85·0	77·5	73·2	66·4	49·2	40·1
<i>Nova Scotia.</i>												
Digby.....	42·0	41·0	53·0	66·0	72·0	75·0	79·0	81·0	73·0	68·0	64·0	48·0
Windsor.....	44·5	44·2	52·0	72·0	83·0	76·5	.	.	.	76·0	61·5	58·0
Halifax.....	42·8	46·8	54·5	72·0	79·0	90·8	82·6	88·2	80·6	66·9	58·8	54·8
Sydney.....	42·5	43·0	56·6	67·8	83·6	79·6	81·0	83·2	76·7	69·1	58·0	55·6
Truro.....	42·5	46·9	45·0	71·6	71·5	82·0	84·6	82·0	76·5	70·2	60·0	58·4
Baddeck.....	41·0	44·0	47·0	71·0	85·0	80·0	84·0	84·0	80·0	73·0	60·0	55·0
Port Hastings.....	41·9	41·5	52·1	52·9	80·8	78·3	81·3	78·3	78·3	70·2	62·2	58·2
<i>New Brunswick.</i>												
St. John	40·0	37·0	50·0	68·0	71·0	75·0	72·0	79·0	70·0	63·0	55·0	50·0
Fredericton	40·6	42·1	48·2	76·1	76·1	86·5	89·2	86·2	83·2	78·0	61·2	55·2

TABLE IV.—Highest Temperature in each Month at Stations in the Dominion of Canada, during the Year 1877—*Continued.*

PROVINCES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>New Brunswick—Con.</i>	°	°	°	°	°	°	°	°	°	°	°	°
Bathurst	40 0	38 0	47 0	61 0	87 0	84 0	88 0	87 0	85 0	63 0	58 0	43 0
Dalhousie.....	40 0	40 0	52 0	70 5	90 8	82 8	88 5	86 8	82 3	72 0	47 0	38 5
Chatham.....	43 3	41 3	49 3	77 9	87 1	85 1	89 1	89 3	85 3	78 1	66 3	55 3
<i>Prince Edward Island.</i>												
Charlottetown	39 0	41 5	52 5	67 2	79 3	79 0	80 2	78 9	77 1	66 0	56 2	52 0
Georgetown.....	46 0	43 0	51 0	64 0	83 0	82 0	82 0	81 0	78 0	69 0	60 0	47 0
<i>Newfoundland.</i>												
St. Johns.....	44 0	40 0	54 0	69 0	74 0	80 0	87 0	85 0	78 0	63 0	57 0	54 0
Channel.....	36 0	45 0	41 0	56 0	73 0	70 0	78 0	77 0	75 0	70 0	66 0	56 0
Fogo.....	39 0	42 0	51 0	55 0	59 0	78 0	84 0	80 0	82 0	69 0	50 0	48 0
Heart's Content.....	48 0	47 0	54 0	66 0	67 0	76 0	77 0	81 0	79 0	70 0	56 0	55 0
Placentia.....	.	.	.	.	.	.	75 0	71 0	73 0	66 0	55 0	53 0
Bay St. George.....	.	40 0	.	60 0	76 0	70 0	84 0	79 0	73 0	66 0	46 0	44 0
<i>Manitoba.</i>												
Fort Garry.....	40 0	40 0	43 5	69 5	82 0	80 4	95 4	88 5	87 5	72 5	50 5	47 4
Winnipeg.....	37 0	40 0	42 4	67 8	82 7	79 7	91 7	88 7	84 9	61 7	46 7	47 2
Emerson.....	.	.	.	.	.	.	86 0	90 0	90 0	69 0	56 0	49 0
<i>British Columbia.</i>												
Spence's Bridge.....	52 0	55 0	66 0	83 0	87 0	91 0	105 0	100 0	92 0	65 0	62 0	60 0
Esquimalt.....	55 0	55 0	57 5	65 9	67 9	70 9	76 9	71 9	75 9	66 9	59 0	53 5
New Westminster.....	54 0	61 5	62 5	72 0	79 0	77 0	91 0	84 0	81 5	68 0	55 0	57 0
<i>North-West Territory.</i>												
York Factory.....	20 0	44 0	36 0	54 0	82 0	.	.	.	.	.	.	.
Swan River Barracks.....	.	.	.	74 0	79 0	72 0	83 0	90 0	90 0	74 0	.	.
Fort McLeod.....	48 0	58 0	60 0	66 0	90 0	85 0	109 0	94 0	85 0	.	60 0	59 0
Kalmar, Keewatin.....	42 0	45 0	44 0	71 0	84 0	76 0	90 0	86 5	83 0	57 5	45 5	45 0
Battleford.....	52 0	46 0	55 0	.	90 0	88 0	.	.	.	73 0	54 0	47 0

TABLE V.—Lowest Temperature in each Month at Stations in the Dominion of Canada, for the Year 1877.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>Ontario.</i>	°	°	°	°	°	°	°	°	°	°	°	°
Prince Arthur's L'dg.	.	.	.	.	.	.	43.0	42.0	29.5	22.0	7.0	-6.0
Parry Sound	-30.4	-7.0	-19.2	5.5	23.3	39.2	45.7	48.1	37.1	21.8	7.7	1.2
Pembroke	-30.3	-6.9	-30.0	9.2	29.3	41.1	49.9	50.6	34.8	15.9	14.8	1.0
Little Current.....	-26.7	4.9	-17.7	10.1	26.6	33.8	43.7	49.7	23.6	24.6	12.3	9.1
Fitzroy Harbor.....	-33.0	-8.0	-17.1	13.0	32.0	37.3	45.9	48.8	33.2	15.0	8.3	1.4
Rockliffe	-34.2	-13.8	-28.0	5.7	22.7	34.0	42.1	47.1	34.0	14.5	5.2	1.9
Cornwall	-21.0	-1.3	-6.7	18.0	29.1	42.7	46.7	48.9	37.1	16.0	14.0	5.5
Gravenhurst	-26.6	-14.0	-20.0	6.4	20.0	34.0	45.0	42.0	35.0	22.0	10.6	3.4
Seely	-30.6	-10.3	-21.2	7.0	19.0	31.6	38.5	38.6	29.0	16.0	-2.0	-7.3
Beatrice	-29.0	-11.0	-20.0	5.0	29.5	42.8	52.0	51.0	35.5	22.3	9.0	-3.0
Stayner	-25.4	-4.5	-7.4	12.5	25.5	34.5	43.3	50.2	35.5	25.5	12.5	-0.5
Barrie	-16.8	7.0	-6.3	11.6	28.5	43.0	46.0	53.0	41.0	28.9	10.0	6.0
Peterborough.....	-22.9	-0.8	-3.7	16.0	26.0	36.1	40.6	51.1	34.1	27.4	9.0	10.0
Kingston.....	-21.2	3.8	-3.7	20.6	28.7	40.8	54.1	56.0	44.4	26.0	18.1	11.3
Norwood.....	-18.7	-4.1	-9.7	15.8	24.9	34.9	43.7	46.6	30.0	25.0	12.0	8.1
Belleville.....	-18.5	4.6	-3.1	21.8	37.1	44.8	53.9	53.8	36.0	25.9	15.5	11.4
Brockville	-21.9	-1.7	-3.9	20.3	28.1	42.9	46.6	51.1	38.1	20.8	16.7	5.9
North Gwillimbury...	-23.0	0.0	-10.0	16.0	34.0	48.0	58.0	60.0	44.0	30.0	14.0	4.0
Point Clark	-8.0	9.0	-2.0	20.0	32.0	48.0	54.0	59.0	42.0	29.0	24.0	18.0
Kincardine	-8.5	8.0	-1.5	16.5	31.6	38.5	48.9	47.5	41.5	30.4	21.0	13.5
Goderich	-12.1	9.1	-2.3	15.1	31.2	35.2	48.2	47.9	43.8	29.7	17.9	15.5
Saugeen.....	-19.4	4.1	-8.6	7.1	27.1	40.1	43.1	44.8	37.1	24.1	15.3	6.6
Brampton.....	-15.0	2.0	-2.0	17.0	36.0	48.0	58.0	59.0	48.0	29.0	22.0	13.0
Newmarket.....	-21.0	-4.8	-15.0	11.8	21.2	30.0	42.3	45.2	27.2	21.7	8.0	7.0
Toronto.....	-1.9	4.9	-0.6	18.7	29.7	41.1	50.3	53.5	38.3	31.3	17.2	14.6
Stratford	-12.6	2.1	-16.0	10.8	28.0	40.6	44.0	45.5	31.0	27.1	15.0	6.1
Granton.....	-12.1	5.1	-11.6	12.8	28.4	32.0	46.1	43.1	34.0	27.0	13.8	0.6
Hamilton	-7.5	8.8	1.7	18.4	32.0	41.2	52.9	53.5	41.2	32.0	19.9	19.9
Woodstock.....	-13.0	2.5	-13.0	13.5	20.0	38.5	46.5	51.0	32.0	27.0	14.0	8.6

TABLE V.—Lowest Temperature in each Month at Stations in the Dominion of Canada, during the Year 1877.—*Continued.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>Ontario.—Con.</i>												
Brantford	-6.2	9.5	-4.0	18.1	30.8	42.7	47.9	56.4	38.1	31.1	16.4	12.9
Port Dover.....	-7.8	8.8	-1.6	17.0	31.0	42.0	52.7	49.7	39.0	31.0	18.0	11.8
Aylmer.....	-7.9	9.0	-6.4	17.7	25.0	37.7	48.2	43.2	35.2	27.0	16.0	.
Galt.....	.	.	.	.	.	.	.	.	.	25.4	15.2	9.4
Simcoe.....	-7.3	9.0	-7.5	18.0	30.0	35.9	47.9	42.9	33.0	27.5	16.0	14.0
Welland	-3.0	4.0	-4.0	18.0	28.0	42.0	50.0	48.0	35.0	30.0	15.0	10.0
Windsor	-9.1	15.0	-1.2	20.0	30.5	47.2	50.1	52.8	39.2	31.0	12.0	14.0
Port Stanley	-11.5	7.9	8.9	16.2	26.5	38.2	50.2	49.2	37.6	28.2	16.0	12.6
Port Perry	-28.2	-4.9	-11.1	14.7	26.5	35.0	44.7	49.0	31.3	25.0	13.3	6.6
<i>Quebec.</i>												
Montreal	-20.9	2.1	-7.7	19.0	32.2	49.1	55.0	55.9	42.0	22.9	18.5	7.3
Huntingdon	-26.0	0.0	-3.0	20.0	30.0	40.0	48.0	52.0	37.0	10.0	18.0	4.0
Quebec Observatory	-22.0	2.0	-10.0	16.0	31.0	40.0	47.0	49.0	42.0	23.0	18.0	6.0
Quebec Citadel.....	-20.5	4.5	-9.8	17.5	32.0	42.0	51.5	51.0	41.5	20.0	16.5	6.5
Cranbourne	-27.6	-1.4	-10.6	14.0	26.0	39.0	42.0	44.0	35.0	10.0	12.0	-2.0
Chicoutimi	-31.0	-7.8	-22.2	9.8	31.4	45.0	.	.	38.0	16.5	2.7	-3.0
Father Point	-18.8	-0.6	-11.7	10.1	27.7	41.4	43.8	42.3	36.0	20.6	10.4	-4.0
<i>Nova Scotia.</i>												
Digby.....	6.0	13.0	12.0	28.0	36.0	48.0	52.0	54.0	44.0	29.0	23.0	12.0
Windsor	-13.0	8.0	9.5	22.0	28.5	44.0	.	.	.	25.5	18.3	5.0
Halifax	-10.0	8.0	12.8	22.2	30.9	40.8	45.6	51.4	39.9	26.0	19.0	7.4
Sydney	-25.0	-12.8	4.7	24.0	28.4	35.4	39.3	41.0	35.3	28.3	21.6	9.2
Truro	-22.0	1.0	3.0	20.0	26.0	40.3	39.3	44.0	33.0	21.0	17.0	-2.0
Baddeck	-5.0	0.0	4.0	23.0	27.0	35.0	38.0	40.0	33.0	35.0	19.0	12.0
Port Hastings	-9.3	7.8	12.7	21.4	28.4	42.0	48.4	49.4	42.1	34.7	28.0	25.2
<i>New Brunswick.</i>												
St. John	-13.0	6.0	5.0	22.0	33.0	45.0	50.0	54.0	43.0	24.0	20.0	4.0
Fredericton	-29.7	-10.0	14.8	20.6	30.0	42.0	43.0	48.9	35.7	19.6	12.1	-1.5

TABLE V.—Lowest Temperature in each Month at Stations in the Dominion of Canada, for the Year 1877.—*Continued.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
<i>N. Brunswick—Con.</i>	°	°	°	°	°	°	°	°	°	°	°	°
Bathurst	-27.0	-9.0	-13.0	12.0	30.0	41.0	44.0	47.0	35.0	23.0	11.0	-2.0
Dalhousie	-23.0	1.0	10.2	11.0	31.0	39.0	42.0	47.5	34.0	19.0	13.0	-3.4
Chatham	-29.6	-13.6	-12.4	11.4	30.4	41.9	44.0	46.0	34.0	20.9	9.6	-5.3
<i>P. E. Island.</i>												
Charlottetown.....	-26.7	-2.4	6.1	22.9	30.1	43.1	44.9	50.4	42.6	30.1	21.2	5.5
Georgetown.....	-19.0	-2.0	5.0	24.0	29.0	40.0	44.0	50.0	41.0	31.0	25.0	8.0
<i>Newfoundland.</i>												
St. John	-5.5	1.0	10.0	22.5	30.0	27.0	43.0	45.0	34.0	27.0	23.0	10.0
Channel.....	-7.0	0.0	8.0	21.0	30.0	34.0	43.0	46.0	40.0	24.0	24.0	15.0
Fogo.....	-3.0	4.0	17.0	32.0	33.0	40.0	52.0	54.0	39.0	32.0	28.0	18.0
Heart's Content....	-8.0	-2.0	5.0	21.0	28.0	30.0	43.0	48.0	35.0	28.0	22.0	11.0
Placentia.....	.	.	.	.	.	.	50.0	38.0	49.0	29.0	24.0	18.0
Bay St. George....	.	-15.0	.	24.0	27.0	35.0	47.0	45.0	37.0	27.0	16.0	10.0
<i>Manitoba.</i>												
Fort Garry.....	-44.3	-25.3	-26.3	-14.3	29.4	33.0	44.0	40.0	30.0	20.5	-5.5	-3.2
Winnipeg.....	-47.6	-26.1	-28.0	-13.1	28.0	32.8	44.0	41.0	31.5	18.5	0.0	-1.0
Emerson .....	.	.	.	.	.	.	43.0	35.0	23.5	17.0	-10.0	-7.0
<i>British Columbia.</i>												
Spence's Bridge....	-1.0	10.0	10.0	32.0	36.0	46.0	49.0	46.0	34.0	23.0	22.0	12.0
Esquimalt.....	29.1	25.0	26.1	35.1	38.1	51.4	51.8	46.9	45.9	32.1	34.1	31.1
New Westminster...	20.5	23.0	25.0	31.0	37.0	46.0	48.0	47.0	41.0	29.0	30.5	21.0
<i>N.-W. Territory.</i>												
York Factory.....	-45.0	-32.0	-36.0	-23.0	-8.5	.	.	.	.	.	.	.
Swan River Bar- racks .....	.	.	.	-11.0	24.0	32.0	40.0	30.5	20.0	14.0	.	.
Fort Macleod	-18.0	0.0	-15.5	20.0	34.0	39.0	52.0	56.0	30.0	.	-11.0	-1.0
Kalmar, Keewatin..	-63.0	-24.7	-30.2	-6.7	22.0	31.0	43.0	36.5	27.5	16.5	-3.8	-8.7
Battleford.....	-51.0	-25.0	-35.0	-5.0	16.0	30.0	.	.	.	19.0	-20.0	-7.0

TABLE VI.—Mean Temperature in each Quarter and for the Year, with the Highest and Lowest Temperatures in the Year 1877, and the dates of their occurrence.

	Winter.	Spring.	Summer.	Autumn.	Year.	Highest Temperature.		Lowest Temperature.	
						Temperature	Time of occurrence.	Temperature	Time of occurrence.
<i>Ontario.</i>	°	°	°	°	°	°		°	
Prince Arthur's Landing	.	.	60.9	32.6	.	88.0	24th July		
Parry Sound	17.8	50.3	63.8	36.5	42.08	90.0	16th July.	-30.4	12th January.
Pembroke	19.1	54.3	66.0	35.7	43.77	92.7	1st August	-20.3	9th January.
Little Current.....	18.5	50.9	64.4	38.0	42.94	83.6	{ 25th July ... } { 25th August }	-26.7	12th January.
Fitzroy Harbour.....	18.3	54.6	66.2	34.7	43.46	93.0	16th July	-33.0	9th January.
Rockliffe.....	15.0	47.8	64.0	33.4	40.08	92.5	26th July	-34.2	12th January.
Cornwall.....	20.4	53.7	67.0	36.1	44.29	92.2	23rd August	-21.0	12th January.
Gravenhurst	18.8	51.5	63.2	35.8	42.30	91.0	16th July.	-26.6	12th January.
Seely.....	17.4	49.8	62.6	35.8	41.42	95.3	16th July	-30.6	12th January.
Beatrice	17.3	50.3	61.8	34.5	40.96	91.0	16th July	-29.0	12th January.
Stayner	21.0	51.8	65.4	38.5	44.19	95.7	16th July	-25.4	12th January.
Barrie	21.8	51.4	66.2	39.3	44.66	85.6	16th July	-16.8	12th January.
Peterborough.....	21.8	56.1	68.8	39.5	46.56	93.7	16th July	-22.9	12th January.
Kingston.....	23.1	54.5	68.6	39.3	46.33	90.2	25th July	-21.2	12th January.
Norwood.....	21.9	53.8	65.2	36.5	44.37	91.3	16th July	-18.7	12th January.
Belleville.....	24.5	55.6	70.3	40.4	47.69	93.5	25th July	-18.5	12th January.
Brockville.....	21.3	54.3	67.6	37.7	45.23	91.6	23rd August	-21.9	12th January.
North Gwillimbury	21.8	54.5	67.7	39.1	45.77	96.0	16th July.....	-23.0	12th January.
Point Clark	22.8	49.4	65.3	41.5	44.74	85.0	22nd August.....	-8.0	12th January.
Kincardine	20.3	53.3	66.7	41.6	45.48	90.9	23rd August	-8.5	12th January.
Goderich	23.5	53.4	67.4	41.8	46.51	87.2	20th May	-12.1	12th January.
Saugeen.....	21.9	50.0	64.4	40.0	44.07	92.0	25th July	-19.4	12th January.
Brampton	23.1	54.2	67.3	39.1	45.92	89.0	{ 15th July..... } { 25th July..... }	-15.0	12th January.
Newmarket.....	19.4	50.8	63.8	37.5	42.89	91.3	25th July	-21.0	12th January.
Toronto	24.0	53.2	66.7	40.5	46.10	88.7	16th July	-13.9	12th January.
Stratford	21.0	53.1	65.1	38.5	44.43	92.3	1st August.....	-12.6	12th January.
Granston.....	22.4	53.2	64.9	39.1	44.89	90.8	16th July	-12.1	12th January.
Hamilton	26.2	55.9	70.2	42.5	48.68	96.3	25th July	-7.5	12th January.

TABLE VI.—Mean Temperature in each Quarter, and for the Year, &c.—
Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Highest Temperature.		Lowest Temperature.	
						Temperature	Time of occurrence.	Temperature	Time of occurrence.
<i>Ontario.—Continued.</i>									
Woodstock	23·8	53·3	66·1	39·4	45·64	93·4	26th July	—13·0	12th January.
Brantford	25·2	54·8	·	40·6	·	90·9	22nd August.....	—6·2	12th January.
Port Dover.....	24·6	53·6	67·3	41·5	46·75	90·9	1st August.....	—7·8	12th January.
Aylmer	24·5	54·0	66·4	·	·	90·8	26th July.....	—7·9	4th January.
Galt	·	·	·	37·9	·	·	.....	·	·
Simcoe	25·2	55·8	68·0	42·3	47·83	89·3	26th July.....	—7·5	17th March.
Welland	23·3	53·9	67·3	40·7	46·28	90·0	{ 28th July.... } { 1st August .. }	—4·0	17th March.
Windsor	26·1	57·2	69·9	43·9	49·27	94·1	26th July..	—9·1	9th January.
Port Stanley	23·8	53·2	67·3	42·6	46·71	88·2	29th July.....	—11·5	4th January.
Port Perry	21·2	53·4	67·2	38·3	45·03	90·8	16th July.....	—28·2	12th January..
<i>Quebec.</i>									
Montreal	20·5	55·0	67·2	36·1	44·71	88·5	26th July.	—20·9	12th January..
Huntingdon.....	20·6	53·9	66·4	35·0	43·97	92·0	26th July.....	—26·0	12th January.
Quebec (Observatory)....	16·7	50·9	64·2	33·8	41·40	93·0	17th July.....	—22·0	12th January.
Quebec (Citadel)	17·4	51·0	63·6	31·2	40·79	91·0	17th July.....	—20·5	12th January.
Cranbourne	16·2	48·6	59·8	28·6	38·32	88·5	17th July..	—27·6	15th January..
Chicoutimi.....	11·3	34·3	·	27·6	·	·	.....	—31·0	15th January.
Father Point.....	15·7	44·4	55·3	29·3	36·17	85·0	17th July.....	—18·8	15th January..
<i>Nova Scotia.</i>									
Digby	26·5	48·8	60·7	39·1	43·77	81·0	24th August.....	0·0	26th January.
Windsor.....	24·7	50·5	·	37·2	·	·	.....	—13·0	29th January.
Halifax	25·4	48·5	62·5	37·9	43·58	90·8	1st June.....	—10·0	26th January..
Sydney	22·6	46·6	61·2	37·5	41·97	83·6	31st May.....	—25·0	29th January..
Truro	22·9	48·4	61·6	35·5	42·10	84·6	17th July.....	—22·0	29th January.
Baddeck	22·4	47·2	60·9	35·3	41·41	85·0	29th May.....	—5·0	12th January..
Port Hastings.....	25·1	46·2	63·5	39·7	43·61	81·3	20th July.....	—9·3	26th January..
<i>New Brunswick.</i>									
St. John	22·7	48·6	59·7	35·3	41·56	79·0	24th August	—13·0	21st January.
Fredericton.....	17·5	51·1	63·6	33·3	41·38	89·2	22nd July.....	—29·7	26th January..

TABLE VI.—Mean Temperature in each Quarter, and for the Year, &c.—
Continued.

	Winter.	Spring.	Summer.	Autum.	Year.	Highest Temperature.		Lowest Temperature.	
						Temperature	Time of occurrence.	Temperature	Time of occurrence.
<i>New Brunswick.—Con.</i>	°	°	°	°	°	°		°	
Bathurst	16.2	47.3	63.0	32.9	39.85	88.0	17th July	-27.0	10th January.
Dalhousie..	14.5	46.6	60.7	29.6	37.85	90.8	30th May.....	-23.0	15th January.
Chatbam..	16.4	48.9	61.7	32.7	39.91	89.3	23rd August.....	-29.6	15th January.
<i>Prince Edward Island.</i>									
Charlottetown	20.8	48.3	63.4	36.8	42.34	80.2	19th July	-26.7	29th January..
Georgetown.....	21.7	46.9	62.0	36.5	41.76	83.0	31st May.....	-19.0	29th January.
<i>Newfoundland.</i>									
St. John	25.7	44.5	59.6	36.7	41.61	87.0	20th July.....	-5.5	27th January..
Channel..	23.6	46.7	60.7	38.7	42.41	78.0	18th July	-7.0	26th January..
Fogo	26.6	46.9	63.9	36.7	43.53	84.0	20th July.....	-5.0	26th January.
Heart's Content	26.5	44.6	59.7	36.5	41.85	81.0	25th August.....	-8.0	26th January..
Placentia.....	.	.	59.9	38.0	.	75.0	12th July.....	.	
Bay St. George.....	.	43.6	58.8	32.3	.	84.0	20th July.....	-15.0	1st February..
<i>Manitoba.</i>									
Fort Garry.....	6.6	48.4	62.8	29.6	36.85	95.4	4th July.....	-44.3	14th January..
Winnipeg.....	4.8	48.0	61.4	29.3	35.87	91.7	26th July.....	-47.6	15th January..
Emerson.....	.	.	62.6	30.6	.	.	.....	.
<i>British Columbia.</i>									
Spence's Bridge.....	33.2	59.3	66.1	38.5	49.25	105.0	20th July.....	-1.0	21st January.
Esquimalt.....	43.3	52.8	57.6	45.4	49.75	76.9	16th July.....	25.0	10th February..
New Westminster.. ..	37.7	53.3	59.4	44.1	48.62	91.0	16th July.....	20.5	21st January.
<i>North-West Territory.</i>									
York Factory.....	-9.9	.	.	.	.	.	.....	-45.0	11th January.
Swan River Barracks....	.	49.7	59.2	.	.	90.0	.....	.	.....
Fort Macleod.....	26.0	53.2	67.8	.	.	109.0	21st July	-18.0	18th January.
Kalmar, Keewatin.....	6.7	47.2	61.4	28.3	35.88	90.0	30th July.....	-63.0	14th January.
Battleford.....	7.8	.	.	23.6	.	.	.....	-51.0	11th January..

TABLE VII.—January, 1877. Daily Mean Temperature.

Day.	Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock
1	43.5	23.7	.	30.5	-17.8	-14.2	-6.5	10.4	15.7	17.0	15.4	12.2	12.6	14.9	12.3
2	42.6	24.9	36.0	32.0	-14.3	-10.9	-16.3	5.5	.	14.0	15.2	10.3	9.5	11.8	9.9
3	43.7	29.5	40.5	39.5	-5.3	-1.8	-6.6	-6.4	.	11.4	9.9	8.9	5.5	15.9	8.7
4	51.9	33.5	46.7	40.5	9.6	9.7	10.0	0.8	.	12.2	13.3	10.1	9.4	12.3	10.7
5	50.5	36.1	49.5	43.5	6.6	3.0	4.5	21.5	.	16.8	14.5	14.5	13.7	19.2	15.2
6	43.6	34.1	40.5	17.0	-1.9	-0.9	-0.2	26.3	.	25.7	26.7	27.2	25.7	23.9	25.7
7	43.0	27.4	.	18.0	.	-20.0	-17.6	12.3	23.5	.	.	25.2	24.7	.	25.8
8	46.4	33.1	39.5	30.5	-29.6	-27.1	-32.5	-10.4	12.5	11.2	12.2	9.4	8.6	13.4	11.4
9	47.3	35.7	41.2	30.5	-19.1	-17.6	-20.2	-1.0	8.5	1.4	7.9	6.9	4.6	12.7	5.2
10	41.4	36.0	37.0	14.5	-22.8	-21.3	-14.3	12.2	20.0	19.5	18.6	18.8	15.6	20.4	16.5
11	38.9	31.9	31.5	5.0	-33.0	-31.1	-31.2	4.0	18.2	23.0	20.9	19.3	19.3	25.6	21.6
12	35.9	26.6	31.0	14.5	-14.6	-13.2	-14.3	-16.4	-0.8	4.6	-2.3	-0.8	-3.8	0.4	-2.2
13	37.6	30.1	33.0	23.0	-14.0	-15.8	-13.7	7.6	14.7	11.2	12.1	7.9	5.8	11.3	6.3
14	36.1	31.2	.	3.5	.	-28.6	-38.8	-6.9	13.3	.	.	15.9	14.9	.	15.2
15	41.7	22.4	33.5	5.0	-32.7	-28.9	-32.6	4.0	17.2	20.5	18.1	16.3	14.8	20.4	15.1
16	40.1	28.0	34.7	4.0	-22.2	-20.2	-21.3	-2.0	15.3	17.7	15.1	9.0	11.6	16.5	11.5
17	39.4	20.6	34.8	1.0	-15.1	-13.7	-12.6	19.7	15.3	14.5	15.8	9.1	5.3	9.6	6.3
18	34.9	9.5	27.5	-7.5	-18.6	-16.4	-13.4	15.4	24.3	25.5	23.4	23.1	22.7	22.6	18.9
19	34.8	7.6	27.0	5.0	-9.2	-8.6	-5.1	23.3	29.8	33.0	30.0	29.3	27.2	31.8	28.4
20	33.6	5.8	26.0	23.0	-19.2	-16.8	-19.6	7.1	17.5	17.4	18.1	16.4	18.7	24.1	22.4
21	40.4	4.4	.	5.0	.	-8.5	-13.5	16.0	12.5	.	.	8.6	5.7	.	7.2
22	35.9	5.6	25.0	18.0	-11.7	-10.4	-13.7	8.6	19.5	17.9	19.9	14.9	16.5	19.9	16.5
23	36.3	7.0	26.5	13.0	1.8	2.3	-4.3	10.8	12.0	10.0	10.2	9.9	7.8	12.4	10.4
24	42.1	9.7	34.0	29.5	-6.3	-4.3	-3.5	3.6	12.2	15.5	13.6	12.3	10.0	13.9	11.3
25	44.4	23.9	38.5	27.5	7.3	10.7	5.3	7.9	17.8	13.7	15.8	12.4	9.9	14.6	12.2
26	46.9	38.4	41.5	33.0	16.7	19.1	17.0	19.6	24.2	27.2	23.6	27.2	21.8	28.6	23.2
27	45.4	37.6	40.0	37.5	22.9	25.7	26.0	16.7	25.0	30.7	25.7	26.2	25.6	30.4	28.4
28	43.7	31.4	.	34.5	.	25.3	25.5	25.5	25.5	.	.	28.4	27.7	.	27.7
29	44.9	30.9	41.5	37.0	17.1	19.2	18.3	22.0	25.0	31.3	28.2	26.2	22.7	30.8	27.4
30	48.1	31.1	45.5	41.5	22.1	23.4	29.0	29.0	28.8	30.0	31.7	29.4	25.7	26.6	22.6
31	48.8	33.4	47.7	40.5	14.5	11.8	32.6	36.6	37.3	41.4	40.1	36.7	33.4	35.4	32.7
	42.1	25.2	36.6	22.2	-7.0	-5.8	-6.2	10.4	18.6	19.1	18.3	16.8	15.3	19.2	16.1

TABLE VII.—January, 1877. Daily Mean Temperature.

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterborough.	Norwood.	Port Perry.	Kingston.	Day.
14.7	17.4	15.2	17.9	16.6	13.3	12.5	12.0	9.7	9.6	17.6	16.2	9.8	6.9	15.0	12.8	1
15.7	13.0	12.0	14.1	12.6	12.5	13.4	8.2	6.3	5.3	9.6	14.8	10.3	8.7	9.5	6.5	2
9.1	12.6	5.6	9.8	4.1	9.3	2.5	-8.7	-9.5	-11.1	-1.3	3.7	0.9	.	-3.1	12.1	3
8.2	13.0	4.8	13.5	10.9	8.3	5.9	-0.1	-2.2	-4.3	6.3	7.0	0.5	.	2.0	3.7	4
19.9	20.9	11.0	18.8	16.7	17.8	12.4	11.3	11.2	12.7	14.6	12.3	7.4	.	12.7	4.2	5
27.4	27.5	22.5	28.8	28.4	28.8	17.7	23.8	23.0	22.8	21.6	18.2	18.8	.	21.8	10.5	6
27.8	26.1	26.3	30.6	29.2	27.5	20.3	22.6	19.2	20.6	27.6	.	.	.	26.7	22.6	7
9.8	11.7	6.5	11.9	9.2	8.8	.	2.8	-6.7	-7.3	2.3	8.4	10.9	.	7.1	25.7	8
8.3	7.0	6.8	8.9	10.3	7.5	12.0	0.7	-0.4	-0.5	7.3	6.8	-0.4	.	10.7	14.9	9
20.9	19.0	19.8	24.1	20.8	20.0	12.0	16.9	15.6	12.9	19.3	17.2	22.5	.	15.7	5.3	10
23.5	22.6	18.3	24.6	20.0	23.5	0.7	9.6	6.9	5.3	18.0	13.8	31.5	.	18.9	15.3	11
3.5	39.3	-5.5	-1.6	-6.1	4.5	-7.0	-10.9	-12.8	-13.5	-11.0	-8.0	-12.1	.	-13.3	.	12
12.7	11.2	9.7	8.4	10.7	10.3	0.1	5.3	11.3	8.7	8.6	10.5	12.3	.	7.9	.	13
16.1	19.7	12.0	16.5	12.5	16.3	7.5	-0.6	-1.8	2.3	8.0	.	.	.	5.7	.	14
18.5	18.4	12.2	18.4	15.3	17.7	8.8	10.4	7.7	7.6	12.6	12.3	9.0	.	10.1	.	15
8.7	19.0	7.0	13.4	10.7	6.0	6.7	7.0	5.7	6.0	9.3	13.0	11.8	.	10.5	.	16
7.3	14.5	1.0	12.8	11.2	9.5	2.8	11.3	11.5	12.5	16.0	8.4	10.3	.	9.2	.	17
25.1	25.4	24.5	21.7	20.9	25.8	15.9	20.9	21.1	21.3	21.0	18.3	16.2	.	17.6	.	18
32.0	.	31.0	31.9	29.6	30.5	27.1	25.7	24.2	23.3	28.3	27.4	29.0	.	27.6	.	19
18.0	.	22.0	24.4	23.8	20.0	24.1	14.1	11.6	13.6	22.3	28.8	24.7	22.8	21.3	.	20
8.8	9.6	11.5	11.4	13.4	10.0	7.9	8.6	8.9	7.7	7.6	.	.	1.5	8.4	.	21
16.5	17.1	17.3	21.3	19.5	15.5	16.4	15.1	14.2	14.0	18.3	19.6	20.7	18.4	17.3	21.9	22
13.1	13.7	11.3	14.1	13.6	10.5	8.8	5.1	4.6	5.7	12.6	12.7	12.3	12.9	8.7	17.8	23
13.5	13.1	13.2	14.5	12.6	11.3	9.7	5.8	4.1	3.8	10.0	13.3	8.4	7.7	7.9	10.5	24
16.0	13.4	14.2	16.7	14.8	14.0	7.5	6.5	3.8	4.0	14.3	12.5	5.3	5.1	8.5	5.5	25
27.6	28.0	26.5	28.3	26.7	27.8	19.7	13.6	16.2	18.6	24.6	22.4	21.4	23.8	23.2	20.9	26
28.5	.	20.3	30.2	24.1	27.3	10.8	12.2	12.7	12.1	21.3	23.3	24.4	21.2	22.8	26.6	27
33.1	.	27.5	31.7	25.7	29.5	20.2	19.2	15.7	16.7	22.0	.	.	21.3	23.7	15.5	28
26.1	.	21.8	31.6	25.9	26.3	17.2	22.0	24.2	24.2	26.0	23.1	22.0	19.5	19.1	26.7	29
26.5	29.7	28.0	28.3	29.1	25.5	22.7	26.4	26.7	26.8	26.6	24.1	26.3	26.2	23.9	31.7	30
26.5	36.9	30.0	24.5	31.5	33.0	29.8	32.2	31.2	31.8	36.6	30.6	30.4	29.0	31.8	31.5	31
18.5	17.8	16.4	19.7	17.6	17.7	12.8	11.3	10.2	10.1	15.5	15.2	13.8	16.1	13.9	16.3	

TABLE VII.—January, 1877. Daily Mean Temperature.—Continued.

Day.	Bellefille.	Corwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
1	10·4	6·4	6·0	6·4	7·7	9·4	5·9	13·4	11·1	·	16·5	17·3	16·2	12·4	·	24·7
2	12·8	8·5	8·0	8·2	10·1	6·7	2·0	11·8	10·7	15·9	21·0	23·4	20·4	21·5	23·5	33·0
3	-1·4	-4·6	-5·3	-5·6	-1·2	-1·5	-6·5	5·5	2·0	2·3	13·1	16·3	8·2	3·5	·	21·7
4	2·3	-3·2	-1·0	-4·8	-2·0	-4·8	-8·5	-0·2	-0·9	5·0	7·5	5·6	3·8	4·0	·	9·7
5	15·3	0·0	3·3	3·8	3·4	2·0	-1·0	9·7	7·8	13·3	19·1	23·2	21·8	16·5	·	31·0
6	29·2	11·3	10·0	20·4	9·0	9·0	10·3	13·1	6·4	2·7	18·6	20·8	20·1	14·0	14·8	24·3
7	·	·	26·0	·	·	24·2	20·5	32·1	·	·	32·5	27·0	34·3	30·1	33·0	28·7
8	19·6	15·3	13·5	1·1	18·6	21·5	20·3	33·0	30·9	27·5	34·3	34·2	34·7	32·4	32·8	27·0
9	0·1	-7·7	-7·5	-11·3	-6·6	-7·5	-16·3	16·5	10·0	3·8	27·9	30·8	20·0	15·7	18·3	29·7
10	23·1	10·8	15·0	17·7	4·2	1·1	5·5	3·6	-5·5	-8·7	9·3	10·8	5·6	2·6	·	11·7
11	25·7	23·8	24·3	13·7	22·2	16·9	18·0	18·8	13·4	12·2	22·3	19·8	·	18·3	·	18·7
12	-13·0	17·1	-16·5	-17·4	-15·4	-16·4	-17·5	0·1	-4·9	-10·3	11·3	9·4	·	0·0	·	8·0
13	4·5	-5·2	3·5	-2·9	-4·0	-6·9	-4·0	2·1	-4·4	-4·5	8·3	2·6	2·8	0·5	-0·2	12·0
14	·	-1·2	0·5	·	·	-2·9	-9·0	11·2	·	·	18·2	12·7	12·7	8·1	12·3	9·0
15	7·1	-3·5	-4·8	0·8	-8·3	-5·8	-6·8	1·6	-8·8	-15·2	4·2	0·5	0·6	-0·1	-1·5	3·0
16	12·2	5·8	3·5	6·5	5·7	3·6	-0·3	5·7	0·6	-7·0	15·3	12·2	9·7	3·2	5·8	8·0
17	14·6	2·6	6·8	-0·9	7·3	4·5	5·8	4·3	0·4	-6·7	7·8	-1·3	3·1	-0·9	-0·5	8·3
18	20·2	20·3	22·0	18·2	18·7	14·2	17·0	11·4	6·5	11·6	16·7	6·2	15·4	14·3	14·0	11·0
19	31·8	23·8	26·8	10·8	21·9	19·0	18·3	21·4	17·9	11·8	21·0	10·0	7·6	13·9	13·3	16·0
20	28·2	30·9	29·8	23·4	29·5	24·9	24·3	34·3	30·8	28·0	32·7	26·2	36·0	33·7	·	27·0
21	·	12·2	12·5	·	·	4·2	4·5	15·7	·	·	22·2	19·1	13·8	10·5	33·3	9·7
22	19·0	18·4	15·8	19·6	19·3	14·7	15·0	22·5	1·8	8·6	23·1	13·1	20·0	19·2	9·0	14·7
23	18·3	15·0	15·0	13·0	16·3	10·3	9·8	20·4	7·5	5·6	25·3	20·4	21·3	17·8	19·8	21·7
24	11·4	8·7	6·3	6·3	10·9	10·6	5·0	17·6	1·3	7·9	21·8	13·1	·	17·4	18·5	16·7
25	8·5	-2·2	-3·8	-3·1	-2·4	-9·3	-13·3	-1·4	-5·4	-5·9	5·3	8·9	0·8	-2·3	-1·0	14·3
26	22·7	14·3	15·3	12·7	9·3	-0·2	1·5	-1·1	-10·9	-8·0	0·3	-5·0	-1·5	-3·8	-6·3	-4·7
27	29·4	24·9	24·8	14·7	17·3	12·8	10·8	17·2	8·9	7·0	28·2	10·3	24·4	11·4	13·5	9·0
28	·	8·9	11·5	·	·	7·4	9·0	6·1	·	·	7·8	2·4	-3·2	-8·3	-4·0	8·3
29	23·1	19·6	19·8	22·2	18·2	19·4	19·5	16·8	0·5	-1·3	7·8	-4·8	1·7	5·9	2·3	5·3
30	28·3	26·3	28·2	28·8	24·2	24·3	22·6	27·9	20·8	21·8	24·4	16·2	16·1	21·3	20·8	14·7
31	31·3	29·5	26·8	29·9	27·1	25·0	26·3	29·7	21·1	28·0	27·5	21·8	22·4	26·6	26·8	21·0
	16·2	10·9	11·0	8·6	9·7	7·4	6·1	13·6	6·3	5·6	17·8	13·6	13·9	11·8	12·8	15·9

TABLE VIII.—February, 1877. Daily Mean Temperature.

Esquimaux.	Spence's Bridge.	New Westmin- ster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	Day.
47.1	36.9	45.5	39.5	10.7	9.7	25.5	34.3	34.3	40.3	36.0	33.4	34.3	39.8	36.4	1
48.0	42.1	46.5	42.0	8.4	13.7	29.2	34.3	33.3	38.6	36.0	32.8	33.0	34.4	30.4	2
41.1	38.8	40.5	40.5	21.8	24.4	21.7	29.8	31.3	35.3	30.9	29.9	31.1	35.6	31.6	3
40.0	34.2	.	40.5	.	23.8	29.5	30.4	27.0	.	27.1	25.5	23.7	.	24.8	4
38.5	33.1	39.8	42.0	23.3	24.2	30.8	31.9	28.8	29.0	27.6	25.8	22.2	22.9	22.1	5
40.4	33.5	39.0	39.0	24.9	23.8	16.3	34.7	33.0	33.0	32.4	30.4	29.9	33.3	30.9	6
38.1	28.0	37.0	28.5	15.7	21.1	19.7	24.8	29.5	36.5	30.4	28.6	30.3	27.6	30.4	7
42.8	39.5	38.7	31.5	18.4	20.2	19.9	17.8	24.5	30.2	24.8	22.6	19.1	23.8	21.8	8
34.6	30.1	33.5	28.0	24.8	25.8	27.7	26.5	26.0	30.5	26.6	23.3	21.0	24.9	23.3	9
34.1	18.4	31.8	11.0	12.3	9.3	24.5	31.2	30.5	36.7	32.0	33.6	30.9	33.6	29.7	10
41.2	22.1	.	5.5	.	5.0	7.9	35.6	34.2	.	40.9	39.1	37.4	.	37.2	11
38.6	32.6	36.7	32.0	1.6	6.1	4.0	8.2	21.0	27.0	19.6	17.1	18.7	24.4	24.3	12
35.2	26.5	33.0	29.0	20.8	21.6	18.5	10.5	13.5	20.9	14.3	12.2	10.7	16.6	13.8	13
34.1	26.5	33.0	32.0	23.6	25.2	23.5	23.6	21.5	25.2	22.0	21.1	16.5	21.8	18.8	14
36.9	25.2	35.0	29.0	15.1	15.1	19.3	29.6	31.0	34.9	31.7	29.8	28.3	29.6	26.6	15
39.4	27.4	36.5	41.5	3.4	0.3	0.2	19.8	26.5	33.4	28.5	28.2	26.4	33.6	29.5	16
45.4	28.6	35.3	45.5	21.8	23.5	25.5	11.2	21.8	24.5	20.1	17.6	16.7	17.6	18.5	17
51.9	43.9	.	45.0	.	29.9	23.3	15.8	25.2	.	25.0	17.5	22.1	.	20.8	18
48.2	42.4	49.5	50.5	24.4	26.2	25.5	16.5	19.2	24.9	17.8	16.3	13.5	16.8	17.6	19
46.5	41.1	41.0	47.5	31.9	33.8	30.8	25.8	24.8	35.6	24.0	25.7	20.2	24.3	22.9	20
47.8	38.0	46.5	42.5	32.6	33.3	34.5	32.1	34.0	43.6	37.8	35.3	34.5	37.3	34.7	21
47.3	44.6	48.2	45.0	9.0	9.3	14.0	33.4	34.5	41.8	41.2	36.2	34.5	39.8	35.0	22
42.6	41.4	41.0	45.0	7.8	11.5	9.4	19.8	33.2	35.5	38.9	35.6	35.0	36.3	33.4	23
41.4	37.4	41.0	36.0	11.1	15.5	11.3	30.6	31.0	35.3	35.1	35.3	35.4	37.1	35.6	24
42.4	35.6	.	27.0	.	17.0	18.7	27.8	27.3	.	26.3	27.2	26.4	.	29.1	25
41.4	34.5	40.5	32.5	12.4	15.6	12.5	29.3	33.8	31.3	24.5	28.8	24.4	31.6	27.6	26
41.4	35.1	41.0	31.0	14.5	18.6	17.6	24.2	23.5	31.0	26.1	26.7	27.2	36.3	29.2	27
43.3	39.3	39.5	36.5	23.2	26.0	25.4	30.0	27.3	28.4	27.3	24.9	24.2	30.4	26.9	28
41.9	34.2	33.9	35.6	16.9	18.5	20.2	26.0	27.9	32.7	28.7	27.2	26.0	29.6	31.6	

TABLE VIII.—February, 1877. Daily Mean Temperature—Continued.

Day.	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.
1	35.8	37.4	36.0	39.1	37.3	30.5	34.5	33.5	32.9	32.9	36.5	33.3	34.1	35.9	36.2	33.8
2	35.5	36.2	32.0	34.6	35.4	26.8	34.0	33.8	33.0	33.0	37.8	33.3	36.1	36.2	35.1	30.8
3	37.5	34.6	35.0	36.6	35.3	34.0	32.9	28.0	32.3	32.1	32.8	33.1	27.4	34.4	33.4	34.0
4	27.4	28.0	24.0	29.1	27.0	28.5	26.3	24.8	26.5	24.1	26.0	.	.	28.1	27.3	31.3
5	25.7	26.1	27.8	27.2	27.2	21.0	24.7	26.8	25.8	25.9	27.3	23.9	26.9	26.4	23.8	29.7
6	32.2	32.7	33.3	31.4	33.7	30.3	29.9	31.6	29.9	28.1	33.8	32.4	32.5	31.8	31.9	32.7
7	30.3	29.2	31.5	34.9	32.7	31.5	31.3	27.2	22.0	25.0	28.3	30.5	32.3	30.0	30.6	38.5
8	22.1	30.4	22.0	25.0	21.5	18.8	16.0	16.1	13.3	14.8	18.5	19.2	16.9	17.4	17.0	19.9
9	23.9	22.9	25.0	27.7	24.9	21.3	22.0	19.4	16.0	22.5	26.0	23.8	24.4	20.8	22.9	25.1
10	32.6	33.0	29.7	34.4	32.5	28.2	28.8	30.3	29.6	31.0	31.8	31.4	31.3	28.8	30.2	29.9
11	36.8	41.2	37.1	42.0	33.9	36.7	26.7	34.2	32.5	35.7	38.5	.	.	32.2	33.2	31.8
12	20.5	21.5	15.5	29.2	21.6	21.0	17.9	11.5	10.4	14.0	15.0	19.3	23.1	19.5	16.3	27.3
13	16.9	20.5	12.2	17.0	13.6	11.8	8.1	7.4	4.0	3.0	8.5	13.5	9.3	7.5	6.8	12.0
14	21.8	26.6	16.2	20.4	18.4	15.3	12.7	13.3	11.2	13.0	15.8	15.5	14.1	11.9	12.4	11.2
15	28.1	39.6	29.5	28.9	27.7	26.5	22.0	24.8	18.6	20.1	29.5	21.8	23.4	22.5	27.1	19.7
16	30.1	28.7	26.0	34.2	30.2	30.0	26.7	24.1	21.4	21.5	25.0	28.6	28.2	25.3	26.7	32.0
17	.	20.2	17.3	22.8	18.3	18.8	13.8	13.6	9.7	9.0	14.8	17.9	16.3	17.5	14.2	11.5
18	.	.	22.5	25.4	20.8	22.0	15.1	11.7	9.6	4.2	18.0	.	.	15.6	17.3	17.1
19	19.3	18.4	17.0	22.5	17.3	14.3	12.0	16.3	15.6	13.5	13.5	16.1	19.3	20.4	14.0	14.9
20	26.5	25.9	26.8	26.6	25.9	23.5	25.2	19.7	20.0	16.5	22.0	21.1	.	21.5	21.5	22.0
21	38.3	37.9	32.0	36.2	35.6	26.8	32.4	27.4	26.2	32.0	34.8	31.6	35.9	32.4	36.3	33.2
22	35.0	39.0	37.0	40.9	37.2	35.3	34.0	31.5	29.9	33.0	36.5	33.8	35.5	33.0	35.3	35.3
23	35.5	37.4	36.3	35.9	39.1	34.3	33.4	37.0	35.2	33.7	38.0	33.5	38.5	37.9	35.9	34.6
24	36.3	39.4	37.0	37.4	38.2	33.0	34.2	37.2	35.5	34.2	37.5	34.6	41.3	36.3	36.1	35.3
25	31.4	32.5	35.5	35.2	30.5	28.0	27.4	26.4	35.5	24.7	29.5	.	.	29.3	28.5	32.4
26	27.6	34.2	28.0	33.3	30.4	29.3	26.1	28.6	25.1	27.3	28.8	27.6	31.7	29.5	28.3	30.4
27	28.7	35.0	29.0	33.0	29.8	29.5	24.0	22.0	27.7	24.2	25.3	27.3	29.6	28.2	28.3	31.7
28	28.5	29.9	29.7	33.5	30.7	25.7	24.3	25.4	22.0	20.5	27.1	27.5	29.6	28.1	24.2	31.6
	29.4	30.6	27.9	31.3	28.8	26.5	24.9	24.4	22.8	23.2	27.0	26.3	26.6	26.4	26.1	27.5

TABLE VIII.—February, 1877. Daily Mean Temperature—*Concluded.*

Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.
36.6	33.7	33.8	36.1	34.1	27.7	33.8	31.0	25.1	20.0	31.5	22.4	31.9	26.5	24.8	18.7	1
35.2	34.6	34.8	38.1	35.9	24.4	30.8	26.1	24.7	18.3	32.5	29.8	29.6	25.2	27.3	27.7	2
35.4	34.9	34.3	34.5	34.7	29.2	30.8	28.8	26.6	19.0	29.4	27.3	26.7	23.3	22.8	26.7	3
.	28.2	27.0	.	.	25.0	21.0	30.0	.	.	29.6	25.0	29.6	25.7	25.5	25.7	4
30.3	28.5	26.5	25.7	26.8	24.3	24.0	30.0	22.7	31.3	30.6	29.7	25.6	29.1	30.3	24.7	5
33.0	33.1	33.0	33.8	31.7	27.8	24.5	32.6	27.4	22.6	31.1	28.4	30.0	28.0	28.3	25.3	6
33.5	33.2	33.8	30.2	34.0	33.0	29.3	28.1	21.7	26.6	29.2	29.7	28.2	26.6	26.8	32.0	7
23.2	16.3	15.8	15.6	18.3	19.0	12.3	28.8	25.0	22.8	30.1	22.6	25.2	21.7	22.0	21.7	8
27.6	20.5	19.0	22.3	21.1	16.5	12.3	22.3	13.4	16.1	24.6	18.2	20.1	17.2	16.8	17.0	9
32.1	29.7	30.0	29.8	24.9	21.4	20.5	19.1	10.2	7.8	17.2	12.4	11.0	11.3	9.3	14.0	10
.	24.9	26.8	.	.	22.0	22.5	24.8	.	.	22.5	5.2	17.5	6.9	8.5	12.0	11
26.8	30.1	27.3	19.3	29.9	25.9	31.3	31.9	25.4	23.4	26.3	12.2	27.2	24.8	22.3	10.3	12
11.9	7.8	9.5	8.2	12.1	13.0	6.4	22.9	19.9	16.7	27.6	30.2	29.4	29.3	22.3	26.3	13
18.5	10.5	14.0	10.9	13.7	10.6	8.0	14.6	14.9	14.2	15.3	22.6	15.6	14.9	18.8	23.7	14
29.3	20.9	22.5	18.5	23.9	17.1	18.3	24.5	17.6	19.7	22.7	19.9	19.9	19.1	18.8	14.3	15
32.6	33.2	34.3	28.5	32.6	26.7	29.5	31.6	18.6	18.9	31.1	24.3	27.9	26.3	26.5	20.3	16
19.8	16.6	16.5	16.0	19.2	24.5	18.5	32.9	30.0	25.0	35.5	32.7	36.9	34.7	34.5	30.3	17
.	13.6	12.8	.	.	19.8	13.5	21.0	.	.	27.0	29.9	26.1	26.9	28.5	31.3	18
19.7	10.0	12.0	14.0	13.5	16.3	9.5	14.4	8.2	13.2	23.3	25.6	22.1	21.4	18.8	29.0	19
25.5	19.4	21.8	21.1	19.7	19.4	13.8	17.7	11.0	16.2	21.8	28.0	17.0	21.9	21.3	29.7	20
34.5	32.0	33.3	33.8	31.1	24.0	23.3	22.8	14.1	11.5	19.9	15.2	12.2	14.4	16.8	24.7	21
39.1	35.0	33.8	38.1	36.2	32.7	28.8	28.5	19.2	14.3	24.5	18.8	17.5	15.2	19.5	31.0	22
37.9	34.2	33.0	32.7	32.6	29.4	34.5	27.5	21.2	19.7	31.7	32.9	26.4	26.5	25.8	42.0	23
36.6	32.9	31.5	39.8	32.1	29.7	29.5	31.8	28.2	23.7	34.9	35.4	34.2	32.6	33.8	41.0	24
.	33.6	32.0	.	.	29.3	25.3	31.4	.	.	34.4	33.4	34.1	32.7	34.8	38.0	25
32.1	32.4	29.0	30.8	32.7	28.7	24.5	31.3	32.9	29.0	28.4	27.3	25.2	22.6	24.0	31.0	26
30.3	23.5	18.8	25.0	28.9	21.3	17.0	19.3	15.6	15.5	16.5	10.7	11.0	13.1	10.0	16.0	27
33.1	25.4	26.0	26.7	24.3	19.6	17.8	23.1	18.8	23.5	23.5	18.8	20.1	18.1	17.3	12.7	28
29.8	26.0	25.7	26.2	26.6	23.5	21.8	26.0	20.5	19.1	26.9	23.9	24.2	22.9	23.1	25.3	

TABLE IX.—March, 1877. Daily Mean Temperature.

Day.	Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
1	45.5	35.4	36.7	7.5	12.6	12.0	15.9	34.0	32.8	32.3	32.7	32.1	29.5	34.9	31.2
2	39.7	27.5	36.0	4.5	0.4	2.2	1.1	26.0	34.3	42.4	37.9	36.0	35.7	40.4	36.8
3	36.5	27.4	32.5	16.0	5.4	5.5	7.3	16.3	28.2	33.0	29.9	30.9	29.3	36.6	31.5
4	39.4	32.0	.	18.0	.	6.8	7.1	9.7	20.8	.	21.9	19.8	18.3	.	22.0
5	40.5	33.0	40.0	15.0	0.8	0.4	2.8	4.1	15.7	21.2	18.1	14.9	14.3	20.1	17.8
6	44.9	34.1	40.5	8.0	11.1	10.2	10.2	15.4	20.0	26.4	19.7	22.8	13.7	21.3	16.2
7	43.3	30.4	40.0	8.5	14.8	12.8	14.0	7.8	14.5	23.5	15.8	15.9	13.4	15.8	18.5
8	38.6	21.3	35.5	2.5	8.6	4.0	0.7	17.4	18.3	22.9	21.2	29.2	27.2	31.1	32.3
9	36.0	20.9	34.0	4.0	2.6	0.4	4.6	6.4	13.5	13.2	15.5	12.6	13.1	16.9	17.5
10	40.0	30.9	39.8	17.0	0.0	5.7	0.8	8.5	14.7	14.4	12.9	9.1	7.9	15.1	12.1
11	45.5	39.5	.	25.0	.	4.5	1.8	17.1	22.5	.	25.9	26.2	24.7	.	25.1
12	49.5	35.1	47.5	7.3	9.7	11.8	7.0	15.4	22.5	29.4	25.8	24.9	23.3	27.1	25.4
13	51.0	31.5	41.5	1.7	12.2	12.4	11.6	20.9	20.5	27.5	22.6	22.4	20.0	26.3	23.5
14	51.9	35.0	48.5	19.0	2.3	4.4	2.5	15.4	21.3	26.7	23.7	22.3	22.6	30.3	26.0
15	49.8	42.4	.	11.0	3.7	1.5	0.0	10.7	15.2	19.0	16.3	18.9	14.2	20.3	17.4
16	47.2	46.1	45.0	21.5	11.6	8.4	13.7	2.8	9.5	18.5	14.6	11.1	12.1	21.1	14.8
17	46.2	44.5	45.5	5.0	4.4	1.6	0.7	4.2	1.3	7.1	5.6	0.4	2.9	6.3	2.5
18	48.1	47.7	.	36.5	.	0.9	2.0	10.9	8.3	.	11.5	6.9	7.7	.	9.0
19	47.9	47.5	47.0	37.5	9.8	9.6	18.3	12.0	10.0	14.5	13.5	9.5	9.0	12.6	7.4
20	50.2	47.9	45.5	24.5	11.9	13.6	4.2	25.9	19.8	19.9	21.1	19.0	16.5	16.6	12.7
21	47.3	49.6	46.7	17.0	1.9	13.0	0.9	27.5	29.8	30.9	28.8	29.4	27.9	31.8	29.2
22	45.4	48.0	44.5	22.0	6.7	5.6	4.1	22.2	34.0	39.1	37.9	34.6	34.4	36.4	34.3
23	48.4	47.4	44.2	32.5	2.1	1.7	3.8	17.0	21.0	27.5	24.0	25.0	28.4	36.6	30.1
24	48.4	53.3	48.5	52.5	3.9	7.0	8.5	22.9	22.2	23.4	24.9	25.5	24.6	27.8	25.6
25	50.5	49.9	.	43.5	.	21.2	18.3	25.7	28.3	.	30.1	32.6	32.1	.	31.7
26	46.5	48.1	44.7	38.5	18.8	18.2	22.5	32.8	30.0	31.9	29.9	31.3	32.2	36.4	34.1
27	46.4	48.5	46.0	34.0	16.4	24.2	21.8	33.3	29.2	33.7	29.2	29.2	29.3	34.1	31.4
28	47.0	45.2	45.0	28.5	29.0	30.5	24.2	26.7	25.5	30.5	26.0	24.6	23.6	28.4	25.8
29	47.5	47.3	46.0	33.0	35.1	34.6	35.7	30.7	24.7	31.7	24.4	24.8	24.0	26.1	26.4
30	49.7	46.4	.	31.5	.	34.3	30.3	32.4	30.5	35.3	31.9	33.8	33.4	33.1	34.7
31	47.5	49.5	43.7	23.0	26.7	23.4	28.8	33.4	37.5	41.3	35.0	36.0	35.3	39.3	34.9
	46.0	40.1	42.6	20.3	4.6	7.2	6.0	18.9	21.8	26.6	23.5	23.0	21.8	26.8	23.6

TABLE IX.—March, 1877. Daily Mean Temperature—*Continued.*

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Secly.	N. Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.	Day.
33.0	37.4	32.3	34.8	33.4	31.0	29.5	34.0	27.7	28.7	32.5	30.7	32.3	30.4	32.9	31.6	1
39.6	38.3	36.7	39.7	37.6	36.8	36.9	34.5	33.3	31.0	36.0	35.1	38.5	36.0	36.8	35.8	2
33.6	33.7	32.0	35.0	33.7	33.5	32.5	26.6	24.9	21.5	31.3	31.7	31.1	31.1	30.5	33.7	3
23.6	22.3	21.5	24.8	22.7	24.0	21.9	19.4	15.6	11.0	19.7	.	.	20.2	19.3	27.5	4
19.9	17.6	13.8	22.0	17.1	19.3	.	12.0	9.8	7.3	12.0	18.5	16.3	14.6	16.0	20.3	5
24.1	22.6	18.8	20.2	19.9	21.3	.	11.2	6.6	11.0	20.5	19.7	15.8	16.3	15.0	15.6	6
19.3	21.4	19.5	22.3	20.1	19.8	.	11.1	10.0	10.6	14.8	19.1	12.9	10.9	13.6	19.6	7
32.3	30.5	24.0	29.9	28.6	32.0	19.6	13.0	16.0	12.5	22.0	19.3	22.4	20.1	23.2	22.1	8
16.3	15.5	13.0	19.9	17.6	16.3	14.4	12.7	11.4	16.5	13.5	18.9	13.2	16.4	13.7	26.7	9
15.7	12.3	11.7	14.0	14.2	14.7	12.0	10.7	8.3	7.0	13.0	15.9	12.3	13.7	12.0	18.3	10
30.9	27.6	26.0	28.3	25.3	29.0	17.9	14.4	10.8	18.5	22.3	.	.	18.9	24.3	26.3	11
27.0	27.4	24.0	27.2	26.6	25.5	20.6	18.0	21.0	20.5	25.8	23.2	28.1	26.2	25.3	26.7	12
26.0	26.9	17.0	24.3	25.1	28.8	18.9	21.6	19.9	21.0	17.3	20.9	23.7	22.2	22.7	23.7	13
23.0	23.8	23.0	30.8	27.4	25.3	25.1	19.5	19.4	21.3	22.5	27.9	28.6	23.8	27.2	26.2	14
18.9	19.9	20.7	22.8	21.1	21.8	16.8	15.8	14.6	13.5	15.5	20.5	19.6	18.3	19.7	21.1	15
15.4	15.3	12.3	18.0	14.4	17.7	11.0	4.9	0.5	2.9	9.0	15.3	14.2	10.0	12.7	17.9	16
6.0	11.0	3.2	9.9	6.5	10.5	5.3	6.8	-7.0	-6.5	1.5	5.2	2.5	5.2	1.6	3.1	17
12.4	.	9.0	13.6	12.5	12.3	9.4	4.0	4.5	5.3	9.0	.	.	7.0	10.3	7.3	18
9.5	17.8	11.3	15.0	13.8	13.3	7.3	3.8	3.4	5.5	10.5	9.9	12.5	12.0	10.6	16.3	19
20.8	23.7	23.0	23.3	21.7	22.5	8.6	18.0	20.0	21.8	22.3	21.0	20.5	18.9	21.6	21.2	20
31.1	31.2	28.8	32.0	30.4	30.0	28.8	26.9	25.4	27.3	29.0	28.4	29.2	29.4	27.0	30.3	21
34.1	36.3	33.5	35.5	33.8	34.5	28.8	34.9	28.5	22.7	32.3	29.5	32.2	30.2	30.5	33.7	22
29.7	32.5	29.2	37.2	29.7	31.0	23.9	25.4	26.3	28.8	24.5	27.8	32.6	32.0	29.4	35.8	23
27.5	27.5	29.7	30.7	28.6	27.7	25.8	26.1	23.9	23.6	25.3	27.1	30.2	28.2	27.4	29.6	24
34.5	37.0	34.0	34.9	36.6	36.7	31.3	26.1	29.2	30.0	37.3	.	.	34.4	36.3	33.6	25
33.0	36.3	36.3	36.5	36.5	34.5	35.5	37.2	36.9	35.9	25.3	34.2	39.0	37.7	36.9	38.3	26
31.9	31.7	30.8	34.3	31.7	31.0	29.8	28.5	27.6	27.2	30.3	30.2	35.4	33.5	31.8	35.7	27
27.3	29.7	25.3	27.5	24.8	24.5	15.2	22.9	21.3	19.5	24.3	24.4	23.7	25.3	22.3	23.5	28
29.0	28.7	30.1	31.2	29.3	28.8	20.0	29.3	27.7	26.0	27.0	25.6	30.6	29.8	28.2	25.9	29
35.4	38.3	35.8	38.6	36.3	34.0	32.8	32.2	30.6	33.7	35.5	31.9	37.6	36.6	35.0	33.4	30
37.5	38.5	36.0	37.0	36.3	37.5	35.8	35.4	33.9	32.7	37.0	34.7	40.5	36.3	36.3	36.9	31
25.7	27.1	24.9	27.5	25.6	25.8	20.5	20.6	18.9	19.0	23.1	23.9	25.1	23.3	23.5	25.8	

TABLE IX.—March, 1877. Daily Mean Temperature.—*Concluded.*

Day.	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Turo.	Charlotte- town.	Georgetown.	Channel.
1	34.2	28.5	26.5	35.0	26.2	17.0	11.5	23.8	16.8	22.5	26.6	23.8	20.0	20.4	22.5	29.0
2	39.6	36.0	38.3	35.7	29.6	23.1	26.8	25.7	17.6	19.5	25.4	23.2	24.1	22.2	22.8	25.0
3	36.2	33.6	32.5	27.4	34.2	33.6	27.8	38.5	36.7	36.3	36.4	34.1	37.4	37.5	37.0	39.7
4	.	26.9	25.3	.	.	28.4	26.5	34.2	.	.	34.2	32.8	34.5	34.2	35.0	35.3
5	20.0	18.5	19.0	15.9	19.6	15.7	11.5	24.9	21.6	20.5	29.1	28.2	25.7	23.5	24.0	26.7
6	16.6	13.3	12.5	10.9	13.3	9.3	4.0	23.4	13.7	10.7	25.9	20.5	23.3	22.0	24.3	26.7
7	15.8	22.0	21.0	14.7	20.3	11.8	7.0	22.2	12.1	10.8	24.7	24.2	21.1	21.2	19.8	29.7
8	24.8	20.4	22.0	18.3	17.9	13.8	16.5	22.0	18.4	16.0	24.1	23.8	23.8	21.1	21.3	21.3
9	24.3	25.7	24.5	14.7	28.8	24.9	28.5	42.8	43.2	39.7	46.1	40.5	47.9	42.6	45.3	33.3
10	17.3	14.6	16.0	13.0	16.8	13.9	9.0	27.1	21.4	20.5	32.8	37.3	29.4	27.6	30.3	32.7
11	.	23.8	26.5	.	.	17.1	15.5	23.2	.	.	25.9	22.0	25.2	22.6	21.8	21.7
12	28.0	24.9	25.0	18.5	22.3	19.3	18.8	30.1	24.8	21.8	30.2	26.0	30.0	27.1	29.3	23.3
13	25.2	19.0	16.0	20.9	17.9	12.9	15.6	22.8	19.4	14.3	29.3	28.6	25.8	19.2	20.5	29.7
14	28.7	25.2	29.0	23.5	23.8	21.3	25.5	19.8	17.6	15.7	24.3	30.9	23.3	24.3	27.3	31.0
15	22.2	16.9	17.0	17.2	18.7	23.2	15.3	27.7	24.9	.	28.3	33.2	31.0	30.2	32.3	33.0
16	18.3	15.5	16.8	8.0	15.5	9.0	6.5	20.9	16.0	12.7	26.0	27.7	23.4	19.5	21.5	23.0
17	5.8	1.5	5.0	-6.3	2.9	1.9	-3.5	15.7	9.8	20.0	24.8	26.1	19.9	15.8	18.0	24.7
18	.	6.1	7.8	.	.	7.2	3.0	8.5	.	.	29.8	29.6	32.9	17.0	27.5	35.0
19	14.7	13.3	15.0	6.8	14.7	12.2	8.0	15.3	14.6	15.7	21.3	29.1	20.1	17.6	19.5	28.0
20	23.1	21.5	23.5	25.2	22.1	18.7	14.1	21.3	12.8	14.0	23.8	20.7	20.2	19.8	20.8	21.3
21	32.1	27.2	28.2	27.7	27.3	25.3	28.8	32.6	29.1	28.3	30.2	25.5	30.1	30.7	31.0	29.0
22	33.8	34.2	34.3	34.3	34.7	32.6	30.4	37.7	39.8	40.3	42.5	40.9	41.1	38.3	41.0	36.0
23	37.7	34.1	34.3	31.3	32.0	25.8	34.3	32.3	28.6	24.7	41.1	35.6	38.7	31.2	32.8	32.0
24	32.9	30.3	29.8	25.2	31.2	26.8	23.0	30.9	29.6	28.3	37.3	33.2	35.0	29.3	31.0	32.0
25	.	30.3	31.0	.	.	22.3	26.5	28.4	.	.	30.4	22.6	28.1	23.2	23.8	20.0
26	39.3	38.9	38.5	37.3	35.2	31.3	37.0	34.1	33.5	31.5	32.4	28.1	33.5	30.6	30.5	30.0
27	36.6	38.2	35.8	35.9	36.3	35.5	41.5	42.4	40.3	33.0	38.4	34.3	44.4	40.4	35.3	31.7
28	26.9	29.4	29.0	20.8	35.6	34.5	43.3	46.7	45.2	37.5	41.8	42.3	50.9	48.3	41.8	33.0
29	32.1	24.5	26.3	25.0	28.6	31.2	27.8	39.4	39.6	38.3	37.1	42.8	40.8	39.9	40.8	35.3
30	37.1	28.9	30.5	33.1	35.0	31.0	27.3	34.7	32.6	33.8	38.9	38.1	36.4	33.6	34.3	34.7
31	40.9	35.6	35.0	38.0	37.8	31.8	32.3	35.8	34.9	34.0	33.6	32.0	30.9	29.3	29.5	32.3
	27.6	24.5	25.0	22.8	25.1	21.4	26.6	28.5	25.7	23.9	31.4	30.2	30.6	27.8	28.8	29.6

TABLE X.—April 1877. Daily Mean Temperature.

Esquimalt.	Spence's Bridge.	New West- minster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	Day.
47.2	51.4	•	20.0	•	0.9	0.5	41.2	42.3	•	46.7	45.3	45.4	•	44.1	1
48.1	52.5	44.5	35.0	6.4	8.7	7.7	17.7	22.5	30.9	23.1	23.3	22.8	28.6	27.2	2
48.8	55.8	46.2	40.5	19.6	20.0	17.7	24.0	26.7	29.2	26.0	25.1	22.4	28.3	23.6	3
49.3	55.0	47.0	51.0	10.4	10.6	24.7	33.0	36.8	41.4	36.8	36.1	33.8	39.9	33.4	4
49.4	53.6	49.5	39.0	8.5	9.0	6.5	34.4	32.8	40.6	32.5	32.0	32.1	35.9	34.0	5
48.2	47.3	47.0	47.5	8.6	11.2	14.7	30.3	30.0	42.0	33.2	31.9	33.9	38.4	35.7	6
48.3	45.9	43.0	34.5	18.9	19.4	28.0	30.3	30.0	40.3	36.4	36.3	33.5	36.9	35.0	7
47.6	46.4	•	37.5	•	15.9	26.5	40.8	36.5	•	40.0	37.8	36.8	•	35.4	8
47.3	48.5	46.7	40.5	27.9	32.0	39.8	43.6	39.8	44.6	42.1	39.5	39.8	41.8	39.2	9
47.6	50.4	46.8	35.0	44.0	42.7	42.0	46.0	35.7	45.9	44.8	44.2	43.5	41.8	44.1	10
48.8	51.9	50.0	45.0	39.4	38.3	41.0	44.0	33.5	46.6	41.7	45.0	44.3	47.6	45.7	11
48.4	49.0	47.0	42.5	39.3	40.3	39.0	38.6	34.0	43.8	39.3	43.5	41.3	44.4	41.6	12
46.7	49.0	47.7	38.0	43.1	43.0	36.5	40.2	39.8	43.8	42.5	38.0	39.3	41.8	38.8	13
54.8	50.9	48.0	38.5	43.0	43.5	46.0	42.3	35.7	45.9	41.2	41.2	41.9	43.3	41.4	14
49.0	54.9	•	35.5	•	39.0	38.0	42.5	39.8	•	44.2	45.4	44.8	•	45.4	15
47.8	49.6	45.7	42.0	37.6	39.2	38.7	39.5	46.8	56.4	48.4	48.5	45.6	47.9	43.8	16
45.0	49.4	46.5	41.5	42.3	45.8	37.9	46.0	44.5	49.2	46.1	50.8	51.2	53.1	50.5	17
44.7	49.8	46.0	36.5	44.5	45.6	39.6	44.3	46.3	45.6	46.9	45.7	44.6	46.3	43.3	18
47.5	48.2	49.5	31.0	46.5	48.7	40.5	46.3	43.7	47.4	45.0	43.0	42.2	40.9	42.1	19
49.6	50.2	48.0	34.0	51.0	51.0	42.7	52.3	41.0	47.2	40.5	42.2	42.0	40.8	42.7	20
48.8	49.4	47.5	31.0	56.4	58.4	54.5	49.4	38.3	49.9	40.7	47.0	46.5	50.8	48.6	21
49.7	50.6	•	37.0	•	44.6	50.7	50.3	52.2	•	54.8	53.0	52.4	•	55.6	22
49.4	54.0	49.2	41.0	30.5	31.0	32.8	59.5	58.7	63.9	61.1	57.0	56.1	54.9	57.4	23
48.7	59.0	50.3	45.0	40.9	43.3	34.3	42.0	41.8	55.5	46.0	49.3	52.1	57.6	54.4	24
51.4	62.0	51.8	43.5	32.6	31.9	30.5	39.9	35.0	48.6	36.3	39.3	41.4	45.8	43.7	25
51.5	62.0	53.3	51.0	37.6	37.2	29.0	42.6	43.3	48.9	47.4	50.5	48.0	50.6	47.2	26
53.7	63.7	51.2	51.5	38.6	40.2	32.5	40.4	45.8	50.5	51.5	49.7	48.6	51.3	47.8	27
53.5	62.9	54.0	56.0	38.5	39.5	35.5	34.8	45.0	47.7	46.0	42.0	41.0	42.3	40.6	28
50.3	67.0	•	60.0	•	40.2	31.4	36.8	40.8	•	41.8	46.5	46.4	•	48.2	29
51.7	51.8	•	42.5	44.5	44.2	35.0	38.2	37.7	40.6	37.7	37.8	38.0	42.3	38.7	30
•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
49.1	52.9	48.2	40.8	34.0	33.8	32.5	40.4	39.2	45.9	42.0	42.2	41.7	43.7	42.1	•

TABLE X.—April, 1877. Daily Mean Temperature.—Continued.

Day.	Aymer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket	Gravenhurst	Beatrice.	Seley.	N. Gwillimbury.	Earrie.	Peterborough.	Norwood.	Port Perry.	Kingston.
1	47.1	44.8	44.3	48.5	45.3	50.5	38.2	42.9	41.6	36.5	46.5	.	.	39.7	44.5	40.9
2	27.3	26.1	25.3	29.7	27.7	29.5	21.7	19.3	18.1	22.7	21.3	23.3	26.1	27.2	22.5	36.6
3	28.0	30.3	25.0	29.6	26.4	26.3	24.0	23.5	20.0	27.5	26.0	25.0	27.6	26.1	25.8	27.8
4	40.0	40.7	37.0	36.8	37.7	41.0	33.1	35.2	34.5	34.3	37.5	33.8	36.7	35.7	37.5	35.5
5	34.1	34.2	36.3	37.4	37.2	35.5	34.3	35.7	34.5	32.7	38.3	35.5	36.3	34.6	35.3	37.1
6	36.8	36.1	34.5	40.0	38.3	37.0	34.5	32.6	32.2	32.5	33.5	34.1	39.3	37.4	36.3	39.1
7	36.0	39.3	34.3	38.0	36.4	31.8	32.2	29.4	29.9	33.0	31.7	33.9	34.3	35.5	34.4	34.1
8	38.8	38.6	36.5	36.5	36.3	36.5	38.0	39.5	36.9	40.0	38.3	.	.	39.3	37.5	36.6
9	39.8	41.0	40.3	39.7	42.7	38.7	39.8	37.9	38.7	37.8	43.3	39.7	42.8	41.5	33.1	42.0
10	41.6	46.2	45.0	42.8	46.4	40.7	38.9	41.1	42.1	40.7	43.3	41.4	48.7	43.5	44.3	45.3
11	41.5	46.4	45.5	48.2	47.1	42.7	38.5	39.3	41.9	38.0	41.5	41.4	48.4	45.8	43.9	45.0
12	42.0	43.5	39.5	42.5	38.8	37.2	38.9	39.6	36.8	38.7	40.8	39.0	40.9	37.8	37.8	40.2
13	37.8	40.1	38.7	38.8	40.1	37.2	.	35.4	36.7	31.8	46.3	36.8	40.3	36.8	47.1	41.1
14	.	45.9	43.0	44.4	44.7	38.5	.	38.1	38.1	34.2	41.7	40.3	47.0	42.4	44.3	44.3
15	.	48.9	47.0	54.4	47.0	44.3	.	38.4	38.1	40.0	45.8	.	.	44.5	45.2	46.1
16	46.1	46.4	42.8	43.2	43.0	43.5	.	40.1	42.1	41.0	43.0	40.1	47.0	45.6	43.3	49.7
17	52.6	54.7	48.7	49.1	50.4	43.8	.	46.6	43.7	43.7	49.0	45.1	52.5	48.2	49.1	52.7
18	46.2	44.0	38.5	41.0	44.7	48.5	.	51.0	37.3	47.3	50.5	44.2	50.8	49.6	49.3	50.3
19	44.1	42.1	41.0	40.1	41.4	42.2	.	40.7	40.3	41.5	40.0	42.6	41.4	39.0	40.6	43.2
20	41.3	42.7	43.3	42.3	43.5	41.3	.	40.7	41.9	39.3	41.0	40.2	44.4	40.5	41.7	40.1
21	49.1	48.6	50.0	51.0	50.5	47.5	.	45.9	46.5	43.5	47.5	47.9	45.0	50.3	48.6	41.2
22	51.2	57.7	54.5	56.1	52.8	49.7	48.8	49.0	47.4	47.0	55.1	.	.	55.3	57.7	47.4
23	54.5	56.4	57.7	61.5	52.7	47.5	50.9	55.4	56.5	51.3	58.0	51.0	58.6	54.4	56.5	49.0
24	52.5	51.7	50.0	57.3	50.8	51.0	45.4	47.0	47.3	48.0	48.8	50.6	53.5	52.6	54.1	49.0
25	45.0	44.5	48.1	44.8	40.7	39.9	41.0	41.2	41.3	41.2	42.0	47.4	46.0	43.9	46.8	
26	47.3	51.4	49.5	49.3	49.2	46.5	45.3	45.2	45.0	43.2	48.3	47.0	52.4	49.2	50.1	47.3
27	47.9	48.7	53.5	47.9	49.4	51.0	46.5	47.6	44.1	42.3	51.0	44.8	52.7	49.6	51.4	49.6
28	44.6	40.7	41.2	40.1	42.4	48.0	41.8	39.4	36.5	37.3	43.0	41.0	42.7	41.7	41.4	44.1
29	47.9	50.1	47.0	53.7	43.2	49.5	45.9	43.4	42.6	42.3	50.3	.	.	46.9	46.1	49.5
30	38.4	39.7	41.5	42.6	41.9	39.0	39.6	38.0	35.7	35.7	41.3	39.0	46.0	44.7	42.1	46.3
	42.7	41.1	43.5	44.4	43.3	41.9	38.7	40.0	39.2	38.9	42.8	40.0	44.4	42.7	41.2	43.3

TABLE X.—April, 1877. Daily Mean Temperature.—Continued.

Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.	
41.9	44.5	.	.	.	34.5	38.0	33.2	.	.	33.9	29.2	29.8	28.5	28.8	32.3	1	
34.7	39.9	34.5	30.5	40.9	37.1	35.5	30.7	29.9	29.0	34.6	32.9	32.3	.	31.0	36.7	2	
29.0	25.3	25.0	28.1	26.9	21.0	24.3	37.3	37.6	34.7	35.6	37.3	30.8	31.1	31.5	36.0	3	
37.7	32.2	33.0	33.5	31.5	26.2	32.8	34.3	31.0	26.0	34.9	32.6	31.7	29.6	31.5	44.0	4	
37.8	38.9	38.3	39.3	34.7	30.5	34.3	36.1	32.3	32.8	38.6	35.4	39.4	38.1	37.8	40.0	5	
41.7	39.9	40.5	38.4	39.7	33.5	32.3	39.9	38.3	36.0	39.6	37.9	42.7	40.1	38.5	42.0	6	
35.6	29.4	33.8	28.9	34.4	32.2	26.3	37.8	38.2	34.7	36.6	37.8	39.2	38.6	37.5	39.3	7	
.	37.0	36.8	.	.	34.5	33.5	35.7	.	.	36.0	35.0	34.6	33.2	34.3	38.3	8	
44.3	41.6	40.0	43.6	42.2	35.3	34.5	37.3	39.6	38.6	38.1	34.2	36.4	35.1	35.3	47.7	9	
46.2	41.9	39.3	46.5	43.9	35.3	36.3	37.8	38.9	37.5	35.4	36.0	34.4	33.9	34.8	42.3	10	
47.8	41.0	40.3	44.8	45.2	34.3	35.3	35.8	36.4	35.6	37.8	34.0	34.9	33.5	34.3	40.7	11	
40.7	36.2	36.8	41.5	39.0	31.5	28.3	32.5	30.9	32.0	33.3	31.1	32.3	31.6	31.5	34.0	12	
40.0	40.4	38.5	41.1	42.6	33.7	32.8	35.2	36.6	35.0	33.0	30.2	30.4	30.6	30.3	33.3	13	
44.3	40.4	41.5	42.6	45.8	37.5	34.8	36.4	38.2	37.4	37.1	35.4	34.6	38.1	.	37.7	14	
.	45.5	44.8	.	.	39.2	36.8	39.2	.	.	39.0	37.2	37.2	37.0	38.5	38.0	15	
49.7	47.8	47.8	46.6	50.3	37.3	38.6	41.8	41.5	34.7	40.6	33.9	37.7	36.1	38.0	41.7	16	
51.7	47.8	43.3	48.8	45.9	37.9	42.3	41.5	43.9	35.1	40.5	35.3	38.0	37.0	35.0	43.3	17	
49.2	47.1	44.3	51.1	46.3	43.1	42.8	43.7	46.6	35.9	41.2	35.2	39.9	39.2	37.5	41.7	18	
40.8	39.5	37.8	42.6	37.0	39.6	37.8	42.5	44.9	37.6	38.9	38.5	41.8	42.6	41.3	30.3	19	
42.1	37.6	36.8	40.0	36.4	35.2	35.0	42.8	36.5	34.6	40.7	35.3	45.9	42.1	37.5	31.3	20	
50.0	36.2	35.0	47.9	37.1	34.6	32.8	42.2	39.4	37.9	45.7	47.0	44.6	42.8	42.3	38.0	21	
.	50.9	47.5	.	.	43.7	42.8	48.5	.	.	46.4	40.2	45.2	42.4	43.8	42.3	22	
56.4	56.6	54.3	58.2	61.6	52.3	50.0	52.1	52.3	44.2	48.2	46.2	53.2	49.2	46.8	48.7	23	
56.3	59.5	61.0	58.1	62.4	56.7	55.0	52.3	53.1	44.0	44.9	51.2	55.2	53.9	50.8	50.7	24	
48.5	47.0	45.0	44.7	51.5	46.4	42.8	45.8	54.2	41.7	53.6	39.8	53.0	46.7	44.8	41.3	25	
50.7	49.1	47.0	50.4	51.5	50.4	44.5	47.2	45.0	40.3	45.3	39.3	40.6	36.5	36.0	38.0	26	
50.5	49.3	47.8	45.8	50.7	46.7	41.8	52.1	50.7	44.5	44.8	38.1	40.8	36.4	35.5	36.0	27	
40.9	44.7	43.8	42.8	46.2	40.9	44.3	45.4	46.2	41.8	45.1	41.5	41.4	34.7	36.8	46.7	28	
.	55.2	55.0	.	.	40.5	39.3	43.9	.	.	41.4	40.9	43.2	37.1	37.5	45.7	29	
44.0	50.1	49.0	45.1	48.8	41.1	42.0	45.3	46.1	36.5	40.8	41.7	45.4	44.9	40.0	45.0	30	
.	
44.4	43.0	42.1	43.2	43.7	38.1	37.6	40.9	41.1	36.2	40.0	37.3	39.6	38.8	37.2	40.7		

TABLE XI.—May, 1877. Daily Mean Temperature.

Day.	Esquimalt.	Spence's Bridge.	New West- minster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
1	51.3	56.5	•	49.5	41.8	43.3	41.0	35.0	35.3	36.4	34.7	33.5	34.4	37.3	36.5
2	52.3	59.6	49.0	60.0	44.8	44.5	39.0	39.8	35.2	43.1	36.9	37.0	36.7	41.1	38.4
3	51.9	57.5	54.0	56.0	42.0	43.6	40.0	36.4	39.5	49.9	44.4	47.5	44.9	48.6	44.0
4	52.5	55.4	51.0	44.0	48.4	49.5	49.5	41.9	37.8	53.0	42.2	42.7	39.6	44.8	43.1
5	50.9	54.0	50.5	47.0	45.6	44.8	45.7	41.6	46.5	49.6	50.1	46.0	46.1	48.1	43.6
6	50.8	53.6	•	46.0	•	41.9	45.2	49.0	45.0	•	52.7	49.8	48.6	•	47.6
7	53.3	63.5	55.0	43.5	41.8	42.7	48.3	49.9	46.8	49.6	54.2	48.5	49.0	51.3	46.2
8	53.4	64.4	54.7	51.0	48.4	52.0	46.9	46.4	41.2	52.5	47.4	48.3	47.0	49.3	47.0
9	52.0	63.3	56.5	57.0	58.0	57.5	51.0	47.0	42.2	47.7	45.3	44.7	43.6	49.3	44.1
10	52.5	63.5	54.3	•	57.9	58.7	50.0	48.6	41.5	49.6	44.6	46.5	45.7	49.8	46.5
11	54.9	64.4	54.5	•	57.3	56.0	61.3	49.8	40.7	50.6	46.6	50.0	47.2	48.4	46.6
12	54.9	68.0	55.5	•	63.6	63.0	55.0	50.4	43.8	51.6	51.8	51.5	50.5	53.9	51.1
13	52.9	65.4	•	69.0	•	62.9	58.3	53.0	45.5	•	54.9	54.8	55.3	•	54.3
14	52.4	64.0	53.0	52.0	61.6	61.7	64.0	54.1	51.8	62.8	56.8	57.5	57.4	60.3	57.2
15	56.0	65.0	54.7	62.0	57.1	56.9	61.6	51.3	58.0	58.7	59.9	58.0	56.6	64.3	57.1
16	50.5	57.7	54.3	68.5	58.2	59.0	53.0	51.7	54.5	68.0	60.3	65.0	64.3	69.3	65.0
17	50.9	51.3	47.5	54.5	50.1	49.5	59.0	62.8	56.8	73.7	67.7	67.5	64.9	68.6	67.5
18	51.7	57.4	57.0	56.5	47.3	49.2	55.5	60.8	56.7	78.3	64.9	71.0	71.1	73.4	73.6
19	48.5	59.3	49.5	55.5	52.0	54.4	55.8	58.1	65.0	78.1	71.1	70.5	70.8	70.9	70.4
20	49.9	52.0	•	51.0	•	60.6	62.4	62.8	63.3	•	73.1	70.5	73.1	•	69.8
21	54.2	59.5	54.3	50.0	49.3	50.2	49.7	56.9	61.3	65.7	66.7	66.8	66.6	71.1	67.7
22	54.6	62.6	55.0	56.5	54.4	52.4	51.5	52.7	47.5	57.7	52.6	54.8	55.9	58.8	57.6
23	54.5	64.6	56.5	52.5	58.4	58.8	56.3	42.1	42.2	49.6	42.3	43.0	42.5	47.3	45.6
24	•	65.5	59.0	61.0	•	60.2	62.1	48.5	41.0	49.6	41.6	42.7	43.0	48.9	44.9
25	53.0	61.1	53.3	71.0	66.3	65.3	62.3	54.8	42.7	52.6	47.4	48.8	49.0	53.9	49.7
26	51.3	58.1	52.7	69.0	65.4	65.0	62.6	59.5	44.8	55.7	50.0	53.5	53.4	55.3	55.2
27	52.4	58.6	•	59.0	•	63.8	66.4	59.8	52.0	•	55.7	57.0	56.8	•	59.1
28	51.8	57.3	55.6	63.0	67.3	68.2	66.9	60.9	55.3	65.5	61.9	60.0	62.4	64.6	59.4
29	56.0	62.1	57.5	60.0	69.8	72.2	69.2	59.8	66.5	68.6	67.2	62.5	63.0	63.1	61.7
30	55.6	62.9	57.0	58.0	55.0	51.1	72.6	65.9	64.0	70.9	70.8	63.3	68.1	67.3	66.0
31	55.7	63.6	53.5	59.0	55.1	55.2	66.0	58.6	68.5	72.6	72.8	66.8	70.1	70.9	67.4
	52.8	60.4	54.1	56.5	54.5	55.3	55.8	51.9	49.4	57.8	54.5	54.2	54.1	56.7	54.1

TABLE XI.—May, 1877. Daily Mean Temperature.—Continued.

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterboro.	Norwood.	Port Perry.	Kingston.	Day.
35.3	36.5	37.7	41.5	38.6	39.0	37.0	36.0	34.5	33.0	36.8	39.2	42.0	41.5	38.9	43.4	1
37.7	39.7	38.0	43.3	39.4	38.3	35.8	38.1	33.8	34.0	37.7	37.4	41.5	40.7	38.7	39.0	2
44.6	44.8	37.3	51.3	46.8	44.7	42.5	40.2	38.0	39.5	43.8	40.2	50.5	44.3	45.9	42.0	3
41.7	45.2	41.0	44.7	42.7	40.3	38.2	36.1	35.7	36.9	40.3	39.8	43.5	42.1	40.7	47.4	4
45.7	46.3	46.2	46.2	45.2	46.0	44.3	42.0	43.0	42.8	45.5	43.3	47.0	43.5	45.6	47.1	5
46.0	51.1	47.7	51.3	47.5	48.0	50.8	48.3	47.5	46.0	51.0	.	.	45.4	49.1	51.0	6
49.9	48.6	48.8	49.4	48.2	47.5	45.3	47.4	45.9	44.6	46.8	46.5	50.7	45.9	48.7	49.1	7
49.4	50.4	48.0	51.5	49.2	47.0	46.5	48.2	45.8	46.1	51.0	45.8	51.2	50.3	49.5	48.8	8
43.8	47.7	42.2	50.9	46.9	46.3	46.0	47.3	43.2	40.8	47.5	44.0	48.2	46.8	46.1	46.0	9
48.8	49.3	45.7	48.9	46.0	47.8	44.8	47.7	46.2	46.4	49.5	44.0	49.2	46.8	44.9	46.5	10
49.8	50.4	50.5	55.3	49.2	52.5	48.3	48.5	47.6	46.3	54.5	47.1	52.2	48.7	51.3	50.4	11
53.1	53.3	53.3	55.6	52.3	50.0	50.3	48.7	49.4	48.5	56.0	50.4	57.2	54.1	54.8	52.3	12
57.8	59.5	55.0	58.9	55.2	54.5	51.8	50.5	50.0	53.0	52.0	.	.	56.3	55.7	54.2	13
58.2	59.0	60.0	64.0	58.5	56.8	53.1	54.4	53.2	54.6	59.5	54.2	65.1	58.2	61.2	54.3	14
59.3	61.7	60.5	64.5	57.6	62.0	60.5	61.2	62.4	57.1	62.0	56.5	59.6	61.1	65.5	56.1	15
65.3	65.6	64.8	71.6	60.5	64.3	63.3	63.0	62.5	60.1	67.5	62.5	67.4	64.1	64.7	62.6	16
68.4	69.9	65.2	69.0	59.7	70.5	63.6	64.2	64.6	63.6	69.5	62.8	68.2	65.2	66.4	59.4	17
71.0	72.9	70.7	77.1	69.7	68.3	68.4	62.1	63.4	64.4	68.3	67.5	73.1	69.0	70.3	64.8	18
71.8	70.9	68.5	70.4	67.1	58.7	66.5	62.0	67.3	59.4	67.8	63.7	71.4	69.1	69.6	63.8	19
75.3	70.3	70.3	65.2	64.0	71.3	69.3	69.6	66.9	66.4	69.5	.	.	65.9	69.3	66.4	20
67.8	67.2	65.7	59.1	59.4	66.8	66.5	59.6	63.3	56.1	65.3	61.4	65.3	59.9	62.7	57.0	21
55.3	55.1	55.2	53.7	54.2	54.7	54.6	57.8	54.2	48.3	56.5	53.9	57.2	56.1	55.4	58.3	22
43.7	43.7	39.8	49.1	43.6	44.7	40.2	40.2	37.0	36.5	42.5	42.1	44.4	41.7	40.8	46.9	23
47.3	47.8	43.5	51.6	44.8	45.0	41.7	45.4	43.5	39.0	45.0	44.1	51.2	49.8	48.6	50.4	24
49.1	52.1	49.3	57.3	52.8	54.7	50.6	46.9	52.7	44.2	52.3	48.9	58.0	54.7	54.7	50.4	25
54.3	57.7	59.7	60.2	60.0	57.3	54.1	58.8	54.3	55.4	55.0	52.9	61.3	56.5	58.3	55.2	26
61.0	63.6	61.0	67.4	59.8	60.0	58.5	57.9	56.9	57.2	62.5	.	.	60.3	63.2	57.5	27
60.3	61.8	65.3	66.0	62.1	60.0	57.7	56.4	58.8	56.8	63.5	59.1	67.0	64.6	66.3	58.6	28
63.3	58.4	64.2	65.7	61.4	62.2	60.5	59.9	58.4	62.5	66.3	59.7	66.0	62.6	67.4	61.5	29
63.2	65.4	65.8	70.6	63.6	65.0	67.0	62.8	63.4	67.4	71.8	63.0	69.2	62.7	69.7	63.9	30
68.8	69.1	65.5	70.2	66.1	67.0	66.1	64.5	64.2	67.6	72.5	67.6	71.0	67.8	73.8	61.9	31
55.1	55.9	55.3	56.8	53.9	54.8	53.0	52.5	51.6	50.8	55.8	51.8	57.8	54.7	56.1	53.7	

TABLE XI.—May, 1877. Daily Mean Temperature.—Continued.

Day.	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	St. John.	Cranbourne.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
1	43.2	41.5	44.0	37.9	44.4	43.8	41.5	46.8	46.7	37.7	45.7	39.7	47.9	44.5	40.8	39.3
2	41.3	34.6	37.5	34.8	39.4	39.4	37.8	44.8	44.1	37.9	47.6	38.1	42.9	39.9	41.3	37.3
3	45.6	38.9	41.3	38.9	40.9	36.5	31.3	39.9	39.9	37.3	42.1	41.6	42.0	40.0	41.5	43.0
4	44.9	40.5	40.5	39.6	45.6	41.4	38.4	42.2	43.9	42.5	44.3	43.5	42.4	43.7	43.3	38.7
5	50.0	44.6	43.0	44.2	47.9	45.3	38.3	45.2	45.5	41.3	48.6	44.7	45.2	42.9	44.0	39.3
6	.	48.8	45.8	.	.	45.0	40.8	47.5	.	.	46.8	43.6	46.0	44.1	43.0	45.0
7	50.2	47.4	45.7	48.3	47.9	41.5	39.5	38.4	39.2	35.8	38.3	39.1	38.9	36.4	38.8	43.7
8	51.3	43.8	42.8	48.3	45.1	39.4	36.9	37.7	38.2	35.7	39.6	39.0	38.6	36.5	37.8	47.0
9	48.7	43.5	42.5	47.6	43.4	40.0	35.8	38.3	37.2	34.2	40.6	38.8	40.9	38.4	40.3	44.3
10	47.7	43.7	43.0	49.7	45.1	40.6	34.9	37.3	37.2	36.2	37.5	34.6	37.4	36.4	37.0	45.3
11	50.5	50.5	47.5	53.5	52.1	47.0	44.5	43.5	44.8	41.1	38.7	35.4	34.1	34.1	34.3	42.3
12	55.1	56.3	52.7	55.3	58.6	53.8	51.8	45.9	50.5	49.2	42.0	42.0	43.2	43.9	41.5	42.3
13	.	58.6	59.0	.	.	61.2	56.0	50.0	.	.	51.3	46.8	47.3	48.2	45.0	44.0
14	58.8	60.4	61.8	63.8	61.9	57.8	54.5	53.4	54.7	47.8	58.2	51.1	51.9	51.0	54.3	52.0
15	62.5	62.8	62.2	65.1	65.5	62.7	59.5	57.4	56.0	52.5	51.4	45.2	45.2	43.9	43.3	50.3
16	63.9	65.8	68.0	66.7	67.7	54.5	58.3	50.8	55.2	46.4	51.2	45.2	48.8	45.6	43.5	53.7
17	64.6	67.8	69.3	67.4	69.6	49.3	58.8	50.3	52.0	48.0	42.7	44.8	49.0	48.7	46.3	48.0
18	67.6	71.7	71.2	73.1	70.4	50.9	62.3	46.7	53.4	46.0	41.9	41.9	50.4	49.3	50.0	41.3
19	72.7	70.4	70.8	69.5	68.2	54.0	59.4	53.1	56.9	50.6	47.0	40.9	42.5	37.2	40.3	43.3
20	.	65.9	64.5	.	.	52.6	54.0	47.3	.	.	46.0	41.1	39.5	41.0	41.3	41.0
21	60.6	56.9	57.0	61.3	57.4	53.3	52.3	51.9	50.5	50.8	49.9	42.8	45.0	46.4	47.3	38.3
22	56.6	56.9	56.5	57.3	57.7	54.6	50.3	52.0	54.2	48.8	52.9	43.9	47.6	43.9	43.8	47.0
23	45.3	45.8	43.2	41.0	50.5	49.5	44.8	50.6	51.1	46.1	45.7	47.0	49.3	44.4	44.8	50.7
24	51.4	50.3	50.3	46.3	50.5	46.6	41.5	44.3	43.2	.	42.0	42.7	43.2	41.2	42.3	58.0
25	54.7	51.3	51.5	53.2	53.1	47.6	43.3	43.5	42.9	43.4	44.6	45.6	44.6	41.8	42.3	50.3
26	57.2	53.4	52.2	58.0	54.7	48.1	45.3	43.9	44.9	43.7	44.9	41.8	43.0	40.9	42.3	43.7
27	.	58.4	57.3	.	.	56.6	51.0	46.9	.	.	44.5	43.1	40.9	38.5	40.5	46.7
28	66.2	63.7	63.7	66.9	65.9	65.2	62.3	49.7	60.0	63.8	56.4	53.5	50.2	53.7	58.0	47.3
29	64.1	65.1	65.0	67.7	68.1	68.9	64.5	50.0	69.1	72.1	58.8	68.8	57.5	64.2	66.8	42.3
30	68.6	67.7	65.3	71.1	69.0	68.3	63.5	49.2	65.8	71.5	61.8	69.9	57.6	62.7	68.0	58.0
31	69.6	65.6	65.5	73.5	68.0	69.7	64.5	51.1	66.4	54.0	62.1	63.7	58.5	55.9	58.0	62.3
	56.0	54.6	54.4	55.6	55.6	51.2	48.9	46.7	49.7	46.3	47.2	45.2	45.5	45.3	45.2	46.6

TABLE XXII.—June, 1877. Daily Mean Temperature.

Maquimalt.	Spence's Bridge.	New West- minster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	Day.
54.3	62.3	54.5	62.5	55.2	54.6	53.8	70.9	73.0	68.3	76.8	69.3	72.9	72.8	69.5	1
54.5	63.1	59.5	66.5	47.0	47.7	47.3	63.6	67.2	66.7	70.0	67.7	69.3	69.9	69.4	2
60.2	67.1	.	66.5	.	50.0	48.3	57.6	57.3	.	63.9	64.0	66.5	.	66.5	3
51.8	63.1	56.0	72.0	56.3	56.3	52.3	55.9	52.8	68.4	57.0	57.7	57.1	60.9	58.5	4
53.9	62.9	55.5	60.0	63.2	61.4	58.2	59.1	53.0	59.3	57.9	55.5	55.5	56.4	54.9	5
55.0	62.6	57.0	59.5	59.5	59.6	62.5	63.0	55.0	64.0	64.1	62.0	61.0	60.1	60.0	6
59.2	65.0	58.7	52.5	68.3	60.3	59.0	.	62.5	70.5	66.3	63.0	63.9	63.9	61.2	7
57.1	68.5	60.0	70.0	37.6	37.0	44.2	.	69.8	67.8	74.0	70.8	69.7	70.1	66.6	8
55.6	69.7	59.0	.	44.9	46.1	45.5	56.3	54.3	62.5	60.6	61.5	64.2	70.7	67.1	9
60.1	71.1	.	.	.	54.0	46.3	46.7	48.8	.	50.9	49.3	49.5	.	52.2	10
61.9	73.1	62.0	61.0	55.2	56.0	56.3	50.8	54.8	62.0	53.7	59.5	56.9	61.9	56.4	11
58.8	72.3	60.7	57.5	51.3	52.9	50.7	55.8	57.5	63.8	60.3	59.0	58.5	61.9	58.4	12
57.2	63.0	58.3	61.0	44.8	43.8	49.0	53.1	56.0	63.8	62.4	64.0	66.5	69.6	64.7	13
58.3	67.0	59.3	66.0	49.9	51.9	46.5	62.4	58.0	67.2	62.8	65.0	64.3	67.6	65.6	14
57.2	69.4	60.0	68.5	54.3	55.0	47.7	69.4	66.8	70.2	74.6	68.5	72.3	75.9	69.3	15
54.3	67.6	56.0	76.0	58.5	58.0	52.8	60.8	53.3	68.5	56.2	61.3	61.4	68.4	66.0	16
58.2	62.6	.	57.0	.	64.5	57.7	64.1	58.7	.	60.5	61.7	60.7	.	62.2	17
55.7	56.5	57.5	55.0	48.7	49.0	48.5	69.8	65.8	76.7	70.7	72.0	71.1	72.6	67.6	18
54.0	57.6	55.5	59.0	49.8	51.3	50.7	54.4	52.0	65.5	56.2	57.5	61.7	69.8	66.6	19
56.4	59.1	57.5	68.0	55.6	56.5	56.5	57.3	64.8	70.2	67.3	65.7	64.8	64.9	63.5	20
54.7	66.5	57.0	73.0	56.5	55.5	50.7	56.4	54.3	69.3	57.3	59.5	62.3	67.4	68.8	21
53.5	63.6	54.7	65.5	56.9	58.5	54.8	57.7	45.5	58.5	56.7	51.0	52.7	58.8	55.8	22
54.5	61.7	51.0	58.0	63.7	63.5	60.8	60.0	60.3	63.8	59.4	57.7	59.1	60.9	56.9	23
55.8	61.8	.	56.0	.	56.8	51.8	63.3	64.7	.	70.2	68.3	65.6	.	65.1	24
54.6	64.4	55.0	51.5	62.9	63.6	53.3	64.1	65.2	73.4	69.0	71.2	70.1	74.1	72.4	25
59.2	61.5	58.5	56.0	59.8	60.3	55.1	64.0	60.2	72.1	62.9	62.8	62.9	66.3	64.2	26
54.3	59.6	57.0	60.0	60.4	60.5	65.7	62.0	62.3	68.8	67.3	65.7	66.6	68.1	66.5	27
56.6	62.0	59.3	.	63.5	62.5	58.7	60.4	58.3	70.4	63.5	64.5	63.4	69.3	65.1	28
57.8	66.3	57.7	.	62.6	65.5	60.8	63.0	65.0	74.2	67.9	65.8	65.4	66.9	63.9	29
60.4	67.6	60.5	.	64.6	64.3	55.0	67.9	70.2	78.0	74.5	72.3	70.5	74.3	69.4	30
56.5	64.6	57.6	62.3	55.4	55.9	53.3	60.3	59.6	67.8	63.6	63.1	63.5	67.1	63.7	

TABLE XII.----June, 1877. Daily Mean Temperature.

Day.	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.
1	71.5	71.0	66.7	71.2	65.0	70.0	66.0	73.8	71.8	71.1	74.5	68.3	73.7	70.6	74.2	79.0
2	66.0	68.3	66.0	68.0	63.1	68.0	65.5	66.8	63.4	63.3	65.5	67.1	69.0	65.9	74.8	67.6
3	68.2	68.6	64.0	68.4	63.7	65.3	63.1	61.2	58.7	51.8	63.3	.	.	63.4	64.7	63.5
4	62.5	60.9	59.0	62.3	58.6	62.5	52.9	51.4	53.4	50.1	.	56.4	61.3	63.1	62.2	61.4
5	57.2	55.1	57.0	52.9	54.3	56.5	52.8	57.6	54.9	49.2	60.3	56.9	58.8	56.5	59.1	60.3
6	59.3	60.5	59.3	63.5	60.4	64.0	58.8	62.4	59.6	58.0	64.5	62.5	64.2	61.5	61.9	65.8
7	62.0	64.4	61.8	63.9	62.2	62.5	61.4	67.9	65.8	62.8	64.5	61.5	67.4	65.6	64.3	67.9
8	69.4	67.5	65.5	61.0	.	72.8	65.5	71.4	69.5	69.5	69.3	66.8	71.2	69.7	70.3	68.4
9	64.1	67.1	62.0	72.6	62.7	74.0	63.7	69.6	66.9	64.7	71.0	67.4	70.0	69.5	67.3	69.0
10	50.7	51.3	51.0	57.1	65.0	58.3	51.7	49.1	45.9	46.9	53.8	.	.	55.2	53.1	59.7
11	60.3	58.1	51.0	55.1	55.3	59.5	53.2	53.5	50.8	50.4	55.0	54.4	56.3	54.3	54.2	58.7
12	60.5	58.9	55.7	59.3	52.9	58.3	56.3	58.2	57.1	55.8	58.5	57.4	61.4	60.8	57.5	64.6
13	68.3	66.9	65.4	72.0	54.9	66.0	62.3	58.6	55.8	59.1	64.3	62.3	67.4	68.7	67.6	67.9
14	65.8	68.0	64.8	67.4	62.7	67.0	62.7	57.9	55.9	61.1	65.8	61.3	68.3	65.5	68.0	71.0
15	69.5	69.1	70.5	60.6	63.8	58.0	69.9	72.2	69.6	66.7	73.5	67.8	67.5	73.1	73.2	67.7
16	63.5	63.0	65.0	72.4	60.7	66.3	62.8	59.0	58.9	57.6	62.5	62.9	67.7	66.6	65.0	67.8
17	61.8	65.2	67.7	71.8	65.5	63.8	61.8	59.5	56.4	64.5	67.8	.	.	65.3	64.7	67.2
18	70.3	70.8	72.5	69.7	64.0	70.5	63.1	68.7	66.7	68.5	72.8	69.0	72.6	71.4	72.2	73.5
19	64.0	63.4	61.5	71.8	64.3	66.3	60.2	56.7	51.7	54.0	60.5	60.1	68.3	64.3	62.8	69.4
20	64.5	62.1	56.3	8.7	65.1	63.5	57.3	60.4	58.9	56.3	61.3	56.3	62.2	58.1	60.9	63.2
21	63.8	61.6	58.2	67.7	57.7	64.7	58.7	56.5	54.0	57.0	59.5	57.7	62.4	61.8	63.2	64.4
22	54.1	55.1	52.5	60.7	59.2	54.5	51.8	50.6	52.1	54.0	55.8	52.7	58.5	53.5	54.8	58.6
23	60.5	60.1	61.3	64.0	56.3	58.5	57.3	56.4	52.8	53.0	60.0	56.5	61.0	59.5	64.1	57.8
24	70.5	69.1	73.0	73.5	59.2	67.5	64.4	67.3	63.1	63.5	.	.	.	61.1	73.2	65.1
25	68.0	70.5	71.5	78.3	68.0	71.0	67.2	65.7	61.5	64.7	69.0	68.6	73.4	69.0	70.4	71.8
26	64.8	60.9	59.5	63.1	73.5	62.5	59.6	66.1	63.5	59.0	66.3	63.5	67.3	64.0	63.5	66.8
27	67.0	70.3	67.3	68.4	61.9	63.0	62.3	65.4	63.5	62.2	68.2	64.9	67.4	64.0	65.2	68.0
28	64.2	68.3	65.1	68.0	66.4	69.5	63.9	65.1	64.0	65.1	68.5	65.3	72.0	67.1	67.0	67.7
29	63.0	64.4	67.0	66.7	65.3	63.0	62.9	60.8	62.3	62.1	68.0	64.4	67.4	62.4	63.5	68.0
30	72.3	72.3	73.5	72.7	65.2	74.7	62.6	72.0	68.6	58.4	72.5	68.9	.	70.1	68.3	69.1
	.	.	.	.	69.9	.	.	.	.	.	.	.	.	.	.	.
	64.2	64.4	64.0	66.4	62.4	64.9	60.8	62.1	60.0	59.8	64.7	62.3	66.2	64.0	62.9	66.4

TABLE XII.—June, 1877. Daily Mean Temperature—*Continued.*

Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.	
73.5	70.7	69.7	74.7	73.8	72.2	69.0	57.3	65.9	55.7	66.0	49.6	61.0	53.4	50.3	57.0	1	
67.2	72.3	72.2	62.6	75.5	71.8	70.5	58.3	64.2	58.7	51.8	50.5	63.1	60.5	58.5	51.7	2	
.	70.6	71.6	.	.	69.7	67.0	53.4	.	.	59.7	64.2	60.6	66.4	.	51.7	3	
61.5	60.1	59.0	56.7	62.0	62.9	56.0	55.9	64.0	48.7	59.8	54.6	62.4	58.2	59.0	51.7	4	
61.9	59.3	62.3	57.6	60.7	61.3	54.3	61.2	63.8	60.0	65.1	55.3	58.9	58.4	55.5	52.0	5	
63.9	62.5	61.7	64.1	64.3	63.3	59.0	55.5	61.6	63.0	61.4	59.2	60.1	62.4	59.5	55.3	6	
65.2	66.4	67.3	66.3	67.5	61.5	62.1	64.0	66.2	62.4	57.2	63.3	66.6	63.8	59.0	57.0	7	
70.1	69.6	71.0	72.0	69.3	57.2	66.5	64.2	64.5	54.9	53.1	52.1	62.0	62.6	54.3	56.0	8	
64.5	72.6	72.5	70.2	72.9	65.7	70.3	59.3	65.5	62.8	52.9	54.9	65.0	64.8	59.3	52.0	9	
.	60.8	61.0	.	.	65.0	62.1	55.8	.	.	55.1	62.7	65.6	63.7	66.8	52.0	10	
58.8	57.2	57.5	54.5	57.6	57.0	50.8	56.3	63.0	63.9	59.0	65.3	58.6	63.1	62.8	54.0	11	
63.9	64.4	66.0	63.1	65.2	58.6	62.8	61.9	65.8	54.7	55.1	56.2	60.7	60.7	56.5	54.0	12	
67.0	68.1	68.8	64.1	67.9	62.9	62.8	52.3	65.4	59.3	58.7	60.6	61.8	61.9	62.8	51.0	13	
66.7	65.8	64.7	63.2	68.3	67.6	62.5	50.6	67.0	67.3	60.2	66.7	62.2	64.1	66.8	59.0	14	
71.6	73.0	69.3	67.0	71.5	69.0	64.0	61.3	67.8	69.2	65.3	60.6	61.2	63.8	60.3	59.0	15	
67.2	67.9	68.8	64.4	67.8	65.8	62.8	52.3	64.2	64.2	58.4	62.0	61.9	61.6	63.0	53.3	16	
.	66.4	64.0	.	.	67.0	59.8	62.7	.	.	60.6	58.1	57.3	56.9	57.5	52.7	17	
70.0	70.0	60.5	73.0	69.8	67.9	63.4	64.6	66.8	66.8	62.8	55.5	58.6	59.3	58.3	52.0	18	
63.6	66.4	64.2	62.6	68.9	64.3	58.8	56.0	63.5	66.6	59.9	63.7	62.2	64.0	63.8	53.0	19	
64.4	57.7	59.5	60.2	59.0	61.0	52.1	.	56.5	55.8	56.3	50.2	53.5	54.5	52.3	49.7	20	
63.5	64.6	64.5	60.9	59.9	54.1	52.3	.	55.5	56.4	57.3	54.3	58.1	56.5	56.5	49.7	21	
59.3	53.6	54.2	53.6	56.5	52.3	47.1	.	54.0	51.0	56.1	55.0	53.1	51.9	52.0	45.3	22	
64.4	60.2	58.8	59.1	60.2	51.1	51.0	.	53.9	54.7	56.8	52.6	54.5	53.9	51.3	48.3	23	
.	67.6	67.5	.	.	55.1	52.4	.	.	.	56.0	57.2	56.3	56.3	57.5	49.7	24	
72.7	72.0	68.5	68.9	66.2	58.3	53.8	.	61.2	56.2	57.4	56.1	61.4	56.1	57.0	49.7	25	
70.3	62.5	61.5	63.9	60.1	60.1	53.6	.	58.4	58.6	59.7	52.9	54.9	54.4	53.5	50.7	26	
68.1	62.1	61.2	65.4	63.5	62.0	53.3	.	61.1	59.5	55.5	53.7	58.9	57.0	56.5	51.3	27	
67.9	63.9	62.8	67.0	67.3	65.8	60.1	58.6	61.5	62.3	55.8	56.3	57.8	60.3	58.5	52.0	28	
69.8	66.3	65.7	63.5	66.1	63.0	61.5	58.0	60.8	65.3	61.1	58.0	59.3	62.3	60.3	56.7	29	
69.1	68.8	68.3	66.3	67.2	63.4	59.1	57.2	60.3	62.5	57.6	59.6	62.2	64.2	62.5	57.7	30	
.	
66.4	65.4	65.1	64.1	65.7	62.6	59.4	58.0	62.4	59.4	58.4	57.4	60.0	60.9	58.3	52.8		

TABLE XIII.—July, 1877. Daily Mean Temperature.

Day.	Esquimaux.	Spence's Bridg.	New West- minster.	Fort Macleod	Winnipeg.	Garry.	Kalmar.	Little Cur- rent.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
1	55·7	66·0	·	·	·	69·0	62·2	60·6	62·7	·	65·3	65·3	66·4	·	68·3
2	55·1	65·1	58·0	·	68·7	68·7	62·5	64·3	63·2	64·8	66·0	60·8	61·1	64·8	62·0
3	54·5	63·5	58·7	·	69·9	70·0	69·5	65·3	59·0	74·2	64·0	62·7	64·6	70·9	66·4
4	55·4	59·3	58·5	·	72·5	74·3	73·3	65·0	62·5	58·9	65·3	65·0	66·2	68·6	67·4
5	58·4	64·4	59·8	·	75·5	74·0	74·5	65·5	62·5	75·0	64·8	66·3	67·4	70·1	67·2
6	60·8	67·5	58·5	·	70·6	72·3	77·3	65·2	59·3	68·9	64·1	61·8	64·3	66·8	66·7
7	60·2	71·9	62·7	·	70·9	71·1	72·4	63·3	66·8	72·8	69·5	66·0	67·5	70·3	66·6
8	63·8	77·1	·	72·5	·	71·5	68·5	70·8	68·5	·	73·9	74·0	74·0	·	73·7
9	64·7	80·3	67·7	78·0	64·1	65·5	63·0	68·3	69·8	78·4	72·2	71·8	72·5	73·8	73·1
10	58·7	70·5	59·3	81·0	67·6	68·2	58·4	63·5	60·0	68·7	59·9	62·2	61·4	66·3	63·8
11	57·2	66·8	58·0	77·0	70·4	69·5	66·5	65·5	64·7	66·3	61·0	60·8	59·4	63·1	61·7
12	59·0	70·4	60·5	74·0	69·9	70·8	73·0	68·5	64·3	72·9	67·8	67·5	66·5	70·4	66·8
13	58·3	68·0	60·0	76·0	70·0	68·4	69·7	60·4	59·5	77·1	66·4	64·5	64·2	63·4	66·2
14	58·6	68·9	61·0	69·0	67·0	65·0	71·0	67·0	68·5	75·9	73·1	69·3	67·7	70·1	68·2
15	64·4	73·9	·	73·0	·	62·3	60·0	72·0	72·0	·	76·2	72·5	73·2	·	73·7
16	70·3	77·5	74·5	75·0	65·0	64·2	62·3	71·0	70·8	77·8	71·1	70·0	74·5	76·9	73·0
17	66·6	80·8	70·0	72·5	54·4	53·0	53·5	73·0	69·7	73·7	71·9	70·0	68·6	71·4	71·9
18	66·9	83·2	68·5	75·0	52·4	53·2	51·0	65·5	67·7	72·2	70·4	67·5	68·2	71·8	71·4
19	62·8	82·6	67·3	·	56·3	59·2	55·7	60·5	63·3	65·2	62·2	63·3	63·1	66·6	64·5
20	65·6	85·3	67·5	·	64·4	65·6	59·8	58·5	59·5	64·5	59·2	58·5	58·6	64·4	61·7
21	60·4	77·6	64·3	90·0	69·1	70·5	63·0	64·1	65·5	68·2	67·1	64·0	63·0	65·3	64·0
22	61·0	72·9	·	78·0	·	71·9	67·3	66·2	66·5	·	70·2	67·8	69·0	·	68·8
23	58·7	67·3	63·2	77·0	73·3	73·3	71·7	76·8	65·0	72·1	69·7	67·7	67·1	73·1	69·7
24	61·0	70·4	64·7	70·5	74·4	74·3	75·0	75·2	69·0	75·1	72·9	71·0	69·8	72·3	69·7
25	61·4	66·8	66·8	70·5	69·8	69·2	73·5	78·0	75·7	79·8	77·3	74·8	74·5	76·3	74·6
26	57·8	69·6	60·5	62·0	70·7	71·3	69·3	77·3	76·2	82·2	78·9	76·8	77·3	80·6	78·2
27	64·7	74·9	65·5	73·0	68·0	67·7	70·5	69·8	74·0	73·8	75·6	74·3	73·7	74·9	74·1
28	58·9	68·5	60·7	72·0	67·4	66·9	62·2	73·8	75·8	79·4	77·0	75·5	75·1	74·6	74·8
29	59·8	59·8	·	60·0	·	72·4	71·5	71·0	71·5	·	72·6	72·5	73·6	·	76·1
30	56·3	65·3	59·0	59·0	77·2	77·6	78·7	66·3	71·3	76·1	71·3	73·2	71·5	74·1	73·2
31	56·0	67·5	61·3	68·0	69·5	67·4	70·5	66·5	72·0	78·0	76·5	73·3	74·0	73·9	72·0
	60·4	71·1	62·9	72·9	68·0	68·3	67·1	67·6	66·4	73·0	69·5	68·1	68·3	70·7	69·1

TABLE XIII.—July, 1877. Daily Mean Temperature—Continued.

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.	Day.
73.3	68.5	74.2	71.6	71.6	69.0	.	64.8	61.7	63.2	66.3	.	.	72.6	69.3	68.8	1
61.8	60.1	64.8	64.8	64.0	62.0	.	61.1	58.8	64.3	64.0	63.3	67.1	66.9	67.4	68.5	2
71.4	70.4	62.3	68.1	65.4	68.3	.	57.5	58.8	59.4	60.5	60.1	64.8	61.2	62.3	67.4	3
64.8	67.3	70.0	73.4	68.5	66.7	.	62.2	63.3	57.7	67.5	66.1	73.8	69.9	69.7	67.7	4
69.9	69.2	70.3	74.0	70.1	69.2	.	62.0	58.3	64.0	69.3	67.4	70.8	65.1	70.4	61.8	5
67.5	67.4	63.5	69.2	66.1	61.7	.	60.8	60.8	57.1	65.0	63.0	71.8	61.9	65.5	68.4	6
69.2	.	70.5	73.9	69.3	65.5	.	68.2	64.9	67.8	70.8	69.1	70.9	66.0	71.3	70.7	7
74.5	67.6	77.3	77.0	72.9	73.0	.	69.3	68.6	62.8	74.3	.	.	73.3	72.2	71.3	8
71.3	72.0	73.0	75.7	73.1	71.5	71.4	69.4	66.7	68.1	73.0	72.1	76.7	73.8	69.6	70.3	9
64.5	.	62.0	69.0	65.9	67.5	70.6	60.2	61.2	73.0	63.5	64.7	69.2	66.1	67.5	68.8	10
60.8	64.6	63.2	69.4	64.2	64.5	63.9	62.0	60.5	59.3	63.5	63.9	66.2	66.1	63.0	65.1	11
66.3	67.7	62.2	70.5	71.3	67.5	68.7	65.3	61.2	59.6	68.7	66.3	72.3	67.3	69.0	67.1	12
66.0	66.4	66.2	64.0	62.8	64.7	62.4	62.2	59.9	63.1	67.8	64.6	66.4	60.4	63.0	62.8	13
67.1	.	60.0	68.9	66.2	70.8	63.0	65.6	63.4	68.5	70.0	68.5	71.1	68.0	70.9	67.0	14
72.3	.	75.7	76.4	72.3	73.5	67.4	67.9	72.6	78.3	79.0	.	.	73.2	76.2	72.3	15
73.8	.	78.8	79.1	76.2	78.0	76.5	79.6	73.9	72.7	81.0	76.3	81.0	78.6	80.2	76.3	16
72.0	71.5	71.7	75.0	71.3	71.3	71.1	68.4	64.9	67.9	73.0	72.2	72.5	70.6	70.9	74.2	17
69.0	70.6	70.7	74.3	70.0	72.5	67.6	66.3	65.9	58.0	72.0	69.5	76.0	72.1	72.2	72.9	18
65.3	65.0	65.4	79.4	68.0	65.8	66.8	62.2	57.2	64.0	67.8	66.2	67.0	63.7	66.8	70.3	19
63.2	.	61.6	67.1	63.7	64.5	61.6	59.8	57.2	64.8	63.5	61.0	65.4	63.1	64.8	69.6	20
64.8	.	64.0	68.9	63.6	66.3	61.9	58.8	58.5	59.0	66.3	64.7	67.3	63.7	64.5	67.6	21
69.3	.	67.2	74.8	68.3	71.5	65.4	64.8	62.4	61.9	70.5	.	.	65.4	72.9	71.0	22
68.5	.	70.0	72.7	70.5	70.3	69.2	65.6	65.4	64.2	72.0	68.0	75.5	72.8	71.7	74.3	23
70.3	.	70.0	75.8	71.6	71.2	70.1	67.9	65.1	66.2	74.3	71.3	75.7	69.7	74.3	75.3	24
72.8	.	80.2	81.3	76.9	72.3	72.1	70.3	69.2	70.1	75.8	73.4	77.8	74.0	76.3	78.3	25
77.7	.	74.7	78.0	73.7	76.5	73.2	74.6	72.0	71.9	80.0	74.7	80.4	76.8	77.3	77.5	26
75.0	.	75.0	76.5	72.6	81.0	72.5	72.4	68.7	70.9	75.5	75.8	76.8	72.5	75.7	73.3	27
74.3	.	77.3	77.7	75.2	78.7	72.6	73.8	71.6	73.8	77.0	76.0	76.5	73.8	79.6	74.4	28
74.7	.	80.0	77.3	74.7	77.0	71.7	71.3	71.4	70.7	80.5	.	.	76.4	69.8	75.6	29
73.8	.	76.2	76.3	76.8	72.2	68.3	71.0	68.8	69.4	76.8	73.0	71.8	74.3	69.4	77.4	30
71.2	.	71.8	72.0	70.6	.	66.0	72.4	67.4	69.4	72.0	74.7	71.4	69.0	64.5	75.0	31
69.6	.	71.0	73.3	69.9	70.2	68.4	66.4	61.5	65.8	71.0	68.4	72.7	69.3	70.3	71.2	

TABLE XIII, July, 1877. Daily Mean Temperature.—Continued.

Day.	Belleville.	Pembroke.	Huntingdon.	Cornwall.	Montreal.	Quebec.	Oranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
1	°	°	72.2	70.8	°	62.4	59.8	56.9	°	°	54.8	56.5	60.1	60.4	61.3	53.3
2	70.1	64.8	66.1	64.0	67.5	63.4	59.9	56.9	64.4	°	57.2	55.9	63.3	63.5	64.5	53.0
3	67.9	65.9	68.6	69.5	69.9	65.7	56.9	62.8	63.0	61.7	63.2	60.3	57.7	°	59.3	53.7
4	73.3	68.7	69.0	69.2	72.7	67.8	61.3	62.4	62.8	61.6	63.1	58.6	60.9	59.5	59.5	53.0
5	64.5	67.6	69.4	68.8	69.8	65.8	62.8	61.3	67.5	65.0	62.8	56.2	61.2	64.4	60.5	54.0
6	69.6	65.4	68.3	66.0	68.8	66.5	60.8	62.2	63.6	65.3	63.3	63.3	66.1	64.3	65.8	59.0
7	69.9	70.3	67.0	69.5	71.2	67.6	61.5	63.4	62.6	61.3	62.0	56.8	60.7	57.1	58.8	56.7
8	°	°	70.4	70.2	°	69.2	66.8	59.5	°	°	61.6	59.7	63.4	62.9	63.0	57.0
9	72.5	71.9	71.6	71.3	71.9	72.4	68.0	56.6	65.5	68.9	59.4	59.8	64.1	62.4	63.0	54.7
10	73.6	64.4	66.8	67.5	68.4	68.4	63.0	57.2	67.2	68.4	60.8	63.3	66.2	65.0	66.3	55.0
11	67.7	66.3	65.8	65.2	67.2	65.3	58.3	59.0	67.8	68.5	61.3	66.2	68.1	67.6	70.5	56.7
12	70.4	64.5	65.9	62.5	65.7	62.5	59.3	59.3	68.0	67.4	60.5	63.7	67.8	65.2	64.8	56.0
13	70.0	61.7	60.3	58.0	60.8	63.3	53.5	59.1	67.2	65.0	61.6	63.0	69.9	66.1	63.8	61.7
14	72.1	70.2	63.1	60.8	68.3	67.2	57.9	63.8	67.5	69.5	65.2	58.3	62.8	59.3	60.0	62.7
15	°	°	71.4	71.3	°	70.5	64.0	63.6	°	°	65.1	57.2	61.9	62.8	59.5	61.0
16	77.7	80.3	73.4	76.0	74.5	76.4	70.8	64.2	73.0	71.0	69.4	59.0	67.3	66.1	62.5	62.7
17	73.1	71.2	70.6	70.8	73.7	75.3	72.3	61.8	72.2	76.7	66.6	68.1	°	68.0	65.8	62.7
18	72.8	69.7	74.2	74.2	74.0	72.3	69.8	60.3	70.7	75.2	62.0	64.1	69.1	68.1	68.5	57.0
19	69.5	70.2	69.4	69.0	70.9	70.2	67.0	60.2	70.0	76.1	63.2	70.7	71.1	70.2	71.8	60.0
20	68.3	65.5	69.6	69.5	71.0	73.5	69.0	62.0	69.7	74.3	64.7	72.3	69.8	68.8	71.5	61.0
21	67.2	63.2	66.6	65.5	67.7	68.9	61.8	58.8	71.7	72.2	64.6	70.8	70.5	69.1	70.5	65.0
22	°	°	69.4	69.7	°	71.6	62.1	60.2	°	°	63.5	69.4	69.3	69.6	70.3	65.7
23	75.5	69.4	71.9	72.0	72.7	69.9	62.5	62.0	69.8	67.3	68.0	67.5	64.3	68.4	68.0	62.0
24	75.2	74.0	71.2	72.0	71.9	68.7	63.0	62.0	63.8	63.3	62.4	59.6	59.0	59.8	57.0	56.7
25	78.5	76.3	76.3	75.3	76.3	61.1	58.0	61.8	63.4	61.3	61.0	56.6	56.1	58.2	55.3	59.0
26	80.4	77.7	78.6	78.2	71.8	58.7	57.3	60.1	62.8	59.7	59.0	54.4	56.8	57.5	56.5	57.7
27	77.7	72.5	73.6	72.8	71.3	65.7	60.0	59.4	64.0	64.7	58.1	56.2	59.0	58.4	57.5	61.7
28	76.3	76.8	76.0	75.3	72.6	72.8	69.4	58.2	65.2	68.0	61.0	60.2	61.6	64.0	62.5	56.7
29	°	°	77.5	76.7	°	71.7	71.0	61.3	°	°	64.6	60.0	66.1	65.0	65.0	59.0
30	78.8	74.9	73.4	76.5	76.8	73.9	68.9	58.4	67.5	71.4	67.7	65.9	66.7	66.8	67.5	58.7
31	76.1	72.0	68.1	68.5	68.7	°	61.5	65.2	70.8	66.1	67.6	64.4	62.5	60.7	61.5	63.7
	72.6	69.8	70.2	69.9	70.6	68.3	63.2	60.6	67.0	66.9	62.7	61.9	64.0	64.7	63.6	58.4

TABLE XIV.—August, 1877. Daily Mean Temperature.

Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Windsor.	Day.
57.9	67.9	62.5	72.5	60.6	60.3	57.7	72.3	72.7	79.5	76.6	73.8	75.0	75.3	72.9	1
58.6	68.7	59.5	75.5	60.1	62.1	54.5	68.9	69.2	78.8	70.9	74.3	75.4	77.8	75.0	2
57.5	60.6	57.0	64.5	66.5	68.3	63.0	64.5	63.5	70.5	63.3	61.5	62.7	74.8	65.4	3
60.6	64.6	59.2	66.0	71.6	72.9	72.0	63.0	59.8	66.8	61.2	60.3	60.7	66.3	63.4	4
58.4	70.6	.	71.0	.	70.4	71.5	67.5	64.8	.	69.9	65.0	.	.	64.8	5
58.3	73.5	66.0	72.0	65.1	67.8	64.7	69.8	67.8	75.6	71.8	69.8	72.3	72.8	69.2	6
56.3	74.9	.	73.5	62.5	64.0	60.2	67.3	68.8	75.4	70.8	68.0	69.7	72.1	68.6	7
58.3	75.6	.	78.5	61.4	62.8	61.3	69.9	70.8	77.2	73.2	70.8	70.5	73.8	71.2	8
57.8	68.7	59.5	76.0	61.7	63.3	60.0	67.1	65.3	72.5	66.7	68.3	68.4	71.8	68.2	9
56.1	68.6	62.0	75.0	65.3	64.0	65.4	68.5	66.0	68.2	63.9	64.0	65.2	65.6	66.3	10
59.6	72.6	64.5	72.0	60.5	60.5	61.5	67.6	64.5	73.0	66.8	67.0	65.9	69.3	67.7	11
60.9	76.5	65.0	73.5	.	63.8	62.3	63.6	66.3	.	68.3	67.0	66.1	.	66.4	12
58.9	76.2	65.0	76.0	65.3	66.5	64.7	69.2	67.0	69.4	67.0	62.0	63.0	66.3	65.5	13
57.3	76.7	64.0	85.5	66.9	66.6	62.3	67.0	64.5	65.3	65.8	61.5	61.8	67.6	64.1	14
62.5	78.5	65.0	77.5	70.1	70.9	68.3	69.4	63.5	64.5	65.9	60.0	62.3	69.6	63.6	15
60.2	81.1	62.5	79.5	66.6	66.8	68.2	69.8	63.0	64.0	66.1	60.0	59.5	64.3	63.2	16
60.2	79.6	66.0	76.0	66.3	69.0	72.5	71.5	65.3	70.9	67.5	66.0	66.1	68.3	67.8	17
59.6	79.6	64.5	82.0	64.8	66.8	62.0	72.0	71.8	73.2	68.7	67.5	66.4	71.6	69.0	18
57.2	70.6	62.0	72.5	.	72.5	74.3	68.8	68.0	.	69.8	68.3	67.3	.	70.0	19
62.3	69.3	60.5	64.0	65.9	62.3	66.5	67.3	68.0	74.7	72.0	68.8	68.4	69.9	69.0	20
61.8	72.0	63.3	71.5	52.4	52.5	53.6	74.5	75.2	77.0	75.7	70.3	70.6	69.4	70.6	21
60.7	67.1	61.2	75.0	58.9	61.0	56.8	70.8	73.0	76.0	76.0	73.2	73.7	76.4	72.3	22
56.4	63.6	56.0	62.5	66.8	69.7	65.5	68.0	69.0	69.1	70.4	67.0	69.3	73.8	69.2	23
56.0	63.3	58.5	65.0	60.7	62.4	64.9	68.5	69.5	67.0	70.6	67.0	68.6	71.8	70.2	24
	57.1	57.0	63.0	67.3	68.7	69.3	67.3	67.5	70.9	69.4	66.7	66.3	68.3	69.0	25
56.0	62.3	.	64.5	.	65.0	62.7	66.3	72.8	.	71.4	69.0	68.7	.	71.0	26
56.0	63.8	57.5	63.5	59.8	60.9	59.5	69.5	71.0	76.4	74.0	70.0	70.5	74.6	70.4	27
56.7	67.3	58.0	64.0	60.7	57.8	57.7	67.0	70.2	75.1	70.1	70.5	70.3	75.4	71.0	28
60.2	71.0	60.5	69.5	62.2	64.3	60.7	68.3	70.0	75.3	69.9	69.3	68.9	73.6	71.5	29
58.7	73.6	62.5	69.0	61.6	62.3	62.0	64.7	64.7	68.4	63.6	61.0	59.7	65.3	64.0	30
56.3	73.8	62.5	68.5	52.2	53.2	53.1	62.0	63.8	66.7	64.6	64.0	62.3	67.1	62.7	31
58.6	70.6	61.5	71.6	63.1	64.5	63.2	64.9	67.3	71.9	69.1	66.9	67.2	70.8	67.9	

TABLE XIV.—August, 1877. Daily Mean Temperature.—Continued.

Day.	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	North Gwillimbury.	Barrie.	Peterboro'.	Norwood	Port Perry.	Kingston.
1	74.5	•	75.0	73.4	72.7	74.8	61.0	76.1	72.2	70.1	75.3	74.6	75.7	72.5	75.6	76.3
2	70.9	•	73.5	79.3	73.1	76.8	63.1	69.9	67.4	72.9	70.0	72.3	76.4	74.5	73.6	79.3
3	•	•	63.5	69.0	66.5	68.5	64.5	65.8	62.9	62.1	65.0	66.3	69.2	64.7	65.1	73.3
4	62.5	•	64.0	68.4	65.2	64.5	61.6	63.6	58.1	55.2	65.8	66.2	68.6	65.9	65.4	68.5
5	69.3	•	68.5	71.1	66.0	69.0	61.4	61.7	63.2	68.3	66.8	•	•	66.2	67.8	70.2
6	68.1	•	70.3	74.0	69.9	69.5	66.5	68.0	65.6	65.2	70.5	68.2	71.0	67.2	72.3	69.1
7	66.8	•	69.7	74.4	70.3	72.0	68.5	68.4	66.8	67.3	71.5	70.6	74.0	70.3	70.5	61.9
8	71.3	•	70.5	73.3	70.5	69.7	67.2	68.9	67.2	69.9	71.0	69.3	73.5	68.6	70.8	74.5
9	68.6	•	67.5	73.2	69.8	69.8	65.9	64.2	62.0	71.4	66.3	67.8	71.1	65.4	69.3	74.7
10	64.0	•	67.7	71.9	67.6	66.2	63.3	66.3	64.6	59.8	68.5	66.3	66.1	63.5	67.2	68.0
11	68.3	•	65.5	72.5	68.6	67.5	63.2	65.7	60.1	66.5	68.3	67.8	70.0	65.5	68.5	71.0
12	69.2	•	59.0	66.7	62.2	70.8	58.4	60.2	57.6	58.4	64.5	•	•	63.6	61.5	66.8
13	66.0	•	64.7	66.3	64.6	67.3	63.1	64.6	63.6	64.5	66.3	64.9	•	65.6	63.8	67.7
14	65.0	•	62.2	69.8	66.8	67.7	66.1	65.0	63.1	59.6	66.7	66.9	•	67.8	66.8	69.2
15	66.5	•	66.3	67.5	68.5	67.0	61.8	64.4	64.2	67.9	65.3	66.8	•	68.0	66.0	71.0
16	64.6	•	64.2	68.2	66.2	65.8	65.9	61.2	61.4	61.9	65.8	65.0	•	62.9	66.9	68.3
17	65.8	•	69.0	69.7	68.7	68.8	65.8	63.0	63.0	69.4	68.3	68.0	•	65.1	67.5	68.0
18	68.1	•	62.0	74.7	68.4	68.7	65.9	65.1	65.0	74.8	69.7	70.8	•	66.9	72.4	70.7
19	70.8	74.0	70.5	75.9	72.5	69.0	67.3	64.4	64.5	69.3	71.8	•	•	65.5	72.8	72.3
20	69.9	73.2	67.8	73.5	68.9	67.5	67.1	65.4	64.5	69.5	69.0	70.2	71.1	67.6	68.5	73.7
21	72.4	72.7	64.7	71.4	70.6	69.0	66.3	72.5	68.5	68.7	70.0	70.0	70.6	64.4	69.4	72.3
22	73.5	77.3	70.0	73.9	72.4	75.0	70.5	70.2	65.9	70.9	75.0	73.6	71.5	69.5	74.3	75.8
23	69.3	72.8	71.5	74.9	73.3	74.8	70.4	72.2	69.8	69.6	76.5	72.8	75.0	73.1	73.8	78.2
24	67.8	68.9	71.7	75.2	72.3	72.3	68.6	71.3	69.9	69.4	73.5	71.0	74.9	71.7	73.0	74.0
25	68.7	68.8	67.2	71.7	69.2	68.0	62.6	66.2	63.1	64.7	70.0	68.7	71.0	68.5	68.2	74.1
26	70.0	72.7	70.2	75.4	70.7	71.0	64.2	64.0	61.3	63.7	68.5	•	•	67.3	69.6	73.1
27	69.8	76.2	75.0	77.0	72.8	70.5	69.8	68.5	66.0	69.4	74.8	71.7	75.4	72.6	75.3	76.0
28	74.6	72.8	71.0	72.1	71.2	73.8	69.3	70.7	64.3	67.6	71.7	70.7	73.7	71.6	72.6	74.6
29	69.8	72.3	68.7	76.3	71.7	72.2	65.8	67.3	62.5	64.9	71.5	69.3	73.0	70.3	72.3	69.9
30	64.7	67.1	64.5	68.6	66.5	64.5	62.5	60.7	60.0	60.9	67.8	65.3	68.7	62.6	66.1	67.8
31	64.9	61.1	65.3	68.2	66.4	68.3	57.5	64.5	64.9	60.7	67.8	65.8	65.0	65.4	66.5	70.2
	68.5	•	68.6	72.2	69.2	70.0	65.0	66.4	64.4	66.3	69.5	68.9	71.7	67.5	69.5	71.0

TABLE XIV.—August, 1877. Daily Mean Temperature—*Concluded.*

Belleville.	Corwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.
76.8	74.5	73.5	74.2	72.4	66.8	64.0	68.3	66.9	62.6	57.0	61.4	63.4	61.0	64.3	1	
78.5	76.4	74.0	76.9	74.2	74.3	69.3	62.3	68.4	71.9	62.1	60.5	63.3	67.0	68.5	62.7	2
73.2	73.7	73.5	69.4	73.0	71.3	65.3	65.4	65.7	66.5	63.1	65.2	66.4	67.1	66.0	65.3	3
70.4	65.2	65.3	63.9	65.8	62.3	57.0	65.8	67.5	71.7	67.7	66.2	64.0	67.2	68.0	66.0	4
	66.9	60.7			60.6	55.3	61.8			64.5	66.3	60.7	65.8	65.0	62.3	5
73.6	67.0	67.8	67.0	66.2	64.9	59.0	60.8	60.9	63.1	62.6	60.5	60.8	66.6	62.5	65.7	6
75.0	69.3	67.7	71.6	64.1	56.7	53.5	60.1	61.6	61.8	63.6	62.5	63.9	63.8	60.8	64.0	7
70.7	67.5	68.8	71.4	64.0	58.0	57.9	62.2	60.9	60.4	66.0	62.4	67.9	62.6	61.8	61.7	8
74.5	69.9	68.2	67.6	66.4	61.1	61.8	64.4	62.9	64.5	67.5	61.6	63.8	64.0	62.0	63.7	9
71.4	68.0	68.8	64.7	66.9	60.0	59.8	62.1	60.9	61.0	62.7	60.0	61.4	61.5	61.0	64.3	10
70.1	67.9	68.5	66.5	67.2	63.3	60.0	61.6	64.8	61.4	66.1	59.8	64.1	62.7	62.0	63.7	11
	71.5	72.7			66.7	63.8	56.6			64.7	64.4	63.7	65.4	64.8	62.7	12
71.0	66.8	67.3	69.4	68.6	67.1	64.6	57.3	64.3	66.1	66.2	67.0	66.2		64.0	61.7	13
71.9	70.5	67.0	68.6	70.6	65.3	66.3	61.4	66.8	66.8	63.6	64.4	65.1	66.9	66.5	64.0	14
72.5	70.6	69.2	71.0	70.4	64.3	65.5	59.8	68.5	66.0	67.5	67.0	71.0		71.0	60.3	15
72.6	68.1	66.0	66.7	63.8	58.9	57.5	65.1	64.7	63.0	66.5	66.9	69.3	69.0	68.3	62.7	16
69.7	65.3	63.8	69.7	63.8	60.3	57.5	60.8	66.9	63.2	67.3	68.9	67.1	67.8	68.0	62.7	17
73.8	66.9	66.5	69.6	67.7	64.9	60.8	60.8	66.8	50.4	67.9	68.5	69.4	64.2	65.0	62.7	18
	71.6	70.0			66.6	61.8	59.8			67.3	68.7	66.5	67.0	67.3	63.7	19
73.6	66.3	66.5	68.8	69.9	66.3	59.8	60.0	68.9	67.2	66.0	66.1	65.3	65.2	64.5	63.7	20
71.6	69.0	69.5	71.4	70.6	67.1	61.0	62.6	64.6	64.3	65.3	64.2	62.3	63.4	62.5	64.7	21
71.8	69.9	69.0	75.7	72.2	70.5	63.0	63.1	66.0	70.1	64.9	65.2	65.4	67.4	67.0	66.7	22
76.4	74.5	75.7	76.5	75.6	72.5	67.2	65.8	69.1	71.2	66.4	65.1	66.3	68.5	67.3	69.3	23
72.8	72.9	72.8	72.7	72.8	68.2	70.1	69.9	72.3	70.6	69.1	65.6	63.8	66.2	65.0	70.3	24
72.6	72.9	70.5	74.3	70.4	63.2	65.7	65.7	66.5	65.0	65.8	59.0	60.9	63.1	61.0	68.7	25
	74.9	73.0			60.3	58.3	61.0			61.0	58.1	59.7	62.1	62.3	64.3	26
76.3	75.9	73.0	75.5	72.2	62.5	62.5	62.8	64.1	65.2	64.2	59.9	64.5	63.5	62.0	62.3	27
76.7	77.7	74.7	73.6	75.7	68.9	64.5	62.1	68.0	68.0	66.8	64.2	66.4	66.1	67.5	63.3	28
72.9	71.2	69.5	68.0	69.6	63.4	62.3	60.2	66.4	66.2	65.7	66.7	67.1	67.0	67.5	61.0	29
69.2	64.0	64.8	64.6	68.1	63.9	57.0	62.5	63.9	62.0	65.4	64.9	61.9	63.7	61.8	64.7	30
68.4	66.7	65.7	65.6	67.4	64.9	61.8	60.7	62.9	66.0	64.3	62.8	59.2	64.7	61.5	63.7	31
72.9	70.1	69.2	70.2	69.2	64.6	61.9	62.2	65.6	65.0	65.3	63.8	64.5	66.0	64.6	64.2	

TABLE XV.—September, 1877. Daily Mean Temperature.

Day.	Esquimaux.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
1	60.1	74.7	64.0	66.5	52.1	56.3	51.5	55.7	59.5	59.7	58.0	55.0	55.3	62.4	57.3
2	60.2	71.9	.	67.0	.	60.8	50.5	52.8	56.7	.	55.6	50.0	51.3	.	52.5
3	59.1	71.5	60.5	70.0	59.8	62.0	61.0	60.5	62.2	59.6	60.6	54.3	52.5	57.4	54.2
4	59.8	72.2	60.0	70.0	53.2	56.8	51.3	62.5	66.7	65.8	67.6	61.2	60.9	64.1	63.0
5	59.2	61.9	57.5	66.5	54.9	55.7	57.3	59.0	56.3	65.1	58.2	58.5	58.6	64.8	61.4
6	58.1	56.4	56.0	63.5	62.4	63.3	62.5	55.1	56.8	60.2	58.6	56.5	57.0	59.4	57.5
7	54.7	57.7	57.0	65.0	62.4	62.5	61.7	54.8	55.5	64.2	57.1	57.5	55.9	56.9	56.7
8	57.0	60.6	57.3	67.0	58.2	58.2	55.3	60.5	59.8	61.4	60.9	56.5	57.5	61.3	58.9
9	58.3	56.4	.	70.0	.	61.3	57.6	65.3	60.5	.	62.9	60.3	58.0	.	58.2
10	53.9	57.5	54.5	68.0	67.9	69.8	67.0	64.3	62.3	66.0	63.3	63.3	62.6	65.3	62.4
11	54.2	57.4	53.5	58.0	67.6	70.0	70.3	66.5	65.7	67.8	68.3	66.2	64.9	68.9	66.6
12	52.7	61.1	55.0	53.0	59.2	61.7	63.6	64.7	66.7	69.7	67.9	66.0	66.4	71.3	67.9
13	57.2	56.8	56.0	58.0	67.8	69.3	74.4	64.0	65.8	69.7	68.2	66.0	65.9	68.9	66.3
14	54.6	54.0	54.5	53.0	58.8	59.6	61.3	67.3	65.7	71.6	70.4	66.0	67.4	68.8	68.8
15	53.3	49.0	52.0	43.0	49.9	49.7	49.8	70.8	72.2	76.0	72.7	70.8	70.6	75.1	70.3
16	48.6	54.0	.	44.0	.	44.7	45.7	67.0	69.5	.	71.0	67.0	68.7	.	70.2
17	55.5	56.0	56.5	60.0	43.9	43.7	38.7	55.8	61.0	58.8	61.0	54.5	54.8	58.1	57.9
18	54.6	61.9	54.7	61.0	45.6	46.3	41.7	51.8	60.0	54.1	58.0	48.8	47.8	51.8	50.3
19	53.5	57.6	56.3	62.0	48.3	43.9	39.5	52.5	64.0	58.5	62.9	53.8	56.6	55.1	55.2
20	54.0	56.4	53.2	66.5	51.5	52.5	48.3	47.8	52.5	58.8	54.2	52.7	52.6	56.9	55.6
21	47.3	50.8	48.0	53.0	60.0	61.2	58.8	51.7	48.0	55.7	54.7	46.5	49.3	52.1	51.4
22	51.8	52.8	49.7	54.0	48.4	51.5	47.9	63.0	56.7	59.0	58.5	47.5	50.2	51.1	51.0
23	52.4	52.5	.	55.0	.	47.2	50.8	62.8	65.3	.	64.8	57.3	57.4	.	58.8
24	51.8	50.7	53.0	58.0	52.0	53.7	50.5	65.0	68.2	71.4	70.3	66.8	66.1	65.4	65.8
25	48.1	50.5	49.5	59.0	50.6	52.4	51.3	67.8	69.0	71.9	71.4	67.5	68.1	71.1	70.4
26	48.6	47.7	46.5	49.0	54.9	58.3	49.5	60.0	60.3	72.3	65.4	67.2	63.9	70.6	68.9
27	48.7	46.9	48.5	51.0	48.3	47.3	44.0	58.5	66.0	69.4	64.6	61.2	59.4	62.1	59.8
28	48.8	48.4	46.0	53.0	49.6	50.7	53.3	55.0	57.0	66.7	60.6	58.0	60.9	66.3	62.1
29	48.3	44.0	47.3	33.0	54.2	55.0	58.3	62.5	64.5	66.9	64.5	62.3	61.3	61.6	61.4
30	48.6	45.0	.	33.5	.	44.2	39.8	73.2	69.2	.	74.5	67.5	68.3	.	70.5
	53.8	56.5	53.9	59.0	53.0	55.7	53.8	60.6	62.1	64.8	63.6	59.6	59.7	62.7	60.8

TABLE XV.--September, 1877. Daily Mean Temperature---Continued.

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Secly.	North Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.	Day.
56.5	58.7	55.0	60.3	59.0	57.3	53.7	54.4	52.1	48.3	58.0	60.1	59.8	56.9	56.9	65.9	1
53.1	52.7	53.3	56.9	54.6	58.0	50.0	51.8	47.4	53.6	57.3	.	.	54.6	55.0	59.7	2
58.5	56.9	56.2	61.2	55.5	57.2	49.8	52.5	49.7	55.4	56.5	54.7	53.0	52.3	59.9	58.8	3
63.5	64.1	62.5	65.2	62.1	60.7	60.3	61.9	59.0	55.7	62.5	63.1	64.4	62.1	71.5	61.4	4
61.3	58.5	59.7	63.6	58.1	60.0	57.4	53.0	50.0	52.1	62.0	57.4	57.7	55.1	53.9	60.2	5
58.9	58.8	58.5	61.3	58.6	59.3	55.1	49.8	49.0	46.2	57.8	57.4	56.9	55.4	57.7	58.2	6
59.3	56.0	54.2	57.4	58.2	59.0	52.0	54.4	54.0	53.2	60.5	55.7	57.3	56.5	54.6	59.8	7
58.3	59.8	55.8	58.0	57.3	56.3	54.0	53.0	51.8	51.0	58.7	58.0	59.4	55.6	57.1	59.7	8
64.5	61.8	57.7	61.3	59.0	59.8	57.1	59.8	55.3	57.5	59.5	.	.	55.5	57.6	62.4	9
64.9	63.2	64.3	64.4	63.8	68.5	63.9	58.9	61.9	60.1	66.3	64.8	65.1	62.5	66.5	62.5	10
67.0	68.6	68.5	66.7	66.8	67.0	64.7	68.5	66.9	64.9	68.5	67.3	71.2	67.2	69.5	71.4	11
67.9	68.8	66.0	67.6	66.8	70.8	66.4	69.0	67.0	67.2	71.5	69.3	71.0	67.7	70.7	68.5	12
66.1	70.4	69.0	73.0	69.5	68.3	64.9	64.4	64.0	65.6	69.5	68.6	71.6	66.5	69.2	73.4	13
68.1	71.8	67.5	69.3	70.3	69.3	66.1	69.8	65.4	69.8	69.0	70.1	70.5	65.5	69.8	69.5	14
71.5	71.5	68.5	81.1	70.9	72.0	68.2	73.2	71.2	72.2	73.0	70.3	73.0	69.9	69.6	72.0	15
67.1	69.6	68.5	80.1	71.3	63.2	67.3	66.0	69.4	68.7	71.8	.	.	67.0	69.8	74.3	16
53.2	54.0	69.5	62.5	58.2	59.7	58.2	55.2	52.6	51.8	56.8	60.2	62.7	56.8	58.3	66.8	17
50.0	50.9	58.0	54.7	52.5	53.0	49.5	46.6	44.4	46.7	49.7	51.1	51.4	45.2	50.9	57.7	18
54.7	55.9	55.7	60.4	57.2	57.5	53.2	55.8	50.8	48.9	60.3	58.1	58.2	55.5	59.6	60.4	19
55.9	55.4	56.7	60.9	57.2	58.3	51.9	52.4	49.3	47.3	56.0	56.3	58.5	55.9	56.9	61.7	20
49.9	53.3	58.0	57.4	53.2	48.0	47.1	45.9	44.3	43.1	55.5	52.0	52.3	43.3	50.4	53.4	21
49.8	54.7	58.0	57.7	52.7	49.3	49.7	54.7	50.2	46.9	54.3	56.7	53.4	47.6	51.5	54.7	22
56.8	63.7	61.0	68.8	58.0	56.5	56.0	56.3	53.8	44.2	61.5	.	.	52.8	62.7	63.4	23
64.0	65.0	70.5	71.8	64.6	64.0	66.2	62.4	59.8	46.9	70.5	68.1	71.8	62.7	68.1	65.2	24
66.5	65.8	68.7	74.4	67.2	67.0	68.6	66.2	63.2	54.6	73.0	70.6	71.5	69.1	71.9	68.5	25
66.8	67.5	58.7	69.2	66.1	66.5	61.9	59.6	57.7	61.1	66.0	64.1	67.4	67.7	66.5	68.6	26
60.4	60.7	57.0	63.7	58.1	62.5	53.9	57.6	55.0	63.3	59.5	57.8	60.5	64.5	59.4	56.4	27
60.9	.	57.3	66.8	63.1	66.0	60.1	54.8	55.6	52.6	60.8	61.0	60.1	53.3	62.9	64.1	28
63.3	64.2	56.8	62.0	60.8	63.3	52.0	58.2	54.9	59.3	59.8	60.5	59.5	53.7	58.3	58.2	29
66.5	69.3	67.3	73.3	65.2	69.7	64.2	70.4	63.8	65.3	76.0	.	.	67.5	70.7	66.1	30
61.0	61.9	62.2	68.0	61.2	61.6	58.1	56.6	56.4	55.8	62.6	61.3	62.0	58.9	61.9	63.5	

TABLE XV.—September, 1877. Daily Mean Temperature.—*Concluded.*

Day.	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
1	63·4	59·7	60·3	58·1	63·7	61·8	54·3	58·4	61·3	63·3	63·4	62·9	61·1	63·8	62·3	66·0
2	.	57·1	57·2	.	.	57·8	50·8	59·9	.	.	65·9	68·0	67·4	66·8	65·3	66·0
3	53·6	53·0	53·5	49·8	55·4	52·7	47·8	59·7	57·4	59·5	64·8	67·8	62·5	62·9	64·5	64·0
4	65·5	61·7	62·0	60·3	59·4	55·9	52·3	54·7	56·1	56·3	60·1	60·7	53·3	58·7	57·0	61·3
5	61·9	57·9	59·3	56·6	58·1	55·6	53·3	57·1	61·6	58·2	61·9	60·2	60·0	63·4	63·0	63·7
6	59·8	54·0	54·5	57·1	55·3	54·3	49·3	56·5	55·5	.	58·9	56·8	53·3	53·6	52·8	60·7
7	61·2	54·7	55·2	58·5	57·0	55·5	50·3	53·0	52·5	.	54·8	51·6	48·9	54·9	52·3	61·0
8	62·5	56·0	55·5	57·8	60·3	56·0	52·6	56·1	55·4	56·3	55·6	53·9	54·2	57·8	56·0	60·7
9	.	56·6	57·0	.	.	58·5	56·8	59·3	.	.	62·1	56·0	58·1	59·7	58·0	65·3
10	67·5	59·4	60·5	62·5	63·9	60·8	57·8	58·2	59·7	60·0	61·7	55·1	53·7	58·5	57·3	62·0
11	73·6	64·7	66·0	69·7	67·7	65·2	60·8	59·3	63·0	65·6	61·4	59·8	57·6	63·4	61·3	61·0
12	73·1	70·9	69·0	69·5	72·2	66·5	63·4	59·8	66·1	70·3	66·9	66·1	57·6	67·0	66·3	66·0
13	74·8	72·0	71·5	67·6	73·4	68·7	66·3	62·7	67·7	65·0	66·6	66·4	63·3	65·7	65·0	66·0
14	74·4	68·7	66·3	69·2	70·4	61·6	55·5	59·9	59·2	59·4	61·1	55·5	52·6	55·6	53·8	59·7
15	77·4	71·8	71·2	75·3	73·5	66·0	63·6	57·2	58·8	57·6	58·2	50·8	53·8	56·6	55·0	55·7
16	.	73·7	73·3	.	.	63·8	68·3	58·9	.	.	62·7	54·5	62·6	63·6	61·5	54·0
17	70·5	66·0	62·5	61·1	71·6	68·9	69·4	59·0	71·0	65·5	67·5	65·4	65·9	67·2	68·3	59·7
18	53·1	54·6	53·5	52·1	55·6	55·5	46·5	57·3	58·8	56·4	65·4	67·4	64·5	61·7	62·5	61·7
19	63·5	55·5	56·2	56·0	55·6	51·1	45·8	53·3	53·4	54·0	55·2	59·0	52·2	56·0	54·0	61·7
20	62·8	59·2	59·0	53·9	59·7	55·3	50·5	53·8	54·4	51·3	56·4	55·1	50·4	56·5	54·8	60·3
21	57·4	52·1	51·8	51·4	52·6	51·1	45·5	55·1	55·2	52·5	53·3	54·1	52·0	56·1	55·0	57·0
22	60·6	51·7	49·0	53·3	51·8	51·0	45·0	51·6	51·9	49·0	51·4	52·7	49·9	53·0	50·8	56·0
23	.	61·0	60·0	.	.	56·5	56·1	52·8	.	.	55·0	58·1	53·9	56·3	55·5	52·3
24	64·9	64·0	63·5	67·9	65·8	58·5	58·8	56·8	57·4	56·7	58·7	56·0	53·9	58·0	56·0	56·7
25	71·9	70·8	70·5	69·7	67·9	56·5	60·3	54·2	59·3	54·7	59·6	55·6	58·9	60·4	59·8	56·3
26	66·9	66·2	62·5	62·2	66·1	54·5	55·3	55·9	62·3	56·5	60·4	61·8	62·0	62·2	61·5	57·0
27	63·6	51·2	51·0	56·5	52·4	51·5	44·1	52·8	51·1	53·8	56·6	55·5	52·7	51·1	51·3	52·7
28	64·8	56·9	55·7	54·1	59·3	54·1	53·3	51·0	49·6	50·0	52·4	49·0	50·6	53·1	52·5	52·3
29	63·1	53·7	53·2	54·2	55·8	53·8	48·0	54·6	54·0	49·8	55·8	54·2	51·6	54·1	53·0	52·7
30	.	66·5	65·0	.	.	55·6	54·5	50·9	.	.	54·9	47·7	46·8	52·7	49·0	53·7
	65·3	60·7	60·1	57·9	61·8	57·8	54·4	56·3	58·1	57·1	59·5	57·8	56·2	59·6	57·8	59·4

TABLE XVI.—October, 1877. Daily Mean Temperature.

Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	Day.
47·6	47·0	45·7	·	37·2	38·3	35·5	55·7	63·0	73·7	70·5	67·0	68·8	68·8	70·5	1
46·4	46·9	45·0	·	42·1	42·5	41·8	47·7	61·5	69·4	66·6	64·8	62·5	68·6	62·1	2
47·8	45·5	46·3	·	37·2	38·0	38·0	55·3	64·5	71·1	66·2	62·5	61·2	62·8	60·9	3
49·3	45·5	45·2	·	34·6	33·9	32·5	47·5	52·5	52·9	52·4	48·5	50·0	56·9	52·6	4
49·3	40·6	48·0	·	37·7	38·7	33·5	45·5	48·0	48·1	47·0	45·0	43·3	44·8	44·2	5
51·7	46·8	53·2	·	38·9	42·7	36·5	45·5	52·8	46·5	48·8	40·8	41·6	44·8	45·6	6
53·3	52·1	·	·	·	42·7	42·0	48·5	50·3	·	50·9	49·3	46·8	·	46·1	7
49·6	49·4	49·0	·	38·2	40·6	34·5	49·5	53·0	51·8	52·5	50·5	49·1	53·3	50·8	8
50·9	51·4	49·5	·	38·6	39·1	39·7	49·0	52·3	55·6	54·3	51·0	50·5	56·6	52·6	9
50·6	48·4	49·0	·	39·7	39·4	37·0	43·0	49·5	46·9	51·2	48·0	49·2	53·1	50·1	10
47·5	47·1	48·5	·	48·6	49·6	44·3	40·7	47·8	45·1	46·8	44·3	44·1	47·4	45·1	11
48·7	44·5	49·0	·	44·7	42·7	43·4	44·2	42·7	44·6	44·5	41·7	40·3	44·1	43·2	12
47·5	45·3	45·6	·	39·8	39·2	41·3	51·0	52·5	58·4	52·0	50·3	48·4	49·3	46·7	13
44·1	43·6	·	·	·	35·4	34·0	50·8	59·8	·	61·4	56·8	57·3	·	59·8	14
48·5	44·1	49·0	·	36·7	36·4	37·1	55·2	61·0	65·0	62·7	62·0	62·0	62·7	62·8	15
50·5	45·9	55·7	·	35·6	36·2	40·5	49·7	51·0	58·9	51·3	48·0	51·1	57·9	55·1	16
51·4	49·8	49·0	·	41·5	43·4	35·7	49·5	51·8	58·0	51·8	49·8	49·2	52·6	49·5	17
51·5	50·1	51·0	·	38·2	39·4	35·8	47·7	55·0	60·4	53·5	52·5	51·5	55·1	53·1	18
49·3	48·6	48·5	·	34·1	36·0	32·5	41·5	47·3	53·8	48·9	48·0	47·8	48·9	48·9	19
47·3	50·4	47·0	·	43·0	44·5	41·0	36·9	38·0	46·5	39·4	38·0	37·7	41·1	39·4	20
46·2	47·3	·	·	·	40·8	37·3	36·9	40·0	·	40·0	36·5	36·0	·	39·1	21
50·3	45·6	52·7	·	38·2	38·7	36·7	43·9	45·5	45·6	43·3	39·5	38·2	42·3	39·3	22
51·0	48·1	53·5	·	37·9	38·3	35·7	41·4	54·8	56·2	55·1	51·5	49·7	54·9	51·7	23
51·8	50·8	53·0	·	37·0	38·9	39·3	40·7	52·7	54·3	54·0	51·8	52·2	57·3	55·2	24
47·7	43·9	47·3	·	44·9	41·6	39·5	39·9	45·0	56·4	49·6	46·0	47·8	53·3	49·2	25
44·5	43·3	43·7	·	43·8	41·3	39·2	37·9	36·7	44·9	40·4	37·3	35·8	43·6	37·1	26
40·3	39·4	40·0	·	38·3	39·9	34·7	40·7	41·0	50·0	41·8	43·3	38·8	42·3	38·9	27
39·2	34·1	·	·	·	31·3	34·5	46·5	55·0	·	56·7	53·5	50·5	·	50·2	28
38·0	34·4	40·0	·	31·8	30·3	31·0	43·5	49·0	52·0	48·2	47·3	47·4	51·3	49·4	29
39·2	32·4	39·7	·	32·8	31·6	30·0	41·0	46·2	43·9	44·4	37·8	39·2	40·6	39·1	30
40·9	33·8	45·3	·	32·7	35·7	29·0	40·9	43·0	44·5	44·4	41·0	40·5	43·1	41·3	31
47·5	45·0	47·8	·	38·7	38·9	36·9	45·4	50·1	53·9	51·3	48·5	48·0	51·7	49·1	

TABLE XVI.—October, 1877. Daily Mean Temperature.—Continued.

Day.	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	North Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.
1	65.6	68.4	62.5	75.2	69.4	67.0	66.5	64.4	59.9	61.6	69.5	69.6	73.2	68.0	70.6	68.1
2	63.3	61.9	57.0	62.9	59.2	62.5	55.1	55.0	51.4	47.7	61.7	60.2	58.3	53.9	60.2	57.3
3	64.5	59.5	57.0	61.4	58.1	58.8	54.2	57.8	52.3	54.1	59.3	57.9	58.1	53.8	57.3	53.0
4	53.1	53.3	50.5	58.1	55.8	54.5	54.6	52.0	47.7	54.5	54.0	49.6	56.2	53.3	54.7	58.3
5	47.8	44.6	43.2	46.9	45.5	43.8	40.8	40.7	37.6	37.5	46.8	43.7	43.7	42.3	43.0	45.9
6	40.9	45.8	36.5	47.8	46.9	43.3	40.7	40.3	37.3	39.1	46.5	45.4	47.5	41.3	44.6	46.4
7	50.3	51.2	43.5	52.0	50.0	44.2	45.9	47.2	39.2	46.8	48.3	.	.	44.6	47.5	52.3
8	52.1	52.9	46.7	54.2	54.8	54.2	48.8	41.1	50.5	46.7	52.3	52.1	54.2	52.3	51.8	54.7
9	51.8	53.0	51.0	55.7	52.8	50.3	49.3	43.8	44.2	46.9	51.7	50.2	52.9	47.9	51.7	55.2
10	48.8	50.3	50.8	57.8	54.4	55.0	51.0	46.7	46.3	43.3	49.8	51.4	50.9	50.3	50.7	54.9
11	46.0	45.6	45.3	49.3	48.8	46.0	46.2	45.7	44.0	44.7	48.0	48.7	51.3	48.1	57.9	52.9
12	42.8	44.5	43.3	46.7	46.8	45.5	42.5	45.1	39.0	40.4	47.2	45.3	46.9	46.1	44.5	49.2
13	52.3	50.4	55.5	51.7	50.1	51.5	45.7	45.2	46.6	42.9	51.0	50.6	50.9	45.7	48.7	49.0
14	60.7	59.5	55.7	64.2	59.2	57.3	59.6	56.6	52.0	50.3	60.5	.	.	56.1	60.2	54.6
15	63.0	63.0	61.3	67.3	57.6	61.1	59.2	58.1	57.5	53.0	63.0	59.9	58.3	56.3	57.3	55.2
16	52.5	55.5	55.3	58.1	55.0	56.3	50.4	47.8	47.2	43.7	52.5	49.3	54.1	51.0	50.8	53.8
17	52.0	51.5	53.0	54.2	50.9	52.0	47.6	45.5	42.7	40.5	50.3	47.9	48.3	49.9	47.5	46.5
18	57.2	53.1	49.5	53.7	50.9	56.8	48.2	44.0	42.9	41.3	45.7	48.2	48.7	47.3	47.7	49.7
19	48.7	47.8	47.3	48.5	46.9	45.5	44.2	42.5	44.4	41.2	47.3	47.5	47.2	43.9	45.5	48.4
20	39.8	39.5	35.5	41.8	39.8	39.8	38.9	33.0	31.9	32.7	38.5	39.1	26.4	36.3	35.3	38.6
21	42.0	40.2	34.7	42.0	38.8	41.3	34.7	32.6	31.5	33.4	39.5	.	.	36.0	37.0	36.5
22	42.8	42.8	40.3	49.8	42.6	39.3	37.1	38.2	37.5	36.1	43.0	41.2	41.2	37.9	38.3	43.6
23	51.5	53.7	44.5	55.7	51.7	55.5	51.3	42.5	41.1	42.9	49.0	47.3	48.3	44.0	51.7	52.6
24	57.0	54.0	50.0	58.9	56.2	55.5	54.3	45.5	46.5	42.6	55.8	53.1	53.2	46.1	55.3	52.8
25	50.8	45.4	38.3	48.6	40.8	43.5	39.5	33.9	33.0	31.4	38.5	41.5	35.9	34.0	35.6	37.5
26	40.2	40.1	35.2	41.6	37.1	39.3	34.5	31.1	29.9	27.3	33.5	38.3	34.6	32.4	34.2	32.5
27	42.9	41.4	32.5	42.2	40.3	41.2	37.6	37.1	34.3	33.9	39.5	39.6	35.2	32.4	36.6	31.9
28	57.5	48.8	38.3	48.8	47.3	54.5	47.3	45.5	43.3	42.0	47.7	.	.	43.8	48.3	43.6
29	47.5	47.3	50.2	52.7	51.1	51.5	46.6	46.2	44.8	37.4	49.5	50.4	52.2	47.5	42.3	52.3
30	38.8	41.7	51.5	42.8	41.5	37.0	39.9	36.2	36.8	38.7	41.5	41.5	41.1	45.9	52.6	43.6
31	42.7	42.1	38.3	48.5	42.1	41.0	39.9	38.3	36.3	35.1	40.3	40.5	42.2	39.7	43.3	41.2
	51.5	49.9	47.9	52.9	49.8	50.2	46.9	44.4	43.2	42.2	49.1	48.5	49.7	46.1	49.1	48.8

TABLE XVI.—October, 1877. Daily Mean Temperature—*Concluded.*

Bellefille.	Cornwall.	Hurlingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.
70.0	72.8	71.3	67.7	68.5	65.0	64.8	55.3	61.0	66.3	56.9	57.7	55.3	60.6	60.0	53.3	1
55.1	52.6	53.2	52.1	52.5	48.7	45.8	54.8	55.5	50.3	57.7	55.2	52.3	52.8	52.8	60.3	2
57.6	49.0	49.5	48.6	47.8	44.5	42.3	50.0	47.3	48.5	52.6	45.5	50.7	48.9	49.0	52.3	3
57.0	60.7	59.3	54.0	57.2	55.3	52.9	56.1	56.7	56.5	57.0	50.8	59.4	57.4	56.5	53.0	4
47.0	46.4	43.5	43.9	46.1	44.0	40.0	54.1	54.0	47.5	57.5	60.3	58.6	55.6	55.5	55.3	5
48.5	46.8	45.0	44.3	46.3	43.9	36.1	44.8	42.5	41.7	46.9	51.0	43.1	46.3	46.0	55.0	6
.	49.2	47.2	.	.	42.8	36.8	42.9	.	.	43.2	44.3	36.3	41.7	39.5	53.7	7
55.4	50.0	49.5	49.6	49.3	45.2	41.8	41.1	39.5	40.2	42.1	40.3	36.5	42.3	39.8	49.0	8
54.0	55.4	54.3	52.5	51.3	45.1	42.4	46.8	45.1	46.3	44.8	40.5	42.5	46.1	44.0	47.3	9
54.9	51.4	50.0	46.7	51.1	47.8	47.1	49.6	47.2	47.5	51.0	45.6	48.0	47.7	47.8	46.7	10
51.0	52.3	51.7	50.9	51.0	47.0	46.9	53.5	50.5	48.5	51.8	47.0	50.0	49.1	48.5	51.3	11
50.1	47.7	47.3	47.5	47.6	44.8	40.3	51.3	49.1	46.2	51.9	47.1	50.9	49.0	49.5	47.3	12
52.1	46.7	46.0	46.5	44.4	42.0	35.3	47.2	45.6	.	50.4	46.9	48.0	47.2	47.8	45.7	13
.	49.9	49.0	.	.	42.7	39.3	42.8	.	.	46.1	44.1	45.1	44.5	43.8	47.3	14
56.4	48.9	46.5	50.3	46.9	44.4	40.3	45.9	44.9	43.5	45.7	45.2	40.6	46.2	44.8	51.3	15
53.3	42.5	41.0	47.9	43.9	40.1	37.8	40.0	39.4	37.3	41.1	41.9	38.4	42.4	41.5	50.3	16
48.3	43.3	40.0	42.9	45.2	39.8	.	40.0	39.6	41.0	41.2	42.5	39.6	42.6	42.0	49.7	17
50.4	43.6	44.5	46.4	45.2	41.3	37.6	44.3	43.5	45.6	42.2	45.4	39.8	43.7	43.0	54.7	18
47.8	47.1	46.3	44.6	46.2	40.2	38.5	46.1	44.9	43.6	48.3	49.1	46.9	48.8	48.3	54.7	19
39.3	35.6	33.7	36.4	36.5	35.6	30.4	35.3	36.5	35.4	43.5	42.3	37.5	38.0	37.5	49.3	20
.	33.2	32.5	.	.	34.6	29.1	35.5	.	.	40.9	37.0	37.8	.	39.5	44.7	21
43.0	40.0	38.7	38.9	38.8	36.5	32.5	36.4	35.0	34.4	42.2	38.2	41.1	40.4	41.8	46.0	22
52.2	44.9	41.8	41.2	43.4	37.6	33.9	40.2	38.2	33.7	42.9	42.3	42.6	39.8	39.8	47.7	23
50.6	40.7	38.5	36.8	38.8	36.2	33.3	38.7	36.1	.	44.4	40.8	38.2	39.5	38.8	48.0	24
36.9	30.7	28.2	33.9	31.6	30.3	21.8	32.7	32.5	.	35.9	37.2	35.0	34.8	37.3	41.0	25
34.2	27.7	18.0	31.8	28.6	28.8	19.5	30.4	30.4	.	33.5	35.4	31.4	34.5	35.3	42.0	26
35.3	28.8	22.3	30.5	32.4	30.3	26.5	31.9	29.9	36.3	35.4	37.2	32.9	36.1	36.5	44.7	27
.	35.5	33.0	.	.	32.1	30.3	33.8	.	.	37.3	37.2	34.0	35.9	34.3	44.3	28
51.5	53.4	47.7	45.9	49.1	39.1	40.3	41.3	38.5	40.3	41.9	41.0	42.3	44.5	42.8	42.3	29
41.5	40.3	38.0	39.9	42.7	38.2	34.8	41.6	43.2	41.4	44.3	45.3	40.7	43.2	42.5	47.0	30
39.3	39.2	39.8	40.5	38.6	35.9	32.5	37.7	36.7	37.0	40.0	40.5	35.8	39.8	41.3	44.0	31
49.4	45.4	43.5	44.9	45.2	41.3	37.7	43.4	43.1	43.7	45.5	44.3	43.0	45.1	44.1	49.0	—

TABLE XVII.—November, 1877. Daily Mean Temperature.

Day.	Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
1	40.3	35.9	39.0	34.0	31.1	27.7	28.6	41.0	42.2	40.1	43.4	39.5	38.7	39.4	39.3
2	42.6	34.3	41.5	30.5	25.1	24.4	23.7	35.3	41.5	40.9	42.2	39.8	39.1	45.9	41.6
3	48.0	32.4	44.5	36.5	15.9	14.0	17.8	33.9	39.0	36.6	36.5	32.7	34.1	35.4	34.1
4	48.6	36.6	.	32.0	.	15.9	15.6	33.7	35.3	.	36.2	32.4	32.0	.	32.8
5	47.3	39.5	45.3	34.5	17.2	17.3	15.0	27.4	31.7	33.8	30.1	30.2	31.3	37.3	33.4
6	46.9	40.4	44.3	42.0	28.1	33.2	28.1	35.9	36.3	28.0	33.3	27.7	26.7	26.8	26.6
7	45.8	38.0	44.2	37.5	31.6	29.8	32.0	38.4	40.0	36.9	35.0	33.4	31.6	34.9	31.8
8	49.9	46.6	49.3	44.0	13.9	12.6	14.5	35.8	39.8	44.5	40.7	42.8	40.4	45.9	41.2
9	46.6	41.8	46.5	44.5	21.2	22.4	19.2	24.2	29.5	32.9	27.9	26.6	27.6	34.3	29.6
10	51.1	40.8	49.0	34.5	35.9	33.8	30.0	28.4	27.3	31.7	24.8	22.8	23.3	23.9	23.4
11	47.2	45.3	.	45.5	.	34.8	30.0	38.0	37.5	.	36.9	32.4	30.8	.	29.8
12	46.6	44.3	45.0	.	35.5	33.8	35.3	39.4	37.2	38.1	38.3	34.0	31.9	35.9	34.5
13	48.1	41.9	45.0	.	34.0	34.0	34.0	38.2	41.8	42.6	40.9	34.8	38.0	38.4	34.5
14	49.8	40.3	46.5	42.5	32.8	35.0	31.3	46.6	46.0	48.9	48.5	47.0	46.0	49.1	47.4
15	50.6	42.7	49.3	42.5	30.1	31.0	27.3	38.8	46.7	53.5	51.1	50.8	47.0	51.1	50.9
16	50.4	41.6	48.5	28.1	23.6	22.5	25.0	42.4	45.2	45.4	45.0	43.8	44.3	46.4	45.8
17	47.6	42.9	45.5	44.5	15.6	12.5	11.0	36.5	41.7	48.0	45.3	42.8	44.3	46.9	44.4
18	55.3	44.3	.	50.0	.	23.1	19.5	24.0	33.3	.	33.0	30.8	29.8	.	31.9
19	44.4	39.6	41.0	45.0	34.0	34.0	31.0	22.8	27.0	33.1	29.9	27.6	27.5	25.9	28.2
20	43.3	31.6	39.2	28.6	39.9	40.0	34.5	31.9	31.8	39.5	32.0	29.9	27.8	29.9	27.6
21	46.2	34.3	40.0	31.6	28.1	24.4	30.0	39.4	40.3	43.9	38.9	36.4	34.3	36.8	33.9
22	46.7	38.4	44.5	41.5	24.1	26.5	26.5	40.6	40.7	44.4	42.8	40.8	41.0	44.3	42.1
23	42.9	34.6	42.3	35.5	37.5	37.8	29.2	33.7	45.0	45.1	46.0	44.7	42.9	46.1	43.5
24	48.6	35.9	38.5	33.6	32.5	30.7	32.3	44.6	48.0	49.5	48.5	45.0	43.1	46.9	44.0
25	40.6	36.5	.	30.0	.	25.8	27.3	44.6	47.8	.	47.8	46.0	44.3	.	43.8
26	39.6	31.0	34.0	23.5	23.3	22.6	22.0	43.8	46.8	45.1	47.7	44.7	44.4	47.1	44.7
27	41.6	26.6	33.5	12.1	14.3	12.0	13.3	41.1	41.3	39.5	40.1	38.3	38.4	42.3	42.3
28	41.2	27.5	33.0	4.0	2.5	1.0	3.8	34.5	34.5	30.7	32.4	29.1	29.3	33.4	32.2
29	39.3	28.0	33.5	4.9	9.1	8.8	11.5	30.2	29.8	18.6	26.2	21.8	21.7	24.8	23.4
30	41.4	30.0	38.5	31.1	6.6	5.2	7.5	25.4	29.7	20.5	25.4	21.6	19.1	23.1	19.6
	45.9	37.4	42.3	33.4	24.7	24.2	23.6	35.9	38.5	38.9	38.2	35.7	35.0	38.2	35.7

TABLE VII.---November, 1877. Daily Mean Temperature---*Continued.*

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	N. Gwillimbury.	Barrie.	Peterboro'	Norwood.	Port Perry.	Kingston.	Day.
40.4	41.9	41.3	44.0	42.9	43.5	38.8	38.1	35.9	35.2	42.0	40.4	39.5	37.1	39.1	41.4	1
43.1	42.4	39.5	47.0	44.2	43.8	40.9	39.2	37.0	33.5	43.0	42.6	45.9	42.5	42.7	46.4	2
33.7	34.4	32.5	38.0	37.6	43.2	32.0	33.3	28.9	26.5	34.5	34.5	36.7	34.9	33.8	40.7	3
36.1	35.2	35.2	38.4	36.5	37.8	33.5	33.6	30.4	29.4	35.3	.	.	33.2	34.5	37.3	4
33.8	31.4	29.3	35.6	32.2	34.7	31.9	24.7	22.4	18.1	29.0	27.9	31.1	28.9	30.1	39.5	5
29.6	27.3	29.2	31.2	29.3	27.5	25.3	29.6	25.9	29.0	27.5	28.7	25.8	25.6	27.7	28.6	6
35.2	36.3	29.8	35.2	34.9	33.5	29.1	31.3	31.4	34.4	31.0	32.7	30.3	28.8	35.5	37.9	7
47.4	44.7	39.7	39.7	44.1	45.3	35.9	37.3	35.1	33.7	40.3	40.0	39.4	40.7	40.6	43.9	8
30.0	31.2	32.3	33.2	31.6	32.3	26.8	19.0	20.6	21.6	26.5	25.1	29.9	27.2	27.5	34.1	9
23.0	25.8	27.0	26.0	24.2	22.5	20.5	20.2	18.0	19.0	22.3	22.4	30.1	21.5	22.0	24.8	10
32.7	33.1	27.4	34.9	29.8	27.8	16.2	32.5	31.7	35.0	29.0	.	.	26.5	31.2	32.1	11
35.0	36.4	32.8	36.7	36.7	32.5	33.7	32.0	31.6	37.4	37.3	37.8	37.1	34.0	32.4	36.2	12
38.8	38.1	34.0	37.9	36.3	33.8	31.7	30.7	30.3	40.3	31.8	32.8	30.2	28.6	30.2	32.4	13
48.3	48.2	40.0	52.5	43.2	41.8	43.6	43.2	42.5	37.5	47.5	46.6	45.3	41.7	45.8	45.1	14
51.8	51.3	47.8	53.4	48.6	47.7	49.1	47.9	47.5	40.9	53.0	50.1	49.9	48.5	47.7	48.3	15
49.1	47.0	49.8	49.3	46.3	45.0	44.4	38.7	36.9	39.6	46.5	45.9	47.1	44.8	46.2	47.6	16
48.9	44.6	40.3	48.0	44.3	46.7	42.5	40.4	39.6	38.0	43.5	42.8	45.1	42.7	42.9	45.4	17
33.5	32.4	29.0	34.6	32.8	29.7	26.1	26.9	24.6	33.4	28.0	.	.	28.9	28.2	34.5	18
30.5	26.4	28.7	30.1	27.3	28.7	22.7	19.7	17.7	15.7	24.5	23.3	24.8	21.6	22.9	26.5	19
31.6	28.9	28.5	32.9	29.0	25.7	22.3	22.2	20.4	21.8	23.0	26.8	19.9	19.8	25.0	25.4	20
39.3	35.5	34.5	36.0	39.0	36.1	33.8	35.1	31.3	30.9	34.0	35.3	31.1	30.3	31.8	31.3	21
44.7	43.4	39.5	46.5	43.6	43.0	36.5	37.6	35.9	35.9	42.0	40.7	39.9	36.0	38.5	35.8	22
46.4	44.0	43.0	45.3	43.4	46.0	38.6	41.4	39.7	37.5	44.0	42.1	42.0	40.6	41.0	41.3	23
46.6	43.3	47.5	44.7	42.7	47.3	41.1	43.4	43.0	41.3	44.5	43.1	43.7	41.3	43.0	44.0	24
48.3	44.0	42.8	44.6	44.2	51.0	40.2	42.6	41.2	41.4	44.3	.	.	41.2	42.3	42.3	25
47.6	44.3	40.3	45.8	45.0	45.0	45.0	47.2	45.0	41.5	45.0	47.3	48.9	45.7	45.9	47.7	26
40.9	41.1	40.2	43.4	42.9	43.0	39.6	41.0	39.5	38.0	42.5	41.6	.	40.8	40.7	45.6	27
33.5	32.7	34.3	36.4	36.3	31.5	34.4	33.2	30.9	30.7	34.0	33.7	36.7	35.2	35.0	40.0	28
25.0	24.3	28.0	28.3	28.8	24.2	32.6	28.4	26.7	25.5	28.3	27.6	29.4	28.3	26.5	32.1	29
23.0	23.3	26.8	25.4	26.5	23.0	27.2	26.0	23.5	21.8	26.0	26.4	27.5	27.6	26.0	27.3	30
38.3	37.1	36.7	39.1	37.5	37.1	34.1	33.9	32.2	32.1	36.0	36.1	36.0	34.1	34.9	37.8	

TABLE XVII.—November, 1877. Daily Mean Temperature—*Concluded.*

Day.	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
1	41.1	36.6	37.5	38.0	38.7	36.9	33.4	38.5	35.4	35.2	40.1	39.4	40.1	39.4	39.3	38.3
2	45.6	42.6	45.0	37.5	41.3	35.1	35.5	42.0	38.0	36.8	42.5	40.4	41.9	41.8	42.3	40.0
3	38.1	36.6	36.5	33.5	38.1	36.7	31.5	43.8	44.1	41.5	48.3	48.7	46.9	45.3	46.0	44.7
4	.	33.9	32.3	.	.	29.5	23.1	34.3	.	.	37.3	39.9	33.4	37.0	36.5	36.0
5	37.3	37.8	37.5	28.7	35.1	28.7	31.5	35.8	34.1	32.0	37.6	37.0	37.4	36.7	37.0	34.7
6	30.1	23.6	25.5	23.9	25.4	23.2	26.3	36.7	33.9	.	42.5	43.1	35.8	35.5	36.8	39.3
7	34.9	33.9	32.2	33.0	35.4	28.4	30.0	30.7	30.5	32.3	31.4	33.3	27.9	32.1	31.0	30.7
8	41.8	38.2	38.8	35.2	40.7	32.8	36.3	39.7	38.2	40.5	41.8	39.9	39.6	43.5	42.8	40.7
9	37.1	35.5	34.5	37.4	34.9	34.0	36.5	51.0	50.9	42.3	53.7	51.7	55.0	45.2	47.0	43.0
10	26.7	22.7	24.0	22.0	23.9	21.7	19.3	30.3	27.9	22.5	33.6	32.8	30.2	29.7	30.3	29.7
11	.	30.2	29.5	.	.	24.2	20.8	28.9	.	.	32.4	33.6	32.5	32.1	32.5	27.3
12	37.2	34.9	35.5	33.8	33.7	28.2	24.9	27.2	26.6	31.0	33.6	35.2	32.4	34.1	34.0	33.0
13	32.7	27.7	27.7	30.3	30.6	27.2	21.3	29.4	28.6	24.7	30.4	34.4	28.2	30.1	30.3	29.7
14	44.3	38.3	40.5	37.0	38.4	30.5	31.8	33.5	31.9	30.7	33.7	33.8	32.4	35.5	36.3	32.0
15	48.5	49.9	50.0	43.3	44.6	38.3	39.5	45.2	40.8	41.6	46.9	45.0	44.2	45.5	47.8	41.7
16	46.0	48.0	46.5	42.6	48.3	37.3	43.3	48.3	47.8	36.8	52.9	51.2	55.0	50.2	54.5	43.0
17	45.7	42.9	41.3	40.1	41.3	34.7	33.8	45.2	39.3	38.1	51.0	50.4	48.8	45.7	47.8	44.7
18	.	33.3	32.2	.	.	33.5	30.8	41.6	.	.	47.1	42.9	43.7	40.8	41.3	44.0
19	25.3	24.2	25.5	24.6	28.5	28.9	23.0	33.4	32.8	31.2	37.3	39.4	34.8	34.7	35.0	36.7
20	24.4	22.5	20.5	22.4	27.1	23.2	19.5	29.5	28.3	29.7	33.9	34.9	32.8	33.3	33.0	32.7
21	31.2	23.9	22.0	25.8	25.0	22.7	19.8	27.3	24.2	23.7	31.7	33.1	30.8	30.3	30.8	30.7
22	39.9	29.9	28.5	32.5	32.6	25.0	25.9	26.5	22.4	.	29.7	31.0	26.7	.	29.8	34.7
23	42.5	37.0	36.5	37.1	35.8	34.3	34.8	32.3	31.1	35.6	34.7	33.8	34.2	32.9	33.3	36.3
24	45.4	39.6	38.8	38.8	37.5	36.1	35.8	35.4	33.2	28.1	36.0	35.7	37.4	35.3	33.3	36.0
25	.	41.0	39.7	.	.	35.6	32.3	35.0	.	.	34.7	30.4	37.2	34.0	35.0	41.7
26	47.9	45.7	48.0	44.0	43.9	37.0	39.5	39.0	35.9	34.2	39.7	33.2	37.0	35.5	37.8	39.3
27	45.1	45.2	44.3	42.3	47.2	44.3	47.5	47.7	45.1	42.0	45.9	36.8	50.6	46.0	46.5	43.3
28	38.3	39.4	38.0	39.8	41.2	39.6	37.3	46.0	44.1	41.3	48.6	49.0	50.5	46.7	49.3	43.7
29	31.9	34.1	33.0	32.3	35.6	34.3	32.3	37.3	34.2	34.5	41.5	42.3	34.8	37.3	37.5	38.7
30	28.9	29.0	28.5	28.9	29.7	27.3	25.9	32.2	30.3	34.6	36.4	41.3	36.2	33.9	34.0	34.7
	38.0	35.3	34.9	33.7	35.9	31.6	30.5	36.8	35.0	34.2	39.6	39.1	38.3	38.2	38.3	37.4

TABLE XVIII.—December, 1877. Daily Mean Temperature.

Esquimaux.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	Day.
42.4	31.3	40.0	20.9	11.2	12.1	10.0	22.1	21.0	26.7	22.4	15.9	18.4	24.9	21.9	1
43.2	31.5	40.0	31.6		25.3	24.2	29.3	29.2		28.6	19.4	20.0		22.2	2
37.2	29.4	34.7	24.6	20.4	20.8	13.0	34.7	36.5	34.5	31.9	26.5	28.0	34.1	31.2	3
39.8	24.5	35.5	15.0	18.7	19.6	17.0	33.6	39.5	40.7	38.6	36.9	35.6	38.9	35.2	4
42.0	24.9	35.0	30.6	11.4	10.2	8.8	39.4	38.5	38.0	40.3	37.1	40.2	42.4	40.8	5
42.8	25.9	37.0	20.0	12.2	10.4	7.5	13.6	28.5	29.0	28.7	26.0	26.4	30.9	28.8	6
44.3	31.1	38.8	13.2	18.7	19.8	17.5	39.3	32.3	31.4	29.5	27.3	25.0	31.3	26.8	7
47.7	38.5	46.7	39.0	13.2	15.0	10.5	22.3	32.2	31.2	31.3	26.9	27.7	30.6	29.5	8
46.6	35.5	45.2	35.1		27.3	22.5	26.3	30.5		29.8	24.8	24.3		24.9	9
43.2	35.4	41.0	34.0	29.3	28.9	26.7	35.3	36.3	40.2	36.5	35.6	33.2	37.6	33.6	10
48.4	37.0	40.5	31.0	30.0	28.4	28.0	37.3	35.8	40.5	38.5	37.6	36.3	41.4	37.4	11
49.4	33.6	44.7	36.6	31.1	30.7	31.5	35.6	40.5	43.0	40.0	38.0	34.0	38.1	34.3	12
47.9	50.0	46.5	44.0	26.3	26.6	23.8	29.1	36.3	38.8	37.4	34.9	34.4	39.6	38.6	13
46.8	43.5	46.7	45.5	35.2	32.4	30.5	36.6	35.7	33.4	33.8	32.0	30.9	32.6	30.6	14
47.6	43.3	51.0	46.5	31.0	30.6	25.7	40.4	39.3	44.8	38.6	40.5	40.2	43.8	40.7	15
51.5	46.1	52.5	28.0		28.6	28.0	35.1	39.2		39.0	36.3	37.9		40.0	16
48.8	41.1	47.3	37.0	23.0	23.5	25.2	29.7	34.8	43.0	35.2	36.5	37.6	41.1	38.5	17
44.1	35.8	43.3	25.5	33.7	34.0	34.5	29.8	32.5	38.9	32.5	30.8	28.3	30.3	28.2	18
44.9	37.4	43.7	40.0	26.3	24.8	30.7	38.1	42.0	54.8	47.8	51.2	48.9	50.4	47.3	19
42.4	41.6	44.5	36.0	27.2	26.3	27.5	35.8	43.5	47.6	41.4	41.5	40.0	45.3	41.4	20
42.8	38.3	38.0	27.6	33.9	34.0	33.9	39.1	40.8	44.3	45.5	40.7	37.7	40.4	37.2	21
43.8	35.9	39.3	29.1	40.4	39.8	41.5	39.4	44.0	43.3	45.2	41.2	40.9	43.1	39.6	22
41.6	31.3	40.5	19.0		40.3	38.0	37.6	41.0		41.3	36.0	36.5		37.6	23
39.6	30.3	30.0	14.6	33.7	34.2	32.0	35.6	37.3	42.3	39.9	35.3	32.9	36.9	34.0	24
38.1	27.8	33.0	10.6	31.7	35.5	32.0	36.0	39.8	41.8	38.2	35.5	33.7	36.9	32.8	25
40.8	25.6	33.7	13.1		30.8	34.2	37.7	39.7	41.9	38.6	37.0	35.5	39.3	34.5	26
39.9	28.9	33.0	22.5	25.2	25.2	23.3	35.8	35.5	39.0	38.7	35.0	34.4	36.6	35.1	27
35.9	28.0	30.0	21.0	22.6	23.2	25.0	31.9	33.5	38.3	35.3	33.0	32.5	35.3	33.6	28
35.1	24.5	28.0	15.7	18.0	18.2	17.5	32.3	32.7	37.4	32.6	31.4	30.9	34.4	30.1	29
34.3	16.4	28.3	10.8		17.6	17.3	26.8	33.2		31.2	27.9	27.1		27.1	30
35.0	16.4	27.5	25.6	18.8	20.8	20.2	15.7	25.2	27.1	23.1	21.5	20.7	22.8	22.9	31
42.8	32.9	39.3	27.2	24.9	25.6	24.4	32.8	35.7	38.9	35.9	33.2	32.6	36.9	33.2	

TABLE XVIII.—December, 1877. Daily Mean Temperature—Continued.

Day.	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Secly.	W. Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.
1	24.0	22.7	29.1	24.0	23.5	18.8	16.1	12.8	12.5	20.0	17.7	22.5	20.1	20.1	23.6	
2	27.3	23.5	35.2	26.0	25.8	22.7	21.6	19.9	14.5	22.7	.	.	18.0	21.7	23.2	
3	30.8	31.0	36.6	32.3	32.0	28.7	30.8	28.9	25.0	28.3	29.3	32.1	27.6	29.9	33.6	
4	37.6	34.8	44.9	37.4	38.8	33.1	34.0	33.4	33.0	34.3	36.0	33.8	32.4	34.2	39.3	
5	38.8	38.0	33.9	41.2	40.2	39.3	38.4	38.0	36.9	39.5	40.9	41.7	38.5	40.1	40.5	
6	28.6	28.5	32.6	30.6	30.0	28.0	19.5	17.4	14.0	22.7	26.0	28.8	25.5	26.5	33.5	
7	39.4	28.0	30.9	30.6	31.3	28.9	23.0	20.7	19.7	26.7	25.8	25.8	24.1	26.8	27.3	
8	29.4	29.0	28.9	31.3	28.5	29.7	22.2	19.1	16.4	26.5	27.5	29.5	28.4	27.7	32.6	
9	27.1	27.5	38.9	28.8	27.5	24.4	17.9	14.4	13.8	25.0	.	.	20.8	24.0	22.2	
10	36.6	33.3	41.6	36.5	36.3	32.0	31.1	30.0	29.3	34.3	32.6	32.2	30.4	36.1	31.5	
11	37.6	38.0	37.2	39.3	37.5	38.2	33.7	34.1	32.6	37.8	37.4	39.4	35.8	37.6	37.7	
12	35.3	35.0	40.1	35.6	36.7	36.1	33.0	30.4	30.1	36.5	33.8	33.7	30.8	34.6	37.0	
13	35.7	30.3	33.4	37.8	35.0	26.9	28.6	27.3	25.9	31.5	34.2	35.7	31.7	33.3	36.6	
14	33.6	30.2	45.4	32.1	31.5	32.0	26.2	22.8	21.3	31.3	31.9	28.3	27.7	28.1	27.7	
15	42.7	39.8	42.2	41.8	43.3	38.5	37.8	38.9	34.5	39.8	41.2	40.5	39.2	38.1	40.5	
16	38.5	34.2	43.1	37.0	38.0	39.7	34.4	32.7	33.3	36.7	.	.	34.0	38.2	40.5	
17	35.8	33.5	32.3	37.1	37.3	34.6	28.4	28.4	33.0	32.0	34.1	34.1	32.5	36.1	35.7	
18	29.8	30.3	52.5	30.9	29.5	26.6	21.8	21.3	19.3	31.5	25.7	22.0	20.3	23.7	23.4	
19	48.6	42.0	44.6	44.7	46.2	42.5	37.4	38.1	37.8	44.0	44.9	42.7	42.0	43.1	38.2	
20	39.4	39.8	41.6	41.0	38.8	39.7	35.2	32.6	32.6	37.5	37.4	36.7	34.2	36.2	34.7	
21	37.9	38.2	40.5	37.1	38.0	35.3	32.7	31.2	30.7	37.0	34.6	31.1	30.0	33.1	31.8	
22	39.9	36.3	35.6	38.7	41.0	37.0	36.5	36.0	36.2	41.0	38.7	35.3	34.0	36.9	33.6	
23	37.5	32.3	36.0	35.3	40.0	32.6	33.3	33.3	32.1	35.8	.	.	28.8	31.2	30.4	
24	33.7	28.5	35.4	32.9	33.0	29.9	30.7	32.1	31.2	32.5	33.6	28.1	29.2	28.1	26.7	
25	33.9	30.0	36.3	31.3	32.0	29.1	32.3	32.0	30.9	32.5	32.8	28.2	28.0	27.3	28.0	
26	34.2	33.8	37.1	34.5	44.5	33.2	32.4	32.8	33.7	37.3	35.8	34.4	32.8	32.3	29.3	
27	34.5	31.8	35.4	37.1	45.3	33.5	33.1	34.0	31.0	37.2	35.8	36.7	35.2	35.2	33.9	
28	.	28.5	33.5	34.9	31.3	33.1	30.7	32.4	30.9	32.8	36.2	33.7	32.1	32.5	34.4	
29	.	27.2	27.7	30.8	27.7	27.2	28.9	27.4	23.6	29.0	30.8	29.3	28.2	27.0	27.4	
30	.	18.5	25.0	31.5	26.0	26.3	26.0	25.2	21.2	27.7	.	.	20.3	23.9	24.4	
31	.	.	.	21.2	22.8	16.1	14.1	12.2	12.1	17.5	21.1	.	14.4	15.6	18.1	
	34.8	32.7	35.5	34.2	34.8	31.4	29.1	28.1	26.7	32.2	33.2	32.7	29.3	30.9	31.5	

TABLE XVIII.—December, 1877. Daily Mean Temperature.—Continued.

Belleville.	Corwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	Day.
22.5	18.9	15.0	18.1	19.5	15.9	9.3	19.8	17.1	10.3	25.9	29.2	21.9	20.9	21.8	31.0	1
.	14.0	13.8	.	.	13.8	6.8	13.8	.	.	17.0	23.5	15.7	19.9	20.5	19.7	2
31.7	31.3	32.5	32.7	29.1	25.2	23.3	24.1	18.2	22.1	26.6	26.2	26.1	29.5	29.3	31.7	3
35.4	32.3	34.7	33.4	34.9	30.6	28.8	30.5	25.4	25.5	31.8	31.7	25.7	30.3	29.8	29.3	4
41.7	37.5	38.3	37.3	40.1	33.2	35.9	39.8	34.7	31.7	38.2	31.9	40.2	37.8	36.8	32.7	5
32.5	30.9	29.2	26.2	32.6	31.3	27.3	43.7	42.7	34.4	47.9	49.4	47.7	43.7	46.3	44.7	6
27.8	21.3	23.8	17.1	19.2	15.4	11.8	21.9	18.9	19.3	26.7	29.5	22.4	21.2	22.5	22.0	7
32.6	32.3	31.5	25.5	30.8	25.0	25.3	26.2	21.6	23.7	28.4	29.0	27.6	29.3	30.5	28.7	8
.	16.4	14.5	.	.	20.6	15.5	26.5	.	|	30.0	28.8	25.3	27.7	28.5	37.0	9
31.7	26.5	24.5	25.9	22.2	16.7	13.1	19.7	16.3	12.0	24.7	25.5	15.7	17.1	18.8	24.3	10
35.0	33.0	33.0	32.7	29.7	22.7	20.0	23.1	18.9	17.9	27.4	22.9	18.9	23.7	25.3	23.7	11
35.9	32.8	31.2	33.5	31.1	23.5	17.5	26.7	26.0	25.5	32.8	30.8	31.4	30.0	30.3	27.0	12
36.8	31.8	30.7	39.2	30.4	22.3	19.5	27.6	22.1	22.4	30.7	27.9	26.7	26.4	28.8	26.0	13
30.3	20.7	23.0	22.8	17.2	10.8	3.8	17.4	15.1	11.1	25.9	30.3	21.7	21.7	26.8	25.3	14
42.2	38.9	39.8	38.0	36.0	21.1	28.1	19.3	13.5	9.2	21.9	22.1	15.6	21.8	22.0	22.3	15
.	35.8	34.5	.	.	27.0	21.9	32.8	.	.	36.0	33.0	32.7	28.8	30.5	34.0	16
30.6	33.9	28.0	29.5	31.1	20.3	20.1	29.7	22.1	13.6	31.5	26.7	26.9	23.2	26.3	24.0	17
26.3	19.3	18.7	19.2	18.0	13.9	7.6	17.7	13.3	17.2	21.8	24.1	18.2	21.7	24.8	21.3	18
43.3	33.3	31.0	32.6	30.3	22.5	25.8	28.2	20.9	23.4	28.8	24.9	25.6	29.6	28.0	33.0	19
37.5	33.3	31.5	31.9	32.2	26.1	19.8	30.9	27.6	22.0	32.2	31.9	27.7	26.0	27.5	31.0	20
36.4	24.7	24.5	26.2	22.3	15.0	16.0	15.3	11.5	10.3	19.7	25.1	20.0	19.4	20.8	19.3	21
35.0	28.1	28.0	30.9	26.2	21.5	20.3	17.7	14.8	12.0	20.5	25.9	20.9	23.3	25.5	28.3	22
.	28.6	25.5	.	.	18.1	15.5	21.9	.	.	24.7	29.6	26.6	28.3	28.5	31.0	23
29.9	24.2	23.5	27.1	25.2	21.1	16.3	26.1	27.7	28.5	28.7	31.3	29.9	31.1	31.0	34.7	24
32.1	24.6	22.5	28.0	.	19.0	9.5	28.7	26.3	.	30.6	33.4	30.3	31.3	31.5	33.7	25
33.3	27.0	26.0	34.5	25.2	19.5	14.8	29.3	27.3	34.3	31.7	34.7	32.2	32.6	33.0	39.7	26
35.9	30.8	29.3	35.0	28.8	17.5	18.0	30.5	25.8	23.9	33.5	31.0	25.9	30.4	29.5	34.3	27
38.5	30.0	25.7	32.0	27.6	18.2	20.8	27.4	19.3	24.1	29.5	25.8	17.1	27.2	25.5	32.3	28
31.7	25.7	25.0	29.4	25.3	19.6	16.3	26.3	20.2	24.7	27.9	26.5	15.4	30.0	28.0	30.0	29
.	22.5	20.3	.	.	19.2	13.0	26.3	.	.	27.3	28.8	29.5	27.8	28.5	36.3	30
19.8	17.3	16.7	15.9	16.4	14.0	9.5	24.2	22.9	20.8	29.3	31.6	28.8	27.3	29.0	32.0	31
33.7	27.7	27.6	28.6	27.3	20.7	17.7	25.6	21.9	20.8	28.7	29.1	25.5	27.2	27.9	29.7	

TABLE XIX.—Means of Daily Temperatures at the Stations in Tables VII to

	Esquimaux.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.
Jan. 1 to 5, inclusive.....	46.4	29.5	43.2	37.2	4.2	2.8	4.8	6.4	14.3	13.7	11.2	10.1	14.8	11.4	
“ 6 to 10, “	44.3	33.3	39.6	22.1	18.4	17.4	16.9	7.9	16.1	14.5	16.3	17.5	15.8	17.6	16.9
“ 12 to 15, “	38.0	28.4	32.3	10.2	23.6	23.5	26.1	1.5	12.5	14.8	12.2	11.7	10.2	14.4	11.2
“ 11 to 20, “	36.6	14.3	30.0	5.1	16.9	15.1	14.4	12.7	20.4	21.6	20.5	17.4	17.1	20.9	17.5
“ 21 to 25, “	39.8	10.1	31.0	18.6	2.2	2.0	5.9	9.4	14.8	14.3	14.9	11.6	10.0	15.2	11.5
“ 26 to 30, “	45.8	33.9	42.1	36.7	19.7	22.5	23.2	22.6	25.7	29.8	27.3	27.5	24.9	29.1	25.9
Jan. 30 to Feb. 4, inclusive.....	45.0	37.1	45.1	40.6	13.9	16.7	27.7	33.1	32.6	41.4	34.0	31.7	31.1	36.3	31.2
Feb. 5 to 9, “	38.9	32.8	37.6	33.8	21.4	23.0	22.9	27.1	28.4	31.8	28.4	26.1	24.5	26.5	25.7
“ 10 to 14, “	36.6	25.2	33.6	21.9	14.6	11.4	15.7	21.8	24.1	27.5	25.8	24.6	22.8	24.1	24.8
“ 15 to 19, “	44.5	33.5	39.1	42.3	14.5	18.9	18.8	18.6	24.7	29.4	24.6	21.9	21.4	24.4	22.6
“ 20 to 24, “	45.1	40.5	43.5	43.2	18.5	20.7	20.0	28.3	31.5	38.4	35.4	33.6	31.9	35.0	32.3
“ 25 to March 1, inclusive.....	42.8	36.0	39.4	26.9	15.2	17.8	18.0	29.1	28.9	30.7	27.4	29.9	26.3	33.3	28.8
March 2 to 6, inclusive.....	40.2	30.8	37.3	12.3	4.4	4.9	5.7	14.3	23.8	30.7	25.5	24.9	22.3	29.6	24.9
“ 7 to 11, “	40.7	28.6	37.3	11.4	6.5	1.2	3.8	11.4	16.7	18.5	18.3	18.6	17.3	19.7	21.1
“ 12 to 16, “	49.9	38.0	45.6	8.5	1.8	5.7	1.5	13.0	17.8	24.2	20.6	19.3	18.4	25.0	21.4
“ 17 to 21, “	49.9	47.4	46.2	24.1	4.8	6.3	3.8	16.1	13.8	18.1	16.1	13.0	11.6	16.8	12.2
“ 22 to 26, “	47.8	49.3	45.5	37.8	3.5	8.5	9.9	24.1	27.1	30.5	29.4	29.8	30.3	34.3	31.2
“ 27 to 31, “	47.6	47.4	45.2	30.0	26.8	29.4	28.2	31.3	29.5	34.5	30.1	29.7	29.1	32.2	30.6
April 1 to 5, inclusive.....	48.6	53.7	47.8	37.1	11.1	9.8	11.4	30.1	32.2	35.5	33.0	32.6	31.3	33.2	32.5
“ 6 to 10, “	47.8	47.7	45.9	39.0	24.9	24.2	30.2	38.2	24.4	43.2	39.2	37.9	37.5	39.7	37.9
“ 11 to 15, “	49.9	51.1	48.2	39.9	41.2	40.8	40.1	41.5	36.6	45.0	41.8	42.6	42.3	44.3	42.6
“ 16 to 20, “	46.9	49.4	47.1	37.0	44.4	46.1	39.9	45.7	44.5	49.2	45.4	46.0	45.1	45.8	44.5
“ 21 to 25, “	49.6	55.0	49.7	39.5	40.1	41.6	40.6	48.2	45.2	54.5	47.8	49.1	49.7	52.3	51.9
“ 26 to 30, “	52.1	60.2	52.8	52.2	39.8	40.3	32.7	38.6	42.5	46.7	41.9	45.3	44.4	46.6	44.5

XVIII, collected in five-day periods, from 1st Jan. to 31st Dec., '77, inclusive.

Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	North Gwillimbury.	Barrie.	Peterborough.	Norwood.	Port Perry.	Kingston.	
13.5	15.4	9.6	14.8	12.2	12.2	9.3	4.5	3.1	2.4	9.4	10.8	5.8	7.8	7.2	5.7	Jan. 1 to 5, inclusive.
14.8	18.3	16.4	20.9	19.6	18.5	15.5	13.4	10.1	9.7	15.6	12.6	12.9		17.0	15.8	" 6 to 10, "
14.9	22.2	9.3	13.3	10.5	14.5	2.0	2.8	0.3	2.1	7.2	7.1	10.2		5.9		" 12 to 15, "
18.2	19.6	17.1	20.8	19.2	18.4	15.3	15.8	18.8	15.3	19.4	19.2	18.4		17.2		" 16 to 20, "
13.6	13.4	13.5	15.6	14.8	12.3	10.1	8.2	7.1	7.0	12.6	14.5	11.7	9.1	10.2	13.9	" 21 to 25, "
28.4	28.9	24.8	28.0	26.3	27.3	18.1	18.7	19.1	19.7	24.1	23.2	23.5	22.4	24.5	24.3	" 26 to 30, "
34.5	34.6	31.4	32.8	31.5	30.6	31.5	30.5	31.2	30.8	33.9	32.6	32.0	32.7	32.8	32.8	Jan. 30 to Feb. 4, inclusive.
26.8	28.3	27.9	29.2	28.0	24.6	24.8	24.2	21.4	23.3	26.8	26.0	26.6	25.3	25.2	29.2	Feb. 5 to 9, "
25.7	28.6	22.1	28.6	24.0	22.6	18.8	19.3	17.5	19.3	21.9	19.9	19.5	20.0	19.8	22.4	" 10 to 14, "
25.8	26.7	22.5	26.8	22.9	22.3	19.9	18.1	15.0	13.7	20.2	21.1	21.8	20.3	19.9	19.0	" 15 to 19, "
34.3	35.9	33.8	35.4	35.2	30.6	31.8	30.6	29.8	29.9	33.8	30.9	27.6	32.2	33.0	32.1	" 20 to 24, "
29.8	33.9	30.9	34.0	31.0	28.7	26.3	27.3	27.6	25.1	28.6	28.3	30.8	29.1	28.4	31.5	" 25 to March 1, inclusive.
28.2	26.9	24.6	28.3	26.2	27.0	30.4	20.7	18.0	16.4	23.9	26.3	25.4	23.6	23.5	26.6	March 2 to 6, inclusive.
22.9	21.5	18.6	22.9	21.2	22.4	16.0	12.4	11.3	13.0	17.1	18.3	15.2	16.0	17.4	22.6	" 7 to 11, "
22.1	22.7	19.4	24.6	22.9	22.6	18.5	16.0	15.1	15.8	18.0	21.6	22.8	20.1	21.5	23.1	" 12 to 16, "
16.0	20.9	15.1	18.8	17.0	17.7	11.9	11.9	9.3	10.7	14.5	16.1	16.2	14.5	14.2	15.6	" 17 to 21, "
31.8	33.9	32.5	35.0	33.0	32.9	29.1	29.9	29.0	28.2	28.9	29.7	33.5	32.5	32.1	34.2	" 22 to 26, "
31.8	33.4	31.6	33.7	31.7	31.2	27.5	29.7	28.2	28.2	30.8	29.4	33.6	32.3	30.7	31.1	" 27 to 31, "
35.3	35.2	33.6	36.4	34.9	36.6	30.3	31.3	29.7	30.7	33.9	29.4	31.7	32.7	33.2	35.6	April 1 to 5, inclusive.
38.6	40.2	38.1	39.4	40.0	36.9	36.7	36.1	36.0	36.8	38.0	37.3	41.3	39.4	37.1	39.4	" 6 to 10, "
40.4	45.0	42.7	45.7	43.5	38.0	38.7	38.2	38.3	36.5	43.2	39.4	44.1	41.5	43.7	43.3	" 11 to 15, "
46.1	46.0	42.9	43.1	44.6	43.9		43.8	41.1	42.6	44.7	42.4	47.2	44.6	44.8	47.2	" 16 to 20, "
49.9	51.9	51.3	54.8	50.3	47.3	46.2	47.7	47.8	46.2	50.1	47.9	51.1	51.7	52.2	46.7	" 21 to 25, "
45.2	46.1	46.5	46.7	46.2	48.0	43.8	42.7	40.8	40.2	46.8	42.9	48.5	46.4	46.2	47.4	" 26 to 30, "

TABLE XIX.—Means of Daily Temperatures at the Stations in Tables VII to

	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Granbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.
Jan. 1 to 5, inclusive.....	7.9	1.4	2.2	1.6	3.6	2.2	1.6	8.0	6.1	7.3	14.4	17.2	14.1	11.6		24.0
“ 6 to 10, “	18.0	7.4	11.4	7.0	6.3	9.7	8.1	19.9	10.5	6.3	24.5	24.7	22.9	19.0	24.7	24.3
“ 11 to 15, “	6.1	6.2	1.4	1.5	1.4	3.0	3.9	6.1	1.2	4.5	12.9	9.0	5.4	5.4	3.9	10.1
“ 16 to 20, “	21.4	16.7	17.8	11.6	16.6	13.2	13.0	14.4	11.2	7.5	18.7	10.7	14.4	12.8	8.2	14.1
“ 21 to 25, “	14.3	10.4	9.2	8.9	11.0	6.2	4.2	15.0	1.3	4.1	19.5	14.9	11.5	12.5	15.9	15.4
“ 26 to 31, “	25.9	18.8	19.9	19.6	17.2	12.7	12.7	13.4	4.8	4.9	13.7	3.8	7.5	5.3	5.3	6.5
Jan. 30 to Feb. 4, inclusive..	34.6	32.2	31.1	34.6	26.4	26.3	28.5	29.1	24.4	21.3	30.1	25.3	28.0	25.5	25.4	24.0
Feb. 5 to 9, “	29.5	26.3	25.6	25.5	26.4	24.1	20.5	28.4	22.0	23.9	29.1	25.7	25.8	24.5	24.8	24.1
“ 10 to 14, “	22.3	20.6	21.5	17.1	20.2	18.6	17.7	22.7	17.6	15.5	21.8	16.5	20.1	17.4	16.2	17.3
“ 15 to 19, “	25.4	18.9	19.6	19.3	22.3	20.9	17.9	24.9	18.6	19.2	27.9	26.5	26.6	25.7	25.4	25.0
“ 20 to 24, “	34.7	30.7	30.7	33.1	30.3	27.0	26.0	25.7	18.7	17.1	26.6	26.1	21.5	22.1	23.4	33.7
“ 25 to Mar. 1, inclusive..	32.7	28.7	26.5	29.4	28.0	23.2	19.2	25.8	21.0	22.6	25.9	22.8	22.1	21.4	21.7	25.3
Mar. 2 to 6, inclusive.....	28.1	25.7	25.5	22.5	24.2	22.0	19.3	29.3	22.4	21.7	30.2	27.8	29.0	27.9	28.6	30.6
“ 7 to 11, “	20.6	21.3	22.0	15.2	20.9	16.3	15.3	27.5	23.8	21.7	30.7	29.6	29.5	27.0	27.7	27.5
“ 12 to 16, “	24.5	20.3	20.8	17.6	19.6	17.1	16.3	24.3	20.5	16.1	27.6	29.3	26.7	24.1	26.2	28.0
“ 17 to 21, “	18.3	13.9	15.9	13.4	16.7	13.1	10.1	18.7	16.6	19.5	26.0	26.2	24.6	20.2	23.4	27.6
“ 22 to 26, “	35.9	33.0	33.6	32.0	33.3	27.4	30.2	32.7	32.9	31.2	36.7	32.1	35.3	30.5	31.8	30.0
“ 27 to 31, “	34.7	31.3	31.3	30.6	34.7	32.8	34.4	39.8	38.5	35.5	38.0	37.9	40.7	38.3	36.3	33.4
April 1 to 5, inclusive.....	34.8	35.6	35.1	32.9	33.5	29.9	33.0	35.3	32.7	30.6	35.5	33.5	32.8	31.8	32.1	37.8
“ 6 to 10, “	41.9	38.0	38.1	39.4	40.1	34.2	32.6	37.7	38.7	36.7	37.1	36.2	37.5	36.2	36.1	41.9
“ 11 to 15, “	43.2	40.7	40.4	42.5	43.1	35.2	33.6	35.8	35.4	35.0	36.0	33.6	33.9	34.2	34.7	36.7
“ 16 to 20, “	46.7	44.0	42.0	45.8	43.2	38.6	39.3	42.5	42.7	35.6	40.4	35.6	40.7	39.4	37.9	39.9
“ 21 to 25, “	52.8	50.0	48.6	52.2	53.2	46.7	44.7	48.2	49.7	41.9	47.8	44.9	50.2	47.0	45.7	44.3
“ 26 to 30, “	46.5	49.7	48.5	46.0	49.3	43.9	42.4	46.8	47.0	40.8	43.5	40.3	42.3	37.9	37.2	43.2

XVIII, collected in five-day periods, from 1st Jan. to 31st Dec., '77, inclusive

Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Stratford.	Simcoe.	Woodstock.	
51.8	56.6	48.6	51.3	44.5	45.1	43.0	38.9	38.9	46.4	41.7	41.3	40.3	45.0	41.1	May 1 to 5 inclusive.
52.4	61.7	55.1	49.4	51.5	50.6	48.3	48.2	43.3	49.9	48.8	47.6	46.8	49.9	46.2	" 6 to 10 "
54.2	65.0	54.4	61.0	59.0	60.1	60.0	51.7	50.0	55.9	50.0	54.4	53.4	56.7	53.3	" 11 to 15 "
50.3	55.5	52.1	57.2	51.9	54.6	57.1	59.2	59.3	74.5	67.4	68.9	68.8	70.6	69.3	" 16 to 20 "
54.1	62.7	55.6	58.2	57.1	57.4	56.4	51.0	46.9	55.0	50.1	51.2	51.4	56.0	53.1	" 21 to 25 "
53.4	59.8	55.7	61.8	64.4	64.1	67.5	61.2	56.5	65.2	61.1	59.3	60.7	62.6	60.3	" 26 to 30 "
55.3	63.8	55.9	65.3	53.4	52.8	53.5	61.3	63.8	69.0	68.1	65.1	67.2	68.6	66.3	May 31 to June 4 inclusive.
56.0	65.7	58.0	60.3	52.7	52.9	53.9	59.5	48.9	64.8	64.6	62.6	62.9	64.2	62.0	June 5 to 9 "
59.3	59.3	60.1	61.4	50.3	51.7	49.8	53.8	55.0	64.2	58.0	59.4	59.1	65.3	59.5	" 10 to 14 "
55.9	62.7	57.2	63.1	52.8	55.6	51.5	63.7	59.3	70.3	63.6	64.2	65.4	71.7	66.4	" 15 to 19 "
55.0	62.5	55.1	64.1	58.2	58.2	54.9	59.9	57.9	65.4	61.0	60.4	60.9	63.0	62.0	" 20 to 24 "
56.5	62.8	57.5	55.8	61.8	62.5	58.7	62.7	62.2	71.8	66.1	66.0	65.7	68.9	66.4	" 25 to 29 "
56.2	64.3	58.9	1.0	68.9	69.3	64.5	64.6	63.5	69.0	67.0	64.8	65.8	69.6	66.7	June 30 to July 4 inclusive.
61.6	72.2	62.2	75.2	70.3	70.9	71.1	66.6	65.4	73.8	68.9	68.0	69.1	70.3	69.5	July 5 to 9 "
58.0	68.9	59.8	75.4	69.0	68.4	67.7	65.0	63.4	72.2	65.6	64.9	63.8	66.7	65.3	" 10 to 14 "
66.2	79.6	70.1	73.9	57.0	58.4	56.5	68.4	68.5	72.2	70.4	68.7	69.5	71.7	70.9	" 15 to 19 "
61.3	74.7	64.9	78.9	70.3	71.1	67.4	68.2	65.1	70.0	67.8	65.8	65.5	68.8	66.8	" 20 to 24 "
60.5	67.9	63.4	67.5	69.0	69.5	69.4	74.0	74.8	78.8	76.3	74.8	74.8	76.6	76.6	" 25 to 29 "
57.3	66.0	59.9	67.9	66.8	67.1	64.9	67.7	69.7	66.6	71.7	71.2	71.7	75.2	71.7	July 30 to Aug. 3 inclusive.
58.4	71.8	62.6	72.2	65.1	67.6	65.9	67.5	66.4	73.7	69.3	66.8	68.3	71.2	67.4	Aug. 4 to 8 "
58.7	72.5	63.2	74.5	63.2	63.6	62.8	67.2	65.8	70.8	66.5	65.7	65.7	68.3	66.8	" 9 to 13 "
59.9	79.1	64.4	80.1	66.9	68.0	66.7	69.9	65.6	67.6	66.8	63.0	63.2	68.3	65.5	" 14 to 18 "
59.7	68.5	60.6	69.1	61.0	63.6	63.3	69.9	70.6	74.2	72.8	69.5	69.9	72.4	70.2	" 19 to 23 "
56.2	62.8	57.8	64.0	62.1	63.0	62.8	67.7	70.2	72.4	71.1	68.6	68.9	71.5	70.1	" 24 to 28 "

TABLE XIX.—Means of Daily Temperatures at the Stations in Tables VII to

	Aylmer.	Brantford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	North Gwillimbury.	Barrie.	Peterboro'.	Norwood.	Port Perry.	Kingston.
May 1 to 5, inclusive.....	41.0	42.5	40.0	45.4	42.5	41.7	39.6	38.5	37.0	37.2	40.8	40.0	44.9	42.4	42.0	43.8
" 6 to 10, "	47.6	49.4	46.5	50.4	47.6	47.3	46.7	47.8	45.7	44.8	49.2	45.1	49.8	47.0	47.6	48.3
" 11 to 15, "	55.6	56.8	55.9	59.7	54.7	55.0	54.8	52.7	52.5	51.9	56.8	52.0	56.8	55.7	57.7	52.5
" 16 to 20, "	70.4	69.9	67.9	70.7	64.2	66.6	66.2	64.4	64.9	62.8	68.5	64.1	70.0	66.7	68.1	63.4
" 21 to 25, "	52.2	53.2	50.7	54.8	51.0	53.2	50.7	50.0	50.1	44.8	52.3	50.1	55.2	52.4	52.4	52.6
" 26 to 30, "	60.4	61.4	63.2	66.0	61.4	60.9	59.6	59.2	58.4	59.9	63.8	58.7	65.9	61.3	65.0	59.3
May 31 to June 4, inclusive...	67.4	67.6	64.2	68.0	63.3	66.6	62.7	63.5	62.3	60.8	68.9	64.9	68.7	66.2	69.9	66.7
June 5 to 9, "	62.4	62.9	61.1	62.8	60.9	66.0	60.4	65.8	63.3	60.8	65.9	63.0	66.3	64.6	64.6	66.3
" 10 to 14, "	61.1	60.9	57.6	62.2	57.9	61.8	57.2	55.4	53.1	54.7	59.5	58.9	63.4	60.9	60.1	64.4
" 15 to 19, "	65.8	66.3	67.4	69.3	64.9	65.0	64.6	63.2	61.3	62.3	67.4	64.9	69.0	68.1	67.6	69.1
" 20 to 24, "	62.7	61.6	60.3	59.3	60.1	61.7	57.9	58.2	56.2	56.8	59.6	55.8	61.0	58.8	63.2	61.8
" 25 to 29, "	65.4	66.9	66.2	68.9	66.5	66.8	63.2	64.6	63.0	62.6	68.0	65.3	69.5	65.3	65.9	68.5
June 30 to July 4, inclusive...	68.7	67.7	69.0	70.1	67.9	68.1	63.5	62.2	60.6	66.2	64.6	68.6	68.1	67.4	68.3	68.3
July 5 to 9, "	70.5	69.1	70.9	74.0	70.3	68.2	65.9	63.9	64.0	70.5	67.9	72.6	68.0	69.8	68.5	68.5
" 10 to 14, "	64.9	66.2	62.7	68.4	66.1	67.0	65.7	63.1	61.8	64.7	66.7	65.6	69.0	65.6	66.7	66.3
" 15 to 19, "	70.5	69.0	72.5	76.8	71.6	72.2	69.9	68.9	66.9	68.2	74.6	71.1	74.1	71.6	73.3	73.2
" 20 to 24, "	67.2	66.6	71.9	67.5	68.8	65.6	63.4	61.7	63.2	69.3	66.3	71.0	66.9	69.6	71.6	71.6
" 25 to 29, "	74.9	77.4	78.2	74.6	77.1	72.4	72.5	70.6	71.5	77.8	75.0	77.9	74.7	75.7	75.6	75.6
July 30 to Aug. 3, inclusive...	72.6	72.0	72.0	71.9	73.1	64.6	71.0	67.7	68.8	71.8	72.2	72.9	71.0	69.6	76.3	76.3
Aug. 4 to 8, "	67.6	68.6	72.2	68.4	68.9	65.0	66.1	64.2	65.2	69.1	68.6	71.8	67.6	69.4	68.6	68.6
" 9 to 13, "	67.2	64.9	76.1	66.6	68.3	63.8	64.2	61.6	64.1	66.8	66.7	69.1	64.7	66.1	69.6	69.6
" 14 to 18, "	68.0	64.7	70.0	66.7	67.6	65.1	63.7	63.3	66.7	67.2	67.5	68.1	67.9	67.4	67.4	67.4
" 19 to 23, "	71.2	74.0	68.9	73.9	71.5	71.1	68.3	68.9	66.6	69.6	72.5	71.7	72.1	68.0	71.8	74.5
" 24 to 28, "	70.2	71.9	71.0	74.3	71.2	71.1	66.9	68.1	64.9	66.0	71.7	70.5	73.7	70.3	71.7	74.4

XVIII, collected in five-day periods, from 1st Jan. to 31st Dec., '77, inclusive.

Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Cranbourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Truro.	Charlottetown.	Georgetown.	Channel.	
45-0	40-0	41-3	39-1	43-6	41-3	37-5	43-8	44-0	39-3	45-3	41-5	44-1	42-2	42-2	39-5	May 1 to 5 inclusive.
49-5	45-4	44-0	48-5	45-4	41-3	37-6	39-8	37-9	35-5	40-6	39-0	40-4	33-4	39-4	45-1	" 6 to 10 "
56-7	57-7	56-6	59-4	59-5	56-5	53-3	50-0	51-5	47-7	48-3	44-1	44-3	44-2	43-7	48-2	" 11 to 15 "
67-2	68-3	68-8	69-2	68-7	52-3	58-6	49-6	54-4	47-7	45-8	42-8	46-0	44-4	44-3	45-5	" 16 to 20 "
53-7	52-2	51-7	52-2	54-8	50-3	48-0	48-5	40-4	47-3	47-0	44-4	45-9	43-5	44-1	48-9	" 21 to 25 "
64-0	61-7	60-7	65-9	64-4	61-4	57-3	49-9	49-9	62-8	53-3	55-4	49-8	52-0	55-1	47-6	" 26 to 30 "
67-9	67-9	67-6	66-9	69-8	69-3	65-4	55-2	65-1	54-3	59-9	56-5	61-1	58-9	56-5	54-9	May 31 to June 4 inclusive.
65-1	66-1	67-0	66-0	66-9	61-8	62-4	60-8	64-3	60-6	57-9	57-0	62-5	62-4	57-5	54-5	June 5 to 9 "
64-1	63-3	63-6	61-2	64-7	62-2	60-2	55-4	65-3	61-3	57-6	62-3	61-8	62-7	63-1	54-0	" 10 to 14 "
68-1	68-7	65-3	66-7	69-5	68-8	61-8	59-4	65-6	66-7	61-4	56-0	60-2	61-1	60-6	54-0	" 15 to 19 "
62-9	60-7	60-9	58-4	58-9	54-7	51-0	55-0	54-5	56-5	53-9	55-1	54-6	53-9	48-5		" 20 to 24 "
69-8	65-4	63-9	65-7	66-6	61-8	56-5	58-3	60-6	60-4	57-9	55-4	58-5	58-0	57-2	52-1	" 25 to 29 "
70-1	68-9	68-4	66-4	69-3	64-5	59-4	59-2	62-6	61-9	59-2	58-2	60-8	61-9	61-4	54-7	June 30 to July 4 inclusive.
69-1	69-3	69-2	68-8	70-4	68-3	64-0	60-6	64-8	65-1	61-8	59-2	63-1	62-2	62-2	56-3	" 5 to 9 "
70-8	64-4	62-8	65-4	66-1	65-4	58-4	59-7	67-5	67-8	61-9	62-9	67-0	64-6	65-1	58-4	" 10 to 14 "
73-3	71-8	72-3	72-9	73-3	72-9	68-8	62-0	74-0	74-7	65-3	63-8	67-4	67-0	65-6	60-7	" 15 to 19 "
71-6	69-7	69-7	68-0	70-8	70-6	63-7	61-0	68-7	69-3	64-6	67-9	66-6	67-1	67-5	62-1	" 20 to 24 "
78-2	76-4	75-7	75-8	73-0	66-0	63-1	60-2	63-9	63-4	60-7	57-5	59-9	60-6	59-4	58-8	" 25 to 29 "
76-7	73-2	73-2	73-5	75-0	73-2	66-4	63-1	68-1	68-6	64-6	62-6	64-1	65-0	64-9	62-9	July 30 to August 3 inclusive.
72-4	67-2	66-1	68-5	65-0	60-5	57-1	62-1	62-7	64-3	64-9	63-6	63-5	65-2	63-6	63-9	August 4 to 8 "
71-7	68-8	69-1	67-1	67-3	61-6	62-0	60-4	63-2	63-3	65-4	62-6	63-8	63-4	62-8	63-2	" 9 to 13 "
72-1	68-4	66-5	69-1	67-3	62-6	61-5	61-6	66-7	61-9	66-8	67-1	68-4	67-0	67-8	62-5	" 14 to 18 "
73-4	70-3	70-1	73-1	72-1	68-6	62-6	62-3	67-2	68-2	68-9	65-9	65-2	66-3	65-7	65-6	" 19 to 23 "
74-6	74-9	72-8	74-0	72-8	64-6	64-2	64-1	67-7	67-2	65-4	61-4	63-1	64-6	63-6	65-8	" 24 to 28 "

TABLE XIX.—Means of Daily Temperatures at the Stations in Tables VII to

	Esquimalt.	Spence's Bridge.	New Westminster.	Fort Macleod.	Winnipeg.	Fort Garry.	Kalmar.	Little Current.	Point Clark.	Windsor.	Goderich.	Granton.	Strafford.	Simcoe.	Woodstock.
Aug. 29 to Sept. 2, inclusive.....	59.1	73.0	62.4	68.1	57.0	59.4	55.6	60.7	60.9	67.5	62.3	59.9	59.5	67.1	61.6
Sept. 3 to 7, "	58.2	63.9	58.2	67.0	58.5	60.1	58.8	58.4	59.5	63.0	60.4	57.6	57.0	60.5	58.6
" 8 to 12, "	55.2	58.6	55.1	63.2	63.5	64.2	62.8	64.3	63.0	66.2	64.9	62.5	61.9	66.7	62.8
" 13 to 17, "	53.8	54.0	54.7	51.6	55.1	53.4	54.0	65.0	66.8	69.0	68.7	64.9	65.5	67.7	66.7
" 18 to 22, "	52.2	55.9	52.4	59.3	49.8	51.1	47.2	53.4	56.2	57.2	57.7	49.9	51.2	55.4	52.7
" 23 to 27, "	49.9	49.7	49.4	54.4	51.4	51.8	49.2	62.8	65.8	71.2	67.3	64.0	63.0	67.3	64.7
Sept. 28 to Oct. 2, inclusive.....	47.9	46.3	46.0	39.8	45.8	46.1	45.7	58.8	63.0	69.2	67.3	63.9	64.4	66.3	65.3
Oct. 3 to 7, "	50.3	46.1	48.2	.	37.1	39.2	36.5	48.5	53.6	54.6	53.1	49.2	48.6	52.3	49.9
" 8 to 12, "	49.5	48.2	49.0	.	42.0	42.3	39.8	45.3	49.1	48.8	49.9	47.1	46.6	50.9	48.4
" 13 to 17, "	48.4	45.7	49.8	.	38.4	38.1	37.7	51.2	55.2	60.1	57.8	55.4	53.6	55.6	54.8
" 18 to 22, "	48.9	48.4	49.8	.	38.4	39.9	36.6	41.4	45.2	51.6	45.0	42.9	42.2	46.9	44.0
" 23 to 27, "	47.1	45.1	47.5	.	40.4	40.0	37.7	38.1	46.0	52.3	48.2	46.0	44.9	50.3	46.4
" 28 to Nov. 1, "	39.5	34.1	41.0	.	32.1	31.3	26.9	40.6	47.1	45.1	47.4	43.8	43.2	43.6	43.9
Nov. 2 to 6, inclusive.....	46.7	36.6	43.9	35.1	21.6	21.0	14.1	33.2	36.8	34.8	35.7	32.6	32.6	36.4	33.7
" 7 to 11, "	48.1	42.4	47.3	41.2	25.6	26.7	21.1	29.0	34.8	36.5	33.1	31.6	30.7	34.7	31.2
" 12 to 16, "	49.1	42.2	46.9	37.7	31.2	32.1	27.9	41.1	43.4	45.7	44.8	42.1	41.0	44.2	42.6
" 17 to 21, "	47.4	38.5	41.4	39.9	29.4	26.8	30.4	29.1	34.8	41.1	35.8	33.5	32.7	34.4	33.2
" 22 to 26, "	43.7	35.3	39.8	32.8	29.4	28.7	35.5	42.5	45.7	46.0	46.6	44.2	43.1	46.1	43.6
" 27 to Dec. 1, "	41.2	28.7	34.6	12.6	8.7	7.6	20.6	30.7	31.3	27.2	29.3	25.3	25.4	29.7	27.9
Dec. 2 to 6, inclusive.....	41.0	27.2	36.4	24.5	15.7	17.3	20.0	31.1	34.4	35.6	33.6	29.2	30.0	36.6	31.6
" 7 to 11, "	46.0	35.5	42.4	30.5	22.8	23.9	25.2	32.1	33.4	35.8	33.1	30.4	29.3	35.2	30.4
" 12 to 16, "	48.6	43.3	48.3	40.1	30.9	29.8	30.5	35.4	38.2	40.0	37.8	36.3	35.5	38.5	36.8
" 17 to 21, "	44.6	36.8	43.4	33.2	28.8	28.5	35.2	34.5	38.7	45.7	40.5	40.1	38.5	41.5	38.5
" 22 to 26, "	40.8	30.2	35.3	17.3	35.3	36.1	27.4	37.3	40.4	42.3	40.6	37.0	35.9	39.1	35.7
" 27 to 31, "	36.0	22.8	29.4	19.1	21.2	21.0	9.2	28.5	32.0	35.7	32.2	29.8	29.1	32.3	29.8

XVIII, collected in five-day periods, from 1st Jan. to 31st Dec., '77, inclusive.

Aylmer.	Braunford.	Brampton.	Hamilton.	Toronto.	Welland.	Newmarket.	Gravenhurst.	Beatrice.	Seely.	North Gwillimbury.	Barrie.	Peterborough.	Norwood.	Port Perry.	Kingston.	
61-8	63-4	61-4	66-1	63-6	64-1	57-9	59-7	57-4	57-7	64-5	65-1	66-6	62-0	63-4	66-7	Aug. 29 to Sept. 2 inclusive.
60-3	53-9	58-2	61-7	58-5	59-2	54-9	54-3	52-3	52-5	59-9	57-7	57-9	56-3	59-5	60-3	Sept. 3 to " 7 "
64-5	64-4	62-5	63-6	62-7	64-5	61-2	61-8	60-6	60-1	64-9	64-9	66-7	61-7	64-3	64-9	" 8 to " 12 "
65-2	67-5	68-6	73-2	68-0	66-5	64-9	65-7	64-5	61-7	68-0	67-3	69-5	65-1	67-4	71-2	" 13 to " 17 "
52-1	54-0	57-3	58-2	54-6	53-2	50-3	51-1	47-8	46-6	55-2	54-8	54-8	49-5	53-9	57-6	" 18 to " 22 "
62-9	64-5	63-2	69-6	62-8	63-3	61-3	58-4	57-9	54-0	66-1	65-2	67-8	63-4	65-7	64-4	" 23 to " 27 "
63-9	65-8	60-2	68-0	63-5	65-7	59-6	60-6	57-1	57-3	65-8	62-8	62-8	59-3	64-5	62-8	Sept. 28 to Oct. 2 inclusive.
51-3	50-9	46-1	57-2	51-3	48-9	47-2	47-6	42-8	46-4	51-0	49-2	51-4	47-1	49-4	51-2	Oct. 3 to " 7 "
48-3	49-3	47-4	52-7	51-5	50-2	47-6	44-5	44-8	44-4	49-8	49-5	51-2	48-9	51-3	53-4	" 8 to " 12 "
56-1	56-0	56-2	59-1	54-6	55-6	52-5	50-6	49-2	46-1	55-5	51-9	52-9	51-8	52-9	51-8	" 13 to " 17 "
46-1	44-7	41-5	47-2	43-8	44-5	40-6	38-1	37-6	37-9	42-8	44-0	43-4	40-4	40-8	43-4	" 18 to " 22 "
48-5	46-9	40-1	49-4	47-2	47-0	43-4	38-0	37-0	35-6	43-3	44-0	41-4	37-8	42-7	41-5	" 23 to " 27 "
45-4	44-4	43-9	47-4	45-0	45-5	42-5	40-9	39-4	37-7	43-8	43-2	43-7	42-8	45-1	44-4	" 28 to Nov. 1 "
35-3	34-1	33-1	38-0	36-0	37-4	32-7	32-1	28-9	27-3	33-9	22-7	31-9	33-0	33-7	38-5	Nov. 2 to 6 inclusive.
33-7	34-2	35-2	33-8	32-9	32-3	25-7	28-1	27-4	28-7	29-8	30-1	32-4	28-9	31-4	34-6	" 7 to 11 "
44-6	44-2	40-9	46-0	42-2	40-2	40-5	38-5	39-8	39-1	41-2	42-6	41-9	39-5	40-4	41-9	" 12 to 16 "
36-8	33-6	32-2	36-3	34-5	33-4	29-5	24-9	26-7	28-0	30-6	32-1	30-2	28-7	30-2	32-6	" 17 to 21 "
46-7	43-8	42-6	45-4	43-8	46-5	40-3	42-4	41-0	39-5	44-0	43-3	43-6	41-0	42-2	42-2	" 22 to 26 "
30-6	29-1	30-4	33-3	31-7	29-0	30-5	24-9	26-7	25-7	30-2	29-4	29-0	30-4	29-7	33-7	" 27 to Dec. 1 "
32-6	31-2	35-9	33-5	33-4	30-4	28-9	27-5	24-7	29-5	33-1	34-1	28-4	30-5	34-0	Dec. 2 to 6 inclusive.	
32-2	31-2	34-6	33-3	32-2	30-6	25-6	23-7	22-4	30-1	30-9	31-7	34-9	38-1	37-8	" 7 to 11 "	
37-2	33-9	39-7	36-9	35-9	34-6	32-0	30-4	29-0	35-2	35-3	34-6	32-7	34-5	36-5	" 12 to 16 "	
38-3	37-0	42-8	38-2	38-0	25-7	31-1	30-5	30-7	36-0	35-3	33-3	31-8	34-4	32-8	" 17 to 21 "	
35-8	32-2	36-8	34-5	38-1	32-4	33-0	33-2	32-8	35-8	35-2	31-5	30-6	31-2	29-6	" 22 to 26 "	
26-5	31-7	31-1	30-6	27-2	26-6	26-2	23-1	28-8	31-0	33-0	26-0	26-8	27-6	" 27 to 31 "		

TABLE XIX.—Means of Daily Temperatures at the Stations in Tables VII to XVIII, collected in five-day periods, from 1st Jan. to 31st Dec., 1877, inclusive.

	Belleville.	Cornwall.	Huntingdon.	Pembroke.	Montreal.	Quebec.	Crabourne.	St. John.	Fredericton.	Bathurst.	Halifax.	Sydney.	Turo.	Charlottetown.	Georgetown.	Uchannel.
Aug. 29 to Sept. 2 inclusive..	68.5	63.7	63.5	64.1	67.2	62.4	57.2	60.3	63.6	64.4	65.0	65.0	63.3	65.2	63.7	64.3
Sept. 3 to 7	60.4	56.3	56.9	54.5	57.0	54.8	50.6	56.2	54.6	58.0	60.1	59.4	55.6	58.7	57.9	62.1
“ 8 to 12	69.2	61.5	61.6	64.9	66.0	61.4	58.3	58.5	61.1	63.1	61.5	58.2	56.2	61.3	59.8	63.0
“ 13 to 17	74.3	70.4	69.0	68.3	72.2	65.8	64.6	59.5	64.2	61.9	63.2	58.5	59.6	61.7	60.7	59.0
“ 18 to 22	59.5	54.6	53.9	53.3	55.1	52.8	46.7	54.2	54.7	52.6	56.3	57.7	53.8	56.7	55.4	59.3
“ 23 to 27	66.8	62.6	61.5	64.6	63.1	55.5	54.9	54.5	57.4	55.3	58.1	56.4	56.3	57.6	56.8	55.0
Sept. 28 to Oct. 2 inclusive...	63.2	60.5	59.7	57.0	59.0	55.4	53.3	53.3	55.0	54.1	54.9	52.8	51.3	54.7	53.5	54.5
Oct. 3 to 7	52.5	50.4	48.9	47.7	49.4	46.1	41.6	49.6	50.1	48.6	51.4	50.4	49.6	50.0	49.3	53.9
“ 8 to 12	53.1	51.4	50.6	49.4	50.1	46.0	43.7	44.5	46.3	45.8	48.3	44.1	45.6	46.8	45.9	48.3
“ 13 to 17	52.5	46.3	44.5	46.9	45.1	41.8	38.2	43.2	42.4	40.6	44.9	44.1	42.3	44.6	45.0	48.9
“ 18 to 22	45.1	39.9	39.1	41.6	41.7	37.6	33.6	40.3	40.0	39.7	43.4	42.4	40.6	42.7	42.0	49.9
“ 23 to 27	41.8	34.6	29.8	34.8	35.0	32.6	27.0	34.8	33.4	35.0	38.4	38.6	36.0	36.9	37.5	44.7
“ 28 to Nov. 1	43.4	41.0	39.2	41.1	42.3	38.4	34.3	38.6	38.4	38.5	40.7	40.7	38.6	40.6	40.0	43.2
Nov. 2 to 6 inclusive	37.8	34.9	35.4	30.9	35.0	30.6	28.4	38.5	37.5	36.8	41.8	41.8	39.1	39.3	39.7	38.9
“ 7 to 11	35.1	32.1	31.8	31.9	33.7	28.2	28.6	36.1	36.9	34.4	38.6	38.3	37.1	36.5	36.7	34.3
“ 12 to 16	41.7	39.8	40.0	37.4	39.1	32.3	32.2	36.7	35.1	33.0	39.5	39.9	38.4	39.1	40.6	35.9
“ 17 to 21	31.7	29.4	28.3	28.2	30.5	28.6	25.4	35.4	31.2	30.7	40.2	40.1	38.2	37.0	37.6	37.8
“ 22 to 26	43.9	38.6	38.3	38.1	37.5	33.6	33.7	33.6	30.6	32.6	35.0	32.8	34.5	34.4	33.8	37.6
“ 27 to Dec. 1	33.3	33.3	31.8	32.3	34.6	32.3	30.5	36.6	34.2	32.5	39.7	39.7	38.8	37.0	37.8	38.3
Dec. 2 to 6 inclusive	35.3	29.2	29.7	32.4	34.2	26.8	24.4	30.4	30.2	28.4	32.3	32.5	31.1	32.2	32.5	31.6
“ 7 to 11	31.8	25.9	25.5	25.3	25.5	20.1	17.1	23.5	18.9	18.2	27.4	27.1	22.0	23.8	25.1	27.1
“ 12 to 16	36.3	32.0	31.8	33.4	28.7	20.9	18.2	25.0	19.2	17.1	27.5	28.8	25.6	25.7	27.7	26.9
“ 17 to 21	36.6	28.9	26.7	27.9	26.8	19.6	17.9	24.4	19.1	17.3	26.8	26.5	23.7	24.0	25.5	25.7
“ 22 to 26	32.6	26.5	25.1	30.1	25.5	19.8	15.3	24.7	24.0	24.9	27.2	31.0	28.0	29.3	29.1	33.5
“ 27 to 31	31.5	25.3	23.4	28.1	24.5	17.7	15.3	27.0	22.1	23.4	29.5	28.7	23.3	28.5	26.1	33.0

TABLE XX.—Mean Daily Temperatures, Daily Maximum and Minimum Temperature at York Factory, H.B., 1st January to 31st May, 1877, from Observations made by Mr. Wood, H.B. Company.

January.			February.			March.			April.			May.			Day.
Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	
-18.0	-32.0	-27.0	12.0	-12.0	5.3	2.0	-14.0	-10.6	4.0	-22.0	-21.4	21.0	8.5	12.8	1
-19.5	-34.5	-23.6	19.0	1.0	14.9	6.0	-29.0	-18.9	7.5	-22.0	-11.4	38.5	8.5	29.1	2
-7.5	-30.0	-14.6	40.0	18.5	25.7	18.5	-30.0	-26.5	4.5	-8.0	0.8	46.5	26.0	38.4	3
10.0	-8.0	3.6	22.5	8.5	4.3	-13.0	-35.0	-26.0	20.5	-12.0	10.0	53.5	38.0	48.4	4
4.0	-26.5	-19.3	10.5	7.5	0.1	8.0	-34.0	-21.4	5.0	-18.0	13.4	42.0	35.0	36.4	5
-26.0	-36.5	-34.9	14.0	7.5	0.0	-14.5	-28.0	-18.0	2.0	-14.0	-1.2	43.5	31.0	36.5	6
-30.5	-37.5	-34.6	10.5	-23.0	0.1	-17.0	-30.0	-22.9	12.0	-13.5	4.6	56.0	32.0	38.5	7
-20.5	-43.0	-29.9	10.5	2.0	1.8	8.0	-28.0	-11.8	36.5	2.0	21.4	61.0	32.5	47.5	8
-15.0	-32.5	-26.2	8.0	-10.0	1.5	6.5	-18.0	-8.7	43.5	3.0	30.1	66.0	38.5	55.4	9
-32.0	-42.0	-41.1	3.0	-22.0	-14.2	6.5	-28.8	-21.8	50.0	12.0	33.9	59.0	42.0	45.4	10
-23.0	-45.0	-28.8	-11.0	-31.5	-16.3	7.0	-36.0	-21.6	41.0	18.5	30.6	67.0	40.5	52.1	11
-8.0	-23.0	-13.6	16.5	-31.0	-7.1	-12.0	-36.0	-23.9	38.0	19.0	27.8	64.0	38.5	49.2	12
-14.0	-40.0	-36.4	-16.5	4.0	2.5	6.0	-30.0	-17.2	33.5	14.0	22.5	56.0	38.0	46.6	13
-30.0	-39.0	-36.4	4.0	-26.0	-18.5	-16.5	-24.0	-23.3	34.0	12.0	24.9	69.5	39.0	51.0	14
-24.0	-40.0	-28.2	-12.0	-28.0	-16.1	-21.0	-32.0	-26.0	41.0	14.5	30.9	76.0	41.0	52.9	15
-11.5	-24.0	-19.4	5.5	-18.0	-12.0	-12.0	-32.0	-22.2	44.0	19.0	32.9	46.5	33.0	34.4	16
-19.0	-34.0	-29.0	8.5	-32.0	-13.9	-13.0	-31.0	-17.1	40.0	27.0	32.1	37.0	32.0	33.9	17
-22.0	-40.0	-29.0	26.0	9.0	7.4	0.5	-16.0	-5.1	43.0	26.0	35.7	36.0	26.0	31.5	18
-5.0	-33.0	-22.4	44.0	1.0	19.0	0.0	-15.5	-8.8	51.0	30.0	38.3	42.0	21.0	34.4	19
-25.0	-37.0	-32.6	29.5	10.0	14.1	1.0	-17.0	-10.9	43.0	31.5	38.1	56.0	36.5	49.3	20
-24.0	-32.0	-26.6	11.0	-13.5	-7.5	6.5	-22.0	-12.1	40.5	33.0	35.4	69.5	46.0	57.1	21
-3.0	-24.0	-5.8	8.0	-20.0	-11.1	0.0	-22.5	-7.7	33.5	28.0	30.9	82.0	51.5	62.2	22
+3.5	-20.0	-14.2	15.0	-15.0	2.4	5.0	-13.5	-4.3	35.0	17.5	24.0	79.5	49.5	61.8	23
+6.5	-18.5	-11.3	20.5	-4.0	7.1	19.0	-8.5	8.5	23.0	1.0	14.4	73.5	46.5	57.6	24
+10.0	-22.0	-16.7	24.0	0.0	12.6	22.5	0.5	16.2	27.5	4.0	12.1	69.0	41.5	53.2	25
3.0	-18.0	-2.4	34.0	0.5	21.1	23.5	3.0	6.6	26.0	2.5	16.1	72.0	36.0	48.1	26
20.0	-16.0	14.3	26.0	-7.0	4.6	6.0	-16.0	-3.9	35.5	11.0	26.7	38.5	33.0	35.9	27
19.5	3.0	9.5	5.0	-19.0	-8.5	36.0	-17.0	10.5	40.0	20.5	33.3	49.0	29.0	43.4	28
18.0	-2.0	1.1	.	.	.	10.5	-6.0	-0.6	48.0	33.0	37.5	48.5	26.0	31.3	29
6.0	4.0	0.1	.	.	.	20.0	-6.0	5.4	54.0	21.5	32.2	40.5	25.5	32.1	30
-3.5	-21.5	-15.0	.	.	.	12.0	3.5	5.6	.	.	.	34.0	25.0	31.7	31
-10.3	-27.3	-19.1	10.5	-10.4	0.8	-1.3	-20.8	-10.9	30.9	9.7	21.9	54.6	33.8	43.0	

TABLE XXI.—Maximum and Minimum Temperature at Swan River Barracks, N. W. Territory, 1st April to 31st October, 1877, from observations made by Officers of the N. W. Mounted Police.

Day.	April.		May.		June.		July.		August.		September.		October.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	17·0	—6·0	55·0	24·0	60·0	33·0	79·0	47·0	69·0	62·0	80·0	30·0	59·0	24·0
2	21·0	—11·0	58·0	28·0	49·0	32·0	77·0	47·0	69·0	62·0	89·0	45·0	58·0	22·0
3	29·0	3·0	62·0	30·0	60·0	33·0	79·0	52·0	75·0	70·0	90·0	45·0	60·0	30·0
4	39·0	—17·0	52·0	30·0	64·0	35·0	76·0	53·0	77·0	59·0	90·0	45·0	45·0	35·0
5	15·0	6·0	59·0	40·0	67·0	39·0	79·0	59·0	74·0	56·0	87·0	29·0	47·0	15·0
6	21·0	6·0	52·0	24·0	64·0	34·0	80·0	52·0	74·0	53·0	80·0	44·0	57·0	20·0
7	32·0	8·0	70·0	30·0	63·0	34·0	81·0	56·0	76·0	50·0	84·0	37·0	63·0	34·0
8	37·0	28·0	52·0	32·0	69·0	32·0	81·0	51·0	78·0	50·0	87·0	45·0	64·0	31·0
9	56·0	26·0	40·0	60·0	63·0	33·0	83·0	50·0	84·0	47·0	86·0	47·0	64·0	30·0
10	48·0	28·0	66·0	46·0	65·0	40·0	81·0	40·0	80·0	57·0	80·0	44·0	64·0	18·0
11	49·0	26·0	60·0	30·0	67·0	43·0	81·0	45·0	72·0	54·0	90·0	49·0	68·0	41·0
12	60·0	27·0	74·0	45·0	47·0	35·0	76·0	46·0	80·0	55·0	80·0	40·0	69·0	22·0
13	55·0	27·0	76·0	49·0	62·0	40·0	75·0	46·0	83·0	52·0	80·0	55·0	71·0	28·0
14	45·0	33·0	75·0	55·0	60·0	41·0	76·0	47·0	83·0	44·0	69·0	40·0	71·0	14·0
15	58·0	33·0	74·0	43·0	59·0	40·0	77·0	49·0	87·0	49·0	65·0	32·0	67·0	39·0
16	61·0	27·0	72·0	35·0	61·0	38·0	76·0	50·0	90·0	49·0	56·0	36·0	57·0	15·0
17	60·0	26·0	71·0	29·0	68·0	48·0	76·0	47·0	89·0	52·0	56·0	34·0	65·0	25·0
18	68·0	32·0	63·0	38·0	56·0	39·0	62·0	45·0	87·0	38·0	70·0	32·0	66·0	32·0
19	70·0	35·0	67·0	35·0	60·0	38·0	61·0	35·0	82·0	59·0	70·0	28·0	66·0	22·0
20	74·0	41·0	58·0	38·0	61·0	47·0	71·0	39·0	75·0	55·0	72·0	24·0	65·0	27·0
21	69·0	33·0	54·0	33·0	60·0	49·0	70·0	45·0	67·0	42·0	73·0	38·0	74·0	11·0
22	40·0	31·0	58·0	34·0	59·0	48·0	70·0	40·0	69·0	31·0	80·0	23·0	67·0	22·0
23	42·0	38·0	54·0	33·0	62·0	45·0	70·0	45·0	80·0	47·0	70·0	23·0	39·0	21·0
24	46·0	31·0	74·0	49·0	64·0	51·0	70·0	57·0	79·0	38·0	67·0	43·0	57·0	28·0
25	55·0	11·0	76·0	54·0	61·0	51·0	74·0	53·0	79·0	36·0	67·0	35·0	49·0	33·0
26	49·0	17·0	78·0	51·0	62·0	50·0	72·0	47·0	80·0	50·0	70·0	45·0	45·0	15·0
27	54·0	25·0	79·0	58·0	62·0	49·0	61·0	45·0	67·0	35·0	67·0	36·0	47·0	20·0
28	55·0	21·0	74·0	53·0	69·0	49·0	61·0	50·0	77·0	39·0	60·0	20·0	47·0	19·0
29	62·0	30·0	73·0	54·0	70·0	52·0	60·0	49·0	79·0	39·0	51·0	26·0	45·0	16·0
30	62·0	28·0	76·0	58·0	72·0	51·0	69·0	41·0	79·0	38·0	51·0	32·0	41·0	14·0
31	.	.	78·0	56·0	.	.	72·0	66·0	80·0	31·0	.	.	49·0	16·0
	49·6	22·6	65·5	40·8	62·2	41·6	73·4	48·2	78·4	49·4	73·9	36·7	58·3	27·6

TABLE XXII.—Mean Daily Temperature, Daily Maximum and Minimum Temperature at Battleford, N. W. Territory, from observations made by Officers of N. W. Mounted Police, 1st January to 30th June, 1877.

January.			February.			March.			April.			May.			June.			
Mean	Max.	Min.	Mean	Max.	Min.	Mean	Max.	Min.	Mean	Max.	Min.	Mean	Max.	Min.	Mean	Max.	Min.	
-4.5	5.0	-10.0	6.0	25.0	-10.0	5.0	15.0	-3.0	7.5	20.0	-5.0	.	.	.	49.5	88.0	48.0	1
6.5	23.0	-8.0	15.0	27.0	5.0	-1.5	8.0	-20.0	14.5	33.0	0.0	.	.	.	57.5	75.0	45.0	2
10.5	38.0	-2.0	22.5	40.0	20.0	1.5	15.0	-5.0	20.5	34.0	13.0	49.5	79.0	40.0	62.5	81.0	46.0	3
30.5	52.0	10.0	24.5	32.0	8.0	-0.5	10.0	-10.0	34.0	58.0	10.0	49.5	80.0	43.0	66.5	89.0	55.0	4
14.5	32.0	9.0	26.5	42.0	12.0	0.0	12.0	-20.0	10.0	27.0	3.0	41.0	74.0	32.0	61.0	72.0	50.0	5
0.5	37.0	-20.0	17.0	30.0	8.0	-12.5	9.0	-29.0	22.5	34.0	10.0	43.0	61.0	32.0	52.5	61.0	50.0	6
-18.5	20.0	-27.0	11.0	22.0	8.0	-14.5	5.0	-35.0	24.5	33.0	7.0	38.5	60.0	16.0	41.5	52.0	35.0	7
0.5	15.0	-26.0	12.0	26.0	2.0	-7.5	21.0	-25.0	30.0	46.0	23.0	46.5	78.0	30.0	52.5	62.0	30.0	8
-2.5	22.0	-25.0	11.0	27.0	-2.0	-3.5	15.0	-25.0	33.5	54.0	20.0	46.0	74.0	40.0	53.0	72.0	47.0	9
-22.5	12.0	-26.0	-5.5	6.0	-10.0	-3.5	14.0	-10.0	32.5	54.0	25.0	53.5	80.0	29.0	53.0	68.0	47.0	10
-31.0	0.0	-51.0	-3.5	15.0	-25.0	0.5	14.0	-15.0	33.2	60.0	23.0	59.0	87.0	41.0	53.5	69.0	35.0	11
-20.0	23.0	-40.0	16.5	34.0	-2.0	7.0	13.0	-1.0	41.5	61.0	26.0	65.5	82.0	43.0	51.5	59.0	42.0	12
-11.0	23.0	-27.0	10.0	30.0	0.0	-6.0	5.0	-21.0	40.5	68.0	30.0	67.5	85.0	54.0	54.5	72.0	39.0	13
-18.5	15.0	-33.0	5.0	25.0	-12.0	-2.5	15.0	-19.0	42.5	68.0	25.0	55.0	70.0	49.0	49.5	75.0	40.0	14
-25.0	7.0	-47.0	7.0	26.0	-6.0	-0.5	15.0	-16.0	42.0	62.0	27.0	53.0	72.0	30.0	53.0	80.0	45.0	15
-13.0	9.0	-36.0	21.0	37.0	2.0	0.0	18.0	-16.0	44.2	69.0	28.0	57.5	90.0	38.0	53.0	64.0	42.0	16
-25.5	5.0	-41.0	19.5	42.0	10.0	6.0	9.0	-11.0	45.0	72.0	35.0	56.5	75.0	42.0	49.0	60.0	42.0	17
-17.5	15.0	-40.0	23.5	39.0	14.0	10.5	19.0	-1.0	.	.	.	46.5	58.0	44.0	49.5	59.0	34.0	18
-5.0	7.0	-25.0	36.0	44.0	24.0	10.5	23.0	-2.0	.	.	.	47.5	68.0	40.0	44.5	46.0	42.0	19
12.5	20.0	-10.0	37.5	46.0	30.0	6.0	17.0	-2.0	.	.	.	43.0	50.0	42.0	48.0	72.0	42.0	20
1.0	20.0	-15.0	36.0	39.0	30.0	-3.0	10.0	-20.0	.	.	.	40.0	52.0	31.0	57.5	76.0	36.0	21
8.0	20.0	-10.0	19.0	27.0	9.0	-6.5	7.0	-12.0	.	.	.	48.5	60.0	38.0	59.5	84.0	46.0	22
6.0	22.0	0.0	24.5	31.0	23.0	1.5	20.0	-27.0	.	.	.	50.0	62.0	47.0	54.5	74.0	50.0	23
8.5	19.0	-11.0	26.5	32.0	20.0	12.5	37.0	-12.0	.	.	.	54.0	79.0	50.0	52.0	59.0	45.0	24
20.0	30.0	2.0	14.0	45.0	5.0	23.5	46.0	14.0	.	.	.	67.0	81.0	49.0	52.0	62.0	40.0	25
23.5	47.0	14.0	12.5	22.0	3.0	25.0	55.0	9.0	.	.	.	69.5	85.0	52.0	55.0	63.0	45.0	26
30.0	46.0	27.0	17.5	30.0	10.0	29.5	40.0	20.0	.	.	.	66.5	79.0	59.0	63.5	72.0	40.0	27
21.0	36.0	12.0	16.5	22.0	10.0	32.5	40.0	30.0	.	.	.	59.5	80.0	60.0	61.5	79.0	45.0	28
10.0	22.0	0.0	.	.	.	31.0	40.0	25.0	.	.	.	59.5	85.0	49.0	61.5	67.0	55.0	29
2.0	14.0	-9.0	.	.	.	30.0	40.0	20.0	.	.	.	53.5	71.0	45.0	66.5	79.0	50.0	30
2.0	12.0	-10.0	.	.	.	10.0	19.0	5.0	.	.	.	57.0	74.0	35.0	.	.	.	31
-0.6	21.5	-14.7	17.1	30.8	6.6	5.9	20.2	-7.6	.	.	.	53.4	73.5	41.4	54.8	69.7	44.0	

TABLE XXIII.—ESQUIMALT, BRITISH COLUMBIA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	46·0	42·1	49·0	47·9	50·0	45·9	55·0	44·9	61·0	50·9	61·0	51·9
2	44·0	42·1	51·0	46·4	37·1	35·1	54·0	38·1	61·0	48·9	61·9	54·9
3	45·0	44·9	49·0	39·6	44·0	33·1	57·0	40·6	58·0	49·9	67·9	60·9
4	53·0	52·9	49·0	37·1	45·0	26·1	55·0	46·9	60·0	50·4	56·0	51·4
5	53·0	49·9	47·5	36·6	42·1	42·1	57·0	47·9	53·0	44·9	59·0	51·4
6	51·0	41·1	47·5	35·1	46·0	45·9	54·0	45·9	54·0	49·9	62·9	54·3
7	44·0	39·1	41·1	28·0	51·0	39·1	57·0	43·4	65·9	52·4	61·9	57·8
8	49·0	41·1	47·0	39·1	41·1	34·6	55·0	35·1	57·0	53·9	65·9	54·8
9	51·0	42·9	42·1	30·1	38·1	31·1	50·0	46·4	56·0	51·4	63·9	53·8
10	47·0	38·1	40·1	25·0	41·6	41·1	55·0	45·9	58·0	50·9	66·9	59·8
11	41·1	31·1	43·0	42·9	48·0	45·9	55·0	48·4	60·0	54·9	70·9	58·8
12	40·1	30·1	41·6	38·1	56·0	47·9	54·0	42·9	67·9	53·9	62·9	56·8
13	39·1	36·1	42·1	32·6	55·0	50·9	55·0	44·9	60·5	47·9	65·9	54·3
14	40·1	33·1	42·1	27·1	54·0	52·9	61·0	46·9	57·0	52·4	70·4	57·8
15	44·0	32·1	43·0	36·0	51·0	47·9	56·0	47·9	62·9	56·9	67·9	53·9
16	42·6	39·1	47·0	37·1	51·0	43·9	54·0	45·9	56·0	46·9	61·9	51·9
17	42·1	38·1	53·0	44·9	51·0	42·9	49·0	42·1	62·9	49·9	64·9	55·3
18	36·1	32·1	54·0	51·9	51·0	43·9	52·0	43·9	57·0	38·1	61·0	52·8
19	39·1	30·0	52·0	45·9	52·0	42·1	55·0	41·1	53·0	47·9	62·9	52·8
20	38·1	29·1	49·0	40·1	53·0	43·9	61·9	37·1	54·0	43·9	61·0	56·3
21	48·1	32·1	49·0	47·9	51·0	52·0	61·9	46·9	57·0	54·4	58·0	53·8
22	40·1	32·6	54·0	43·9	51·0	43·9	61·0	38·1	61·0	53·9	58·0	52·4
23	40·1	29·1	47·0	41·1	50·0	48·4	57·0	49·4	59·0	53·9	58·0	54·8
24	44·0	36·1	47·0	35·1	54·0	44·9	60·0	38·1	51·0	.	61·0	53·8
25	46·0	43·9	50·0	40·1	57·5	48·9	65·9	41·1	60·0	49·9	58·0	53·8
26	50·0	42·9	49·0	34·1	53·0	36·1	62·9	43·4	57·0	49·9	63·9	58·8
27	50·0	42·9	45·0	34·1	54·0	39·1	60·0	53·9	60·0	42·9	60·0	52·8
28	49·5	42·1	47·0	42·1	54·0	47·9	58·0	42·1	56·0	51·9	64·9	54·3
29	49·0	43·4	.	.	55·0	38·1	57·0	48·9	64·0	54·9	61·9	57·8
30	50·0	47·9	.	.	54·0	36·1	59·0	59·0	63·9	50·9	68·9	59·3
31	51·0	47·9	.	.	55·0	37·6	.	.	61·9	53·9	.	.
	45·3	38·6	47·1	38·5	49·8	42·3	57·4	44·2	59·1	50·4	62·9	55·1

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
60.0	53.8	67.9	56.3	75.8	59.8	51.0	45.9	47.0	34.1	44.0	41.1	1
60.0	53.8	65.9	58.3	67.9	58.8	55.0	42.9	49.0	36.1	47.0	41.1	2
60.0	53.8	63.9	54.8	65.9	58.8	51.0	47.9	54.0	43.9	46.0	34.1	3
60.0	55.8	67.9	59.8	64.9	56.8	50.0	48.9	50.0	42.9	42.0	32.1	4
67.0	56.9	64.9	56.8	63.9	55.8	50.0	47.9	52.0	45.9	43.0	38.1	5
69.4	60.8	64.9	56.8	62.0	54.8	55.0	50.9	49.0	44.9	43.0	41.1	6
65.9	58.3	64.9	56.8	59.0	57.8	61.0	48.9	48.0	42.1	46.0	42.1	7
68.9	62.8	70.9	56.8	59.0	57.8	55.0	41.1	53.0	45.9	49.5	40.4	8
74.9	63.8	68.9	54.8	62.0	57.8	52.0	45.9	50.0	43.9	47.0	44.4	9
65.9	51.8	64.9	51.8	58.0	52.8	57.5	48.9	52.0	43.9	46.0	42.1	10
65.9	53.8	69.9	56.8	61.0	51.6	57.0	42.9	49.5	43.9	51.0	40.1	11
63.9	55.8	68.9	59.8	61.0	53.8	54.0	40.1	49.0	43.9	51.0	43.9	12
66.9	54.8	64.9	53.8	59.0	56.8	54.0	43.9	51.0	44.9	52.0	43.9	13
64.9	56.8	64.9	51.9	57.0	53.8	51.0	38.6	51.0	42.1	50.0	44.9	14
68.9	61.8	71.9	61.8	59.0	51.4	51.0	40.1	52.0	47.9	53.5	42.9	15
76.9	72.8	68.9	57.8	58.0	48.9	57.0	45.9	53.0	46.9	53.5	44.9	16
74.9	65.8	65.4	55.8	59.0	56.8	66.9	45.9	49.5	46.4	52.0	46.9	17
72.9	68.8	63.9	58.8	61.0	51.9	59.0	44.9	59.0	46.9	47.0	43.9	18
73.9	63.8	61.9	54.8	59.0	53.8	56.0	43.4	47.0	42.1	46.0	43.9	19
75.9	64.8	70.9	63.8	59.0	50.9	50.0	43.9	45.0	39.1	48.0	40.1	20
63.9	60.8	68.4	62.8	56.0	45.9	48.0	42.1	47.0	40.1	45.0	39.1	21
66.9	60.8	66.9	57.8	54.0	51.9	55.0	44.9	48.0	45.9	46.0	41.1	22
66.9	56.9	60.0	55.8	56.0	51.9	53.0	44.9	46.0	41.6	45.0	38.6	23
70.9	56.8	61.9	54.3	56.0	51.9	57.0	47.9	52.0	40.1	42.0	38.1	24
68.9	57.3	53.8	54.0	47.9	49.0	45.9	47.0	38.1	39.0	34.1	25	
65.9	55.3	59.0	53.2	51.0	47.9	49.0	42.1	44.0	37.1	41.5	38.1	26
70.9	67.3	63.9	46.9	46.0	38.1	45.0	37.1	43.0	38.1	41.0	34.1	28
60.9	55.8	64.9	48.9	53.0	46.9	49.0	35.1	43.0	38.1	41.0	34.1	28
68.9	60.8	63.9	48.9	53.0	47.9	47.0	32.1	44.0	34.1	39.0	32.1	29
63.9	53.8	69.9	49.9	52.0	47.9	51.0	33.1	42.0	38.1	37.0	31.1	30
61.0	55.8	69.9	51.4	50.0	35.1	40.0	32.1	40.0	32.1	32.1	31.1	31
67.2	59.1	66.1	55.9	59.5	53.1	53.1	42.9	48.9	41.9	45.6	39.3	

TABLE XXIV.—SPENCE'S BRIDGE, BRITISH COLUMBIA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	28·0	22·0	43·0	33·0	44·0	31·0	61·0	41·0	77·0	39·0	79·0	47·0
2	33·0	17·0	52·0	33·0	34·0	19·0	68·0	42·0	78·0	46·0	79·0	48·0
3	34·0	24·0	49·0	32·0	40·0	18·0	71·0	41·0	71·0	46·0	82·0	56·0
4	38·0	30·0	42·0	30·0	46·0	20·0	68·0	42·0	69·0	50·0	82·0	56·0
5	52·0	30·0	42·0	26·0	40·0	27·0	72·0	38·0	66·0	40·0	77·0	54·0
6	43·0	29·0	52·0	28·0	38·0	32·0	56·0	43·0	68·0	42·0	76·0	52·0
7	31·0	21·0	34·0	23·0	37·0	27·0	57·0	36·0	81·0	48·0	83·0	48·0
8	39·0	28·0	46·0	25·0	33·0	10·0	60·0	34·0	81·0	47·0	86·0	55·0
9	39·0	31·0	38·0	26·0	27·0	13·0	62·0	32·0	79·0	53·0	87·0	54·0
10	40·0	34·0	28·0	10·0	38·0	23·0	66·0	36·0	79·0	48·0	91·0	52·0
11	37·0	29·0	29·0	13·0	47·0	28·0	64·0	35·0	84·0	50·0	89·0	58·0
12	31·0	20·0	40·0	26·0	41·0	33·0	59·0	44·0	86·0	48·0	84·0	64·0
13	37·0	25·0	38·0	14·0	37·0	24·0	66·0	33·0	81·0	50·0	73·0	53·0
14	42·0	26·0	36·0	16·0	39·0	29·0	71·0	34·0	80·0	54·0	86·0	46·0
15	27·0	20·0	32·0	20·0	57·0	33·0	70·0	38·0	87·0	45·0	85·0	53·0
16	32·0	19·0	39·0	15·0	59·0	36·0	60·0	44·0	74·0	44·0	78·0	53·0
17	27·0	16·0	41·0	16·0	57·0	35·0	60·0	39·0	64·0	36·0	76·0	53·0
18	16·0	6·0	55·0	23·0	60·0	30·0	60·0	41·0	71·0	37·0	69·0	55·0
19	14·0	2·0	49·0	38·0	60·0	38·0	58·0	42·0	68·0	52·0	70·0	50·0
20	10·0	2·0	53·0	34·0	58·0	42·0	63·0	40·0	60·0	48·0	73·0	47·0
21	11·5	1·0	44·0	31·0	61·0	40·0	64·0	32·0	74·0	48·0	80·0	50·0
22	12·0	0·0	54·0	37·0	60·0	39·0	66·0	37·0	76·0	56·0	73·0	57·0
23	15·0	1·0	53·0	33·0	60·0	33·0	73·0	33·0	80·0	51·0	76·0	50·0
24	17·0	4·0	49·0	30·0	64·0	41·0	79·0	36·0	80·0	55·0	72·0	55·0
25	34·0	9·0	46·0	28·0	64·0	40·0	81·0	44·0	76·0	53·0	80·0	53·0
26	44·0	31·0	46·0	25·0	63·0	43·0	82·0	42·0	73·0	48·0	72·0	56·0
27	45·0	35·0	47·0	25·0	64·0	36·0	3·0	46·0	71·0	46·0	71·0	51·0
28	37·0	27·0	51·0	30·0	64·0	34·0	82·0	46·0	70·0	47·0	76·0	48·0
29	36·0	27·0	.	.	63·0	32·0	73·0	51·0	76·0	48·0	83·0	56·0
30	36·0	26·0	.	.	63·0	31·0	57·0	49·0	79·0	49·0	81·0	57·0
31	42·0	25·0	.	.	66·0	31·0	.	.	77·0	55·0	.	.
	31·6	19·7	43·8	25·7	51·0	30·4	67·0	39·7	75·3	47·7	73·9	52·9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
78.0	54.0	80.0	58.0	92.0	58.0	54.0	40.0	47.0	28.0	38.0	27.0	1
77.0	56.0	81.0	60.0	88.0	58.0	57.0	40.0	42.0	28.0	38.0	27.0	2
78.0	51.0	70.0	54.0	91.0	55.0	56.0	38.0	40.0	28.0	38.0	23.0	3
68.0	54.0	76.0	55.0	86.0	58.0	59.0	38.0	45.0	28.0	30.0	19.0	4
79.0	50.0	86.0	54.0	74.0	54.0	46.0	34.0	50.0	33.0	34.0	19.0	5
84.0	51.0	92.0	56.0	67.0	52.0	55.0	37.0	53.0	33.0	33.0	18.0	6
91.0	53.0	92.0	59.0	69.0	45.0	60.0	43.0	48.0	28.0	36.0	26.0	7
97.0	56.0	93.0	63.0	70.0	54.0	61.0	39.0	62.0	30.0	48.0	31.0	8
101.0	65.0	80.0	63.0	72.0	43.0	62.0	43.0	50.0	36.0	41.0	32.0	9
82.0	61.0	86.0	54.0	68.0	47.0	61.0	28.0	48.0	35.0	40.0	32.0	10
77.0	58.0	92.0	57.0	68.0	52.0	62.0	35.0	57.0	40.0	46.0	33.0	11
76.0	57.0	99.0	61.0	74.0	46.0	56.0	36.0	50.0	30.0	38.0	28.0	12
83.0	60.0	98.0	58.0	64.0	50.0	60.0	36.0	51.0	37.0	59.0	32.0	13
89.0	49.0	97.0	60.0	66.0	44.0	56.0	32.0	48.0	32.0	50.0	39.0	14
90.0	57.0	99.0	61.0	59.0	41.0	50.0	57.0	54.0	37.0	51.0	39.0	15
100.0	57.0	100.0	68.0	66.0	43.0	52.0	40.0	47.0	37.0	60.0	37.0	16
102.0	64.0	100.0	61.0	68.0	44.0	65.0	42.0	52.0	38.0	54.0	36.0	17
103.0	70.0	100.0	63.0	76.0	50.0	62.0	40.0	56.0	34.0	45.0	30.0	18
103.0	66.0	80.0	64.0	66.0	49.0	62.0	39.0	49.0	32.0	49.0	30.0	19
105.0	68.0	84.0	54.0	68.0	48.0	60.0	41.0	37.0	27.0	51.0	35.0	20
87.0	72.0	87.0	55.0	64.0	39.0	60.0	38.0	43.0	27.0	48.0	34.0	21
83.0	62.0	78.0	58.0	63.0	44.0	55.0	36.0	50.0	29.0	45.0	31.0	22
84.0	54.0	72.0	56.0	63.0	46.0	57.0	43.0	42.0	28.0	38.0	28.0	23
87.0	56.0	73.0	56.0	61.0	36.0	61.0	45.0	47.0	29.0	35.0	26.0	24
76.0	62.0	65.0	53.0	63.0	42.0	53.0	35.0	46.0	32.0	33.0	23.0	25
81.0	58.0	76.0	49.0	61.0	37.0	59.0	36.0	38.0	27.0	32.0	21.0	26
90.0	62.0	82.0	48.0	59.0	39.0	54.0	29.0	34.0	22.0	32.0	25.0	27
80.0	59.0	86.0	46.0	60.0	36.0	46.0	24.0	34.0	22.0	31.0	27.0	28
68.0	56.0	88.0	53.0	53.0	39.0	48.0	23.0	35.0	22.0	28.0	20.0	29
80.0	54.0	90.0	60.0	53.0	34.0	44.0	23.0	38.0	26.0	25.0	15.0	30
78.0	54.0	91.0	56.0	.	.	46.0	25.0	.	.	23.0	12.0	31
86.0	58.2	86.2	57.1	68.4	46.1	56.1	36.2	46.4	30.6	40.2	27.5	

TABLE XXV.—FORT GARRY, MANITOBA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	7.4	-27.3	18.4	4.2	30.0	4.5	17.0	-5.3	54.2	32.5	62.4	50.0
2	4.2	-25.5	25.0	-2.4	10.0	-8.3	18.0	-14.3	58.3	30.3	56.0	44.0
3	2.0	-23.5	32.0	10.2	9.5	-17.3	33.0	6.3	54.5	31.0	59.0	40.5
4	20.0	-16.0	33.0	10.6	2.5	-14.3	19.0	-10.3	59.0	33.5	68.5	44.0
5	20.0	-2.2	32.0	10.2	13.5	-20.3	25.6	0.3	55.0	40.0	77.0	42.5
6	8.0	-5.2	36.0	15.0	8.0	-14.3	22.0	-12.5	50.5	34.0	70.0	50.0
7	-5.2	-28.5	31.0	5.2	0.0	-26.3	31.0	14.0	54.0	29.4	73.5	50.0
8	-18.4	-37.3	28.0	4.2	4.0	-18.3	33.0	-11.5	64.3	30.0	44.5	33.0
9	-4.4	-31.0	35.5	16.4	10.0	-10.3	45.0	5.5	72.0	40.5	60.0	34.4
10	-11.4	-26.3	22.4	2.5	15.0	-9.3	34.5	34.0	71.5	42.0	68.0	39.5
11	-21.8	-40.3	8.4	-11.0	13.0	-7.5	52.0	33.0	68.0	44.3	72.5	42.0
12	-4.2	-35.3	18.4	-25.3	19.5	-12.5	53.0	25.5	79.0	46.5	70.0	44.0
13	-12.0	-30.3	25.0	13.5	25.0	4.5	54.0	32.4	76.5	45.0	57.0	34.5
14	-18.4	-44.3	34.5	15.3	18.5	-11.3	49.5	33.0	68.3	55.0	65.4	36.0
15	-16.4	-39.0	25.0	-10.4	12.0	-15.0	44.0	36.0	68.5	52.0	67.0	35.0
16	-13.4	-39.3	10.0	-15.3	2.0	-21.3	49.0	28.4	71.5	41.0	75.5	49.0
17	-6.4	-18.5	33.5	2.5	8.5	-12.3	57.3	29.0	63.5	41.0	80.4	50.0
18	-10.4	-30.3	37.4	14.7	8.6	-20.3	57.5	30.4	64.0	33.4	66.5	46.0
19	.	-18.5	34.5	6.3	20.0	0.5	64.4	20.0	62.0	42.0	57.5	41.0
20	-9.6	-36.3	40.0	22.0	23.0	4.5	68.0	33.5	72.0	54.0	66.0	49.4
21	1.0	-16.3	39.5	25.0	18.5	-5.3	69.5	38.0	59.4	46.0	68.5	49.0
22	.	-30.0	31.5	4.3	10.4	-15.3	59.5	36.0	66.3	44.0	64.5	46.5
23	14.0	-8.3	20.0	-4.3	17.0	-14.5	38.3	26.5	74.4	40.0	78.0	55.4
24	3.5	-21.5	21.0	-2.4	21.4	-14.3	58.4	25.0	78.0	42.5	64.3	55.0
25	20.0	-10.3	23.5	14.3	32.0	-3.3	44.5	27.0	81.5	43.0	72.0	51.5
26	27.5	10.2	27.0	5.3	31.5	-12.3	48.0	22.3	76.0	49.0	68.0	54.5
27	33.0	6.2	33.4	0.2	37.5	4.3	50.0	24.0	73.3	56.4	69.4	54.0
28	40.0	16.5	34.0	6.5	42.0	9.5	50.0	25.0	82.0	54.5	77.0	55.5
29	29.0	8.2	.	.	43.5	26.5	52.0	25.0	81.4	58.0	71.0	53.5
30	30.0	10.2	.	.	38.5	32.0	56.4	30.0	74.0	46.5	71.5	54.0
31	28.0	8.2	.	.	38.0	13.3	.	.	64.0	44.5	.	.
	4.4	-18.7	38.2	5.6	18.7	-5.8	45.7	19.8	67.6	42.6	62.9	46.1

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
87.0	54.0	78.4	54.0	68.0	36.5	51.5	28.3	35.0	26.0	16.5	1.2	1
82.6	58.4	74.0	52.5	77.0	35.5	50.0	27.5	29.5	20.2	32.5	15.0	2
80.0	55.5	83.0	48.0	83.0	48.0	47.0	35.0	22.5	9.8	33.7	12.4	3
95.0	60.0	82.5	60.0	71.4	40.0	44.0	26.4	23.5	5.2	25.5	10.3	4
91.5	62.4	81.0	63.5	74.0	33.5	54.4	29.0	25.5	9.4	21.0	4.3	5
78.5	60.4	81.4	56.0	77.5	46.0	72.5	24.2	38.0	10.6	17.5	-3.2	6
86.0	61.5	76.0	55.3	74.0	57.4	48.0	40.0	41.5	25.0	26.3	12.3	7
82.0	58.0	74.0	56.0	74.0	42.4	70.5	31.3	28.0	6.5	21.5	3.2	8
76.5	59.0	77.5	50.0	78.5	42.0	52.0	29.7	30.5	1.5	35.5	12.0	9
84.0	50.5	80.0	54.4	87.5	52.0	57.0	25.2	50.0	25.0	34.0	18.4	10
83.0	55.5	72.4	52.0	86.0	55.5	59.0	25.0	50.5	24.0	37.0	22.5	11
80.0	58.0	75.0	53.4	77.0	47.5	52.2	45.5	46.5	24.0	41.3	20.0	12
80.0	62.0	82.3	55.0	84.0	54.4	59.0	29.5	44.2	25.4	33.0	13.5	13
79.0	58.4	84.0	52.5	71.3	52.0	42.5	30.0	43.0	17.5	42.7	25.4	14
69.5	54.0	85.5	55.0	66.5	40.0	47.0	30.3	47.5	26.5	42.5	23.3	15
75.5	57.4	82.0	60.0	56.0	34.3	45.5	23.4	30.0	16.3	42.0	23.4	16
57.4	52.0	85.0	56.0	54.5	33.0	58.0	28.5	25.5	4.3	31.5	8.3	17
57.4	48.0	82.0	48.4	61.0	36.5	50.7	27.5	28.0	5.3	36.3	23.5	18
70.0	44.0	88.5	58.0	57.0	31.5	45.0	22.3	35.5	25.4	30.0	22.4	19
79.0	46.5	81.0	54.5	68.4	32.0	63.0	30.5	44.0	33.0	30.4	22.0	20
81.5	52.0	65.0	42.0	77.4	46.0	57.0	31.0	42.2	18.5	36.0	25.5	21
85.0	57.4	77.3	40.0	67.3	40.5	55.5	28.3	33.5	10.4	42.5	34.4	22
87.0	60.0	83.5	55.0	61.0	30.5	52.3	25.0	41.6	30.0	47.4	36.0	23
90.0	63.5	72.0	55.0	61.4	45.0	46.0	28.0	39.5	24.3	37.5	30.3	24
83.5	62.0	80.0	54.3	67.0	38.0	45.0	40.0	28.7	18.4	38.3	33.0	25
86.0	53.5	78.5	58.0	70.5	46.0	54.6	35.0	28.3	20.5	35.4	27.3	26
82.0	82.5	72.4	45.0	63.5	38.0	50.7	29.0	22.5	6.2	28.0	21.5	27
80.0	58.6	70.0	52.5	65.3	30.0	40.0	20.5	7.3	-5.5	28.3	20.5	28
85.5	57.0	82.5	43.0	69.0	46.0	36.5	25.0	13.0	1.4	23.4	15.4	29
90.0	62.0	82.6	48.3	56.0	36.5	40.2	25.0	10.0	2.2	26.0	9.5	30
77.0	64.0	73.0	41.0	.	.	38.4	25.0	.	.	26.0	8.4	31
86.7	57.0	78.7	52.5	70.1	41.5	51.1	29.0	32.8	15.5	32.2	17.8	

TABLE XXVI.—WINNIPEG, MANITOBA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	— 5·0	—28·8	19·0	0·0	29·9	4·1	8·7	— 4·6	54·7	32·0	62·2	46·5
2	0·0	—23·3	19·0	— 4·1	5·7	—10·1	18·7	—11·1	63·7	30·5	49·2	39·5
3	7·0	—19·3	34·0	13·0	5·7	—17·1	30·5	5·0	53·7	30·0	52·7	29·0
4	20·0	— 5·5	33·0	12·0	3·7	—16·6	26·1	—10·8	59·7	36·0	74·8	43·5
5	20·0	— 4·3	33·0	12·0	15·7	—19·6	32·9	— 9·0	54·7	32·5	77·7	45·0
6	8·0	—13·6	33·0	10·0	7·7	—22·6	20·7	—13·1	53·7	34·0	78·7	51·0
7	0·0	—28·5	30·0	3·0	— 3·1	—28·0	30·9	3·0	56·7	28·0	71·8	40·5
8	—22·0	—36·6	29·0	2·0	3·7	—22·1	33·9	—10·1	65·7	33·0	41·9	33·5
9	— 9·0	—25·5	34·0	17·0	9·7	—14·1	43·7	— 1·5	73·8	40·0	69·7	32·8
10	—14·0	—31·5	22·5	1·0	12·7	— 9·1	53·7	35·0	70·8	44·0	75·6	41·3
11	—25·0	—40·6	4·5	—16·6	9·7	—10·1	52·2	30·0	69·1	46·0	69·8	42·0
12	5·0	—31·2	22·0	—26·1	20·8	—12·7	52·7	30·0	79·7	48·5	62·7	38·0
13	—13·0	—39·1	29·0	17·0	25·8	— 4·1	52·7	27·0	77·7	45·0	58·2	36·8
14	—19·5	—45·1	34·0	15·0	15·7	—12·1	55·7	34·0	67·8	57·0	64·7	36·1
15	—20·0	—47·6	24·0	2·0	14·7	—15·1	43·9	30·0	67·8	46·0	66·7	41·5
16	—11·5	—36·4	9·0	—16·1	— 1·3	—27·1	52·7	28·0	73·8	43·0	70·3	49·0
17	— 6·0	—23·1	34·0	6·5	8·7	—18·6	55·7	30·0	64·7	57·0	76·8	50·5
18	—10·0	—29·2	36·0	14·0	8·7	—22·6	59·7	29·0	60·7	33·0	65·7	44·0
19	2·0	—22·1	34·0	7·0	19·7	2·1	67·3	29·0	63·7	41·0	57·7	42·5
20	— 8·0	—34·1	40·0	25·0	19·7	4·1	64·0	35·0	69·8	46·0	62·2	48·5
21	0·1	—25·1	40·0	26·0	12·7	— 7·9	67·8	39·0	54·7	45·0	75·8	47·0
22	4·0	—29·1	26·0	— 3·1	4·7	—17·1	49·7	33·0	66·7	43·0	63·7	46·0
23	15·0	—17·1	18·0	— 6·1	12·7	—18·4	37·9	26·0	75·8	41·0	79·7	56·0
24	4·0	—19·5	23·0	— 5·1	17·7	—14·1	58·7	27·0	82·2	43·5	59·7	53·5
25	23·0	—10·1	25·0	11·0	30·9	— 3·1	41·9	27·0	82·7	43·0	72·8	52·0
26	27·5	9·0	26·0	— 4·1	27·9	9·1	49·7	24·0	77·2	51·5	71·8	55·0
27	32·3	9·0	30·0	— 0·1	32·9	0·0	50·7	22·5	71·3	57·0	66·7	55·0
28	37·0	17·0	34·0	4·0	40·9	10·1	51·2	26·0	79·7	55·0	77·6	53·5
29	27·5	5·0	.	.	42·4	15·1	53·7	30·0	79·7	59·9	70·7	53·0
30	30·0	9·0	.	.	38·4	27·1	58·7	33·0	68·8	45·0	74·8	58·5
31	25·5	6·0	.	.	36·4	8·1	.	.	61·7	45·0	.	.
	4·0	—19·7	27·6	4·2	17·1	— 8·4	45·8	19·0	67·8	42·9	67·4	45·7

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
88·7	54·0	67·8	53·0	67·8	37·5	48·1	27·2	31·9	25·5	19·2	1·5	1
82·7	55·5	77·2	52·0	77·2	36·0	50·2	30·3	29·7	19·8	33·4	15·1	2
79·9	57·2	83·9	47·5	79·1	44·0	47·1	29·0	21·7	8·1	33·4	13·1	3
86·7	60·9	82·2	59·4	68·0	39·9	42·9	26·0	21·7	7·1	25·3	13·1	4
85·2	64·4	80·7	60·9	66·2	34·7	50·0	29·0	26·8	9·1		— 1·0	5
79·3	62·0	79·5	55·0	75·5	47·0	56·7	25·0	41·1	12·9	19·9	0·0	6
86·2	57·5	73·8	53·8	70·8	52·5	55·7	30·0	40·9	22·5	21·7	15·1	7
86·7	66·4	70·8	52·8	74·0	46·7	52·9	26·4	23·8	4·0	26·8	5·5	8
75·6	55·6	83·7	49·5	76·7	42·0	51·5	26·9	32·9	5·0	18·7	10·6	9
82·9	62·4	80·9	54·0	84·9	53·8	56·5	24·0	50·7	26·5	41·0	22·0	10
78·6	66·9	72·3	53·0	83·7	52·5	58·7	35·5	45·9	23·0	31·9	25·0	11
78·7	59·0	72·7	52·0	71·7	44·9	57·7	32·2	46·7	26·0	37·7	25·0	12
79·7	59·0			82·7	55·0	57·2	28·0	44·0	27·5	40·9	15·6	13
79·7	55·0	87·2	52·9	69·7	45·9	40·9	30·0	43·7	20·2	34·9	26·5	14
		86·2	55·9	59·4	42·0	47·4	25·0	40·9	22·5	42·9	26·5	15
80·8	56·0	76·8	56·9	53·4	38·5	46·9	25·0	29·9	17·0	41·4	21·0	16
67·2	49·0	85·2	54·9	51·0	34·0	57·4	30·2	25·8	8·0	41·9	12·1	17
67·7	47·0	81·7	48·9	57·9	34·0	50·1	25·2	27·9	7·0	31·9	31·0	18
71·9	44·0	88·7	56·9	53·9	33·1	43·0	18·5	37·0	28·5	36·9	24·5	19
79·8	46·2	77·2	51·5	66·2	34·5	61·7	32·0	44·7	35·0	32·4	20·0	20
89·7	55·0	65·4	41·0	73·7	47·0	55·9	30·0	35·0	16·0	30·0	28·4	21
87·7	57·0	78·2	42·5	64·0	34·2	53·9	27·4	35·9	8·6	37·0	36·0	22
85·7	60·0	82·9	54·9	59·8	31·5	55·4	22·5	45·9	32·0	41·2	35·0	23
84·7	64·9	67·1	53·3	59·8	44·5	45·4	27·0	37·9	22·0	47·2	31·1	24
81·7	60·0	85·9	54·8	63·3	38·2	51·4	39·0	28·4	20·0	37·2	33·0	25
91·7	54·5	79·3	53·4	68·8	45·0	53·4	32·0	26·7	20·0	37·9	27·3	26
83·2	58·5	72·3	44·4	60·0	37·8	50·9	33·0	22·3	3·5	35·3	22·8	27
81·7	58·7	70·9	47·9	63·8	33·0	40·0	23·0	9·7	0·0	27·2	18·5	28
87·2	59·5	80·0	45·1	66·2	43·0	41·4	26·0	13·2	4·5	25·9	14·6	29
89·3	62·6	77·9	45·9	52·8	34·0	37·9	28·0	10·3	2·2	22·8	12·1	30
78·9	59·9	65·8	42·0			39·5	26·5			24·8	11·5	31
81·9	57·6	77·8	51·4	67·4	41·2	50·2	28·0	32·5	16·0	32·6	19·1	

TABLE XXVII.—LITTLE CURRENT, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	15·3	1·9	40·5	34·8	43·5	15·3	49·6	32·8	42·5	28·6	82·6	54·7
2	13·3	1·9	39·5	32·8	35·5	20·5	41·5	14·3	48·6	29·0	75·1	57·0
3	2·8	9·1	36·5	27·6	29·9	11·3	30·4	10·1	41·5	32·3	65·6	52·7
4	8·3	-14·7	33·4	18·5	24·3	0·9	35·5	25·6	51·6	30·6	62·6	49·7
5	26·4	6·1	34·4	26·8	14·3	-8·7	36·5	32·8	56·6	26·6	67·6	41·7
6	32·1	22·9	37·0	31·8	22·3	-9·7	38·5	25·6	61·1	34·8	75·1	44·7
7	21·3	7·1	35·5	19·5	25·4	-0·7	38·0	19·5	58·6	34·8	70·6	.
8	-5·3	-11·7	22·3	4·9	22·3	8·1	49·6	24·6	55·6	38·8	76·0	43·7
9	11·3	-24·7	34·4	14·3	20·3	-1·7	52·6	34·8	54·6	41·7	67·6	43·7
10	22·3	7·1	35·5	28·6	20·8	-8·7	57·6	38·8	55·6	43·7	53·6	44·7
11	15·3	-12·7	41·5	23·6	28·4	4·9	52·1	35·8	61·1	40·8	54·6	33·8
12	-3·3	-26·7	35·5	4·9	25·4	6·1	49·1	33·8	64·6	44·7	66·1	47·2
13	27·6	-17·3	18·3	2·9	26·4	4·9	49·6	28·6	62·6	33·8	61·6	47·7
14	16·3	-12·6	32·4	7·1	32·4	12·3	53·6	26·6	72·6	38·3	71·6	42·7
15	9·3	-5·7	34·4	19·5	22·3	6·1	56·6	30·6	65·6	39·8	79·6	54·7
16	4·3	-7·7	34·4	16·5	11·3	-2·4	47·6	32·8	60·6	47·7	68·1	51·7
17	25·4	-2·7	19·3	8·1	10·3	-17·7	60·6	30·1	74·6	50·0	73·6	49·7
18	25·4	12·3	21·3	8·1	19·3	4·9	55·1	38·8	72·6	53·7	76·6	55·7
19	30·4	10·1	26·4	8·1	20·3	-2·7	58·6	36·8	66·6	49·3	67·2	49·7
20	30·4	1·9	36·5	12·3	32·4	14·3	58·6	34·8	.	.	63·6	41·7
21	22·3	1·9	41·5	23·6	35·5	22·6	62·6	36·8	72·6	54·7	67·6	54·0
22	22·3	4·9	44·5	23·6	39·4	19·5	63·8	33·8	61·6	47·2	62·6	53·0
23	21·3	-0·7	29·9	11·3	26·4	12·3	72·8	35·6	50·6	41·7	72·6	45·7
24	17·3	1·7	38·5	18·5	29·4	2·9	60·6	34·8	54·6	36·8	74·6	55·7
25	15·3	2·9	35·5	14·5	30·4	21·6	50·5	27·6	61·6	43·7	73·6	58·2
26	40·5	3·9	39·5	14·3	37·5	24·6	56·0	26·6	67·6	44·7	73·8	56·7
27	26·4	9·1	31·4	17·5	39·5	28·6	47·6	31·2	70·6	44·7	73·6	56·2
28	38·5	9·1	35·5	14·8	32·4	21·6	42·5	34·8	73·6	43·7	73·1	52·2
29	30·4	10·1	.	.	41·5	15·3	38·5	33·8	77·6	41·7	72·6	40·8
30	32·4	20·5	.	.	40·5	15·3	44·5	33·8	81·4	59·2	76·6	48·7
31	39·5	36·6	.	.	40·5	27·6	.	.	80·6	49·7	.	.
	20·3	0·5	33·7	17·5	28·3	9·3	54·3	36·5	60·6	40·2	69·9	49·1

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
68·6	59·7	77·6	58·7	76·1	49·7	78·6	34·8	45·6	35·8	25·4	21·6	1
74·6	53·7	79·6	64·7	68·6	47·7	69·6	33·8	41·5	33·8	32·4	12·3	2
76·6	54·7	73·6	53·7	67·6	45·7	56·6	31·6	36·9	31·8	35·5	28·6	3
76·6	56·7	74·6	58·7	65·6	54·7	61·6	40·8	36·5	25·6	41·5	33·0	4
77·6	57·7	73·6	64·7	65·6	48·7	49·6	36·8	35·5	20·0	48·6	35·8	5
74·0	50·7	77·6	60·7	64·6	43·7	54·6	40·8	40·0	20·5	36·5	9·1	6
76·6	43·7	79·6	63·2	60·6	31·8	57·6	35·8	43·5	30·6	32·9	9·1	7
77·6	57·7	81·6	58·7	69·6	23·6	52·6	46·7	39·5	33·8	32·9	16·8	8
79·6	58·7	72·0	60·7	69·6	40·8	52·6	45·7	36·5	22·6	31·9	6·6	9
69·6	54·7	72·6	57·7	69·6	40·8	50·6	39·8	35·5	12·3	36·5	28·6	10
72·6	50·7	76·6	59·7	71·6	45·7	49·6	40·8	43·5	29·6	41·5	34·3	11
76·6	56·7	72·6	60·7	74·6	40·8	49·6	38·8	43·5	32·8	39·5	27·6	12
71·6	54·7	75·6	52·7	74·6	32·8	61·6	38·8	42·5	29·6	41·5	22·8	13
74·6	49·5	75·6	66·7	78·6	47·7	53·6	50·7	53·6	38·8	42·5	21·6	14
83·6	54·7	79·6	59·7	82·0	51·7	66·6	45·7	46·1	42·7	45·6	38·9	15
73·6	57·7	77·6	58·7	82·6	50·7	64·6	48·2	47·4	38·8	40·5	30·6	16
79·4	58·7	78·6	55·7	81·6	51·7	52·6	45·7	50·6	28·0	40·5	21·6	17
71·6	59·7	81·6	60·7	81·6	41·7	50·6	44·7	29·4	20·5	35·5	16·5	18
71·6	58·7	81·6	55·2	81·6	59·7	51·6	37·8	27·4	17·5	40·5	33·3	19
70·6	54·7	77·6	49·7	74·6	60·7	43·5	31·1	36·5	16·5	39·5	34·8	20
72·1	53·2	81·6	55·7	81·6	42·7	45·6	30·6	42·5	28·6	42·5	33·8	21
75·6	54·7	77·6	56·7	80·6	40·7	52·6	24·6	43·5	36·8	41·1	37·8	22
78·0	58·7	72·6	64·7	82·6	43·7	49·6	46·7	40·5	31·8	40·5	37·3	23
80·6	61·7	72·6	54·7	82·6	47·7	45·6	30·6	46·6	38·8	41·5	34·3	24
83·6	65·2	83·6	64·7	75·6	33·8	47·6	32·8	46·6	43·7	37·5	34·3	25
83·6	64·7	81·6	51·7	74·6	34·8	41·5	31·8	45·6	42·7	39·5	34·8	26
77·6	66·7	79·6	58·7	70·6	29·6	43·5	30·6	47·6	39·8	37·5	34·8	27
82·6	62·7	78·6	54·7	76·6	30·6	53·6	42·7	41·0	31·1	36·5	29·6	28
79·4	64·7	77·6	62·7	76·6	29·6	54·6	40·3	32·4	29·0	35·5	28·1	29
81·1	60·7	75·6	54·7	78·6	32·6	45·6	37·3	30·4	24·6	35·5	22·5	30
72·6	54·7	75·6	54·7	.	.	45·6	37·8	.	.	20·3	13·8	31
77·6	57·1	78·9	58·5	74·3	42·5	50·1	38·2	40·9	29·6	37·7	28·2	

TABLE XXVIII.—PARRY SOUND, ONTARIO

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	20·0	— 8·0	37·7	32·5	38·7	10·5	51·8	35·0	38·7	31·0	84·0	51·1
2	17·6	— 0·5	39·7	32·0	39·5	28·8	40·2	15·5	46·2	26·8	74·0	61·2
3	2·2	—16·2	39·7	24·8	32·3	17·5	33·8	5·5	48·3	23·3	67·0	53·1
4	8·2	—21·4	31·3	22·8	23·8	3·5	46·7	17·8	46·8	29·3	59·8	47·1
5	24·3	6·2	33·8	24·8	20·8	— 7·0	40·0	31·0	55·0	22·8	70·8	40·2
6	28·8	12·5	36·0	29·8	22·0	—16·2	43·0	25·8	62·0	30·0	77·8	46·2
7	34·8	10·5	37·7	14·5	24·8	3·7	44·2	17·5	58·8	40·2	78·0	46·2
8	14·0	—19·2	23·8	— 3·0	18·6	9·2	34·3	18·7	56·8	34·0	83·0	56·1
9	11·1	—19·7	34·0	2·2	18·6	5·2	54·3	30·0	55·8	34·6	70·8	54·1
10	24·0	5·2	39·0	24·0	17·8	—12·0	57·2	27·3	55·3	41·2	57·0	43·2
11	28·0	—14·2	43·7	21·3	28·0	7·2	54·5	31·0	57·6	41·2	71·8	40·2
12	— 6·2	—30·4	38·8	5·2	29·8	3·7	49·0	28·8	61·8	33·0	70·0	48·1
13	22·8	—22·4	18·6	— 3·0	33·8	3·2	50·8	22·8	64·0	31·8	64·0	46·2
14	21·8	— 6·5	28·3	— 8·0	33·8	13·5	51·0	22·8	66·3	32·0	72·0	43·2
15	19·4	— 3·0	34·0	15·5	24·0	9·2	52·0	23·8	72·3	37·1	82·0	47·2
16	17·6	— 3·0	35·3	15·5	16·8	—10·0	57·0	26·8	75·8	51·1	68·0	53·1
17	26·8	— 5·5	18·6	1·2	10·6	—19·2	58·0	26·8	71·3	51·1	69·8	43·2
18	28·8	17·5	23·8	— 7·0	22·0	— 7·0	62·0	32·0	68·0	53·1	80·7	46·2
19	32·3	7·2	27·3	3·2	20·8	—14·2	51·8	38·1	68·8	47·1	64·8	48·1
20	37·2	4·2	30·5	1·5	28·8	4·2	52·3	36·1	76·8	55·1	72·8	40·2
21	17·6	3·2	40·0	11·5	36·8	19·5	62·8	34·1	73·3	53·1	60·8	54·1
22	25·8	9·2	45·7	22·3	34·0	20·8	64·0	26·8	64·8	46·1	65·0	45·2
23	16·6	0·2	38·2	24·8	34·3	14·5	71·0	31·0	49·3	34·0	68·3	39·2
24	16·6	2·2	42·0	22·8	33·8	1·7	56·8	36·1	51·8	32·0	75·8	47·2
25	11·6	— 1·0	34·0	15·0	32·8	21·8	48·8	25·8	61·8	43·2	72·8	55·0
26	29·8	9·0	35·8	18·5	38·0	30·8	54·0	24·8	67·3	33·1	77·8	54·1
27	30·3	2·2	31·8	14·5	34·8	25·8	54·8	32·0	68·8	37·6	78·8	52·1
28	34·8	0·2	32·8	5·2	30·8	17·5	43·0	31·8	72·0	39·2	74·0	52·1
29	37·7	13·5	.	.	38·7	14·0	44·7	37·1	74·0	41·7	72·0	50·1
30	34·0	24·8	.	.	38·7	15·5	41·7	34·0	77·8	46·4	81·0	49·1
31	39·0	24·6	.	.	41·0	22·8	.	.	79·9	50·1	.	.
	22·8	— 0·6	34·0	13·9	29·0	7·7	51·6	27·6	62·8	39·0	72·2	48·4

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
74.8	54.1	89.0	54.1	62.8	43.7	73.8	49.1	42.7	33.5	24.3	12.5	1
72.3	53.1	78.7	66.2	59.3	43.7	56.0	47.1	40.7	33.0	32.0	11.5	2
69.8	54.1	71.3	57.7	61.0	37.0	69.0	50.1	38.0	28.8	36.3	29.8	3
75.8	50.4	73.8	48.1	69.3	53.1	61.0	38.2	37.2	26.3	38.0	29.8	4
77.0	52.1	73.8	60.2	64.8	47.2	48.8	28.3	35.8	17.5	45.2	34.1	5
76.8	45.7	73.8	53.6	67.8	41.2	53.3	33.0	40.0	7.7	36.8	8.2	6
75.0	46.2	77.3	63.7	72.0	45.0	54.8	34.0	40.7	32.0	33.3	6.2	7
76.0	62.0	80.7	57.2	69.3	43.2	53.8	46.7	38.7	32.5	33.0	11.0	8
78.0	54.1	71.8	57.2	72.0	44.2	53.8	37.0	36.0	16.5	24.8	1.2	9
69.8	51.0	71.8	56.1	70.6	50.1	53.3	36.0	31.8	11.5	37.0	22.8	10
70.3	46.5	73.8	55.1	80.0	59.2	48.8	39.2	39.7	22.8	40.7	29.5	11
74.8	55.3	71.3	52.7	78.0	59.2	48.8	37.1	43.0	25.8	39.0	23.3	12
73.3	47.2	78.3	50.1	75.0	55.1	52.8	42.2	37.0	21.8	41.0	17.5	13
77.5	47.6	74.0	59.2	80.0	52.1	59.8	48.1	50.8	32.0	39.0	10.5	14
85.0	56.4	75.0	60.0	83.7	59.2	64.0	53.1	50.8	43.2	43.7	37.1	15
90.0	59.2	74.8	60.2	76.8	57.1	62.0	43.2	47.0	32.0	40.7	28.3	16
79.0	62.2	78.8	59.7	66.8	50.1	55.8	40.2	49.0	33.0	41.7	19.0	17
72.8	60.2	78.0	55.1	57.3	44.2	46.5	41.2	39.7	21.8	27.8	12.8	18
63.8	56.1	78.7	57.2	65.8	42.2	48.8	35.0	27.8	15.5	42.0	25.8	19
63.5	55.1	81.7	51.1	63.8	44.2	43.7	29.8	34.0	13.5	38.7	33.0	20
75.0	46.2	84.9	56.2	59.8	37.1	44.7	25.8	41.7	21.8	37.7	31.0	21
76.0	48.1	86.5	60.2	65.0	37.1	50.8	21.8	41.7	33.0	42.2	33.0	22
77.0	51.1	85.7	63.0	71.0	41.2	51.8	41.0	44.2	33.5	41.3	34.1	23
79.4	52.1	83.7	65.2	74.8	50.0	54.8	37.7	47.0	41.2	43.2	29.8	24
82.0	51.6	69.8	65.2	75.8	54.1	39.2	32.0	45.2	42.2	38.7	31.0	25
85.7	58.2	70.8	56.1	67.3	49.1	40.2	25.8	48.7	42.2	40.0	28.8	26
82.2	63.7	93.7	55.1	65.8	45.2	46.2	22.8	47.7	39.2	39.0	33.0	27
82.7	66.2	75.8	65.2	68.0	45.5	51.0	37.1	47.7	30.3	41.0	27.8	28
79.7	64.4	74.8	56.1	69.0	41.2	55.3	42.8	34.0	23.8	35.8	24.8	29
83.7	60.2	72.8	53.6	79.0	54.1	44.0	34.0	30.0	21.3	30.8	20.8	30
85.0	58.7	70.8	53.1	.	.	44.7	36.0	.	.	26.8	8.2	31
76.9	54.5	77.3	57.4	69.1	47.5	52.6	37.6	41.0	27.6	37.2	22.8	

TABLE XXIX.—ROCKLIFFE, ONTARIO

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	12·4	—10·1	37·3	32·0	41·1	13·2	44·6	33·5	35·6	31·0	89·7	48·3
2	14·1	— 2·0	41·0	32·4	37·3	25·7	42·6	18·2	41·4	28·5	81·5	50·8
3	0·7	—14·6	37·7	24·1	35·1	18·9	32·1	5·7	50·5	24·4	73·9	46·5
4	12·3	—19·0	34·3	17·1	24·9	13·5	38·9	12·4	50·2	28·3	60·2	43·5
5	22·8	6·0	32·0	21·1	19·8	— 7·4	42·4	29·5	55·3	22·7	66·5	38·5
6	29·8	16·2	37·7	26·9	20·1	— 9·4	47·4	28·0	59·0	28·0	77·5	39·2
7	18·1	—19·6	36·7	15·1	17·1	8·0	40·4	18·5	55·6	30·0	79·0	42·0
8	— 0·3	—30·4	20·8	5·0	19·3	8·0	52·1	14·7	57·0	31·0	89·2	60·7
9	21·2	— 3·6	32·5	8·0	17·2	3·0	57·6	22·1	51·8	37·5	73·7	59·2
10	21·8	—18·5	39·5	17·9	21·7	— 3·3	60·5	26·8	54·7	43·0	67·5	44·7
11	—14·0	—34·2	37·8	16·1	29·7	— 4·1	55·0	29·0	65·5	40·4	62·7	34·3
12	18·1	—29·6	34·5	2·8	33·4	—13·2	49·9	26·8	72·7	36·5	74·0	43·8
13	19·9	—19·0	16·7	— 5·2	27·9	— 8·1	55·6	19·6	73·2	37·6	68·4	48·5
14	5·7	—16·8	26·0	—12·8	32·9	15·1	59·7	21·8	78·3	39·6	75·3	43·6
15	12·4	— 0·7	24·6	—13·8	24·3	9·6	61·6	24·7	79·9	36·4	80·6	44·9
16	12·3	—21·0	36·7	15·3	16·4	— 7·4	61·1	21·4	80·1	46·6	68·0	51·1
17	29·6	— 6·5	19·2	6·0	8·1	—28·0	61·4	27·6	80·2	54·4	77·5	44·3
18	23·9	—15·6	25·1	— 3·2	17·8	—16·9	60·6	27·6	78·9	54·3	85·7	43·2
19	36·6	— 1·9	27·6	0·5	25·8	—22·8	45·8	36·8	80·7	55·9	67·0	43·2
20	17·5	—10·8	33·1	16·3	36·1	2·1	45·2	35·0	77·9	57·9	69·0	34·0
21	24·3	— 4·2	43·8	13·3	34·9	20·1	63·6	35·8	64·1	48·7	65·8	51·1
22	16·5	—11·0	47·0	13·5	36·0	22·9	71·6	29·4	66·9	46·0	65·3	41·6
23	10·9	— 2·0	34·6	20·7	37·2	19·9	79·0	28·3	47·1	33·6	68·8	37·0
24	3·2	—21·7	43·9	26·0	31·5	— 0·2	71·0	35·5	56·8	35·2	75·8	45·5
25	17·5	— 7·2	32·1	15·0	29·1	21·1	55·4	31·0	65·8	40·0	78·6	57·8
26	25·5	— 9·6	40·7	20·9	40·0	28·0	63·5	24·1	69·7	42·5	72·8	51·3
27	16·0	—16·6	37·1	9·6	40·0	23·9	51·2	31·0	78·0	40·2	79·7	40·8
28	26·6	14·5	36·7	2·0	27·1	15·9	39·7	33·3	81·7	42·7	81·5	51·9
29	32·6	23·7	.	.	38·5	13·5	52·4	39·4	81·3	42·2	67·2	51·4
30	33·3	25·4	.	.	46·0	16·2	53·0	32·4	84·7	42·2	68·3	52·0
31	.	.	.	.	45·7	25·1	.	.	86·2	50·3	.	.
	16·9	— 8·9	33·8	12·2	29·4	6·8	33·8	26·7	67·2	39·5	73·7	46·2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
78.4	60.0	89.7	48.0	64.0	48.9	74.9	47.4	46.2	30.0	28.9	11.2	1
76.8	54.5	90.2	63.8	58.8	41.2	52.8	43.8	39.6	32.9	31.2	1.9	2
72.3	51.1	74.3	55.4	54.0	41.5	52.8	43.4	35.6	30.0	34.9	27.7	3
85.5	50.5	76.7	48.7	72.2	50.0	64.5	39.3	34.9	25.0	35.9	30.3	4
75.2	52.5	79.4	48.7	63.2	41.3	49.8	30.4	31.6	21.3	39.4	31.4	5
77.4	47.0	77.7	49.4	65.8	37.0	53.8	29.0	36.2	15.4	37.0	9.1	6
83.6	43.3	80.7	59.7	68.6	37.3	58.5	33.6	47.8	18.1	26.9	7.1	7
81.0	58.8	83.3	59.3	70.7	40.1	51.0	46.2	37.0	30.7	37.0	16.6	8
82.8	56.0	74.0	59.5	72.6	38.9	56.8	46.3	38.1	13.7	23.5	8.2	9
71.1	53.8	75.7	56.2	69.6	45.2	50.6	43.5	29.6	5.2	30.1	18.8	10
73.3	54.1	75.7	57.7	78.1	50.0	54.7	45.0	36.5	10.6	38.0	25.3	11
72.3	48.4	75.0	53.1	79.7	54.0	51.5	41.8	40.0	25.4	36.4	27.6	12
73.7	42.1	80.5	51.1	77.5	58.9	51.5	37.4	35.1	13.4	37.4	12.2	13
82.7	47.4	75.0	52.5	84.1	53.5	57.0	45.8	38.8	17.7	39.5	5.0	14
86.1	61.2	76.2	60.5	83.5	54.8	52.0	49.0	42.8	33.7	41.2	28.3	15
88.7	56.8	75.5	60.6	78.4	56.8	54.0	35.4	43.1	32.6	40.8	24.2	16
77.9	59.0	78.2	57.8	67.8	51.0	51.8	33.2	49.0	31.0	41.6	11.9	17
82.2	57.4	83.9	50.1	59.8	39.9	51.0	37.4	43.2	22.7	23.5	4.0	18
76.1	53.8	80.6	54.4	61.6	36.7	46.1	34.8	30.9	19.4	34.0	19.1	19
73.4	49.3	80.1	47.1	58.8	42.0	43.3	26.0	28.1	14.3	38.6	26.0	20
75.5	51.4	84.7	49.1	60.2	34.5	43.1	22.4	33.6	13.3	30.1	24.1	21
79.2	49.1	83.7	55.6	69.7	34.0	45.8	21.6	34.4	25.1	33.6	25.4	22
81.6	51.5	82.7	58.4	73.5	41.2	46.8	27.5	39.8	33.3	34.3	26.3	23
86.2	51.9	78.7	64.2	76.7	50.5	41.1	26.0	44.0	36.5	29.9	19.4	24
89.7	56.9	80.6	62.1	75.7	56.3	41.8	29.2	41.1	37.2	31.9	19.4	25
82.5	67.6	75.0	63.2	66.8	43.2	39.9	19.9	44.8	37.6	36.1	27.2	26
84.3	65.0	84.5	62.6	59.8	35.0	42.8	14.5	47.1	38.8	36.2	31.0	27
82.0	64.8	79.1	61.0	68.0	41.1	40.8	28.6	41.8	33.7	35.5	25.3	28
86.3	67.0	77.3	56.8	63.6	36.5	49.8	37.4	35.3	26.0	31.9	22.4	29
84.7	58.9	74.5	50.6	84.1	50.2	45.3	34.7	33.2	22.4	27.2	15.1	30
86.7	48.8	71.0	48.2	.	.	46.3	37.2	.	.	22.9	2.6	31
80.7	54.6	79.2	55.7	69.6	44.6	50.5	35.1	38.6	24.9	33.6	18.8	

TABLE XXX.—GODERICH, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·0	13·2	44·5	33·7	40·1	23·1	56·7	32·5	38·9	32·8	84·7	60·5
2	18·8	12·9	44·4	32·6	30·6	30·8	39·9	19·8	44·1	32·1	79·2	62·8
3	19·5	15·4	34·0	29·7	35·2	28·4	32·4	15·1	55·7	31·2	72·4	56·7
4	17·2	11·3	30·2	25·6	28·5	19·2	45·3	25·4	50·1	32·7	67·0	50·9
5	18·4	8·7	31·5	22·1	25·2	10·2	39·5	32·2	59·3	38·8	65·1	50·8
6	32·3	16·1	39·0	30·0	32·0	3·7	38·7	28·6	62·2	42·5	75·0	51·3
7	33·7	19·2	35·7	30·0	31·3	11·0	44·9	26·9	65·3	41·8	78·2	49·9
8	18·8	10·9	30·6	18·2	24·2	15·9	47·8	32·0	56·1	40·5	84·1	59·0
9	12·2	16·3	33·4	17·7	19·6	12·1	50·1	36·7	50·3	34·6	72·0	50·3
10	22·7	6·0	39·9	25·9	19·2	7·2	54·5	34·7	53·4	38·7	55·5	48·7
11	27·2	14·6	45·5	33·2	31·4	8·8	55·3	34·8	55·3	33·7	70·2	41·7
12	15·2	-12·1	41·7	16·2	32·2	21·9	40·5	34·6	58·7	35·2	67·3	50·9
13	15·3	-4·4	20·4	9·4	35·8	10·7	49·2	33·7	61·1	38·8	70·2	54·9
14	19·3	11·8	29·7	11·7	33·2	16·6	51·4	31·8	69·4	41·5	72·2	52·9
15	23·2	11·9	35·2	23·7	29·2	6·7	51·4	31·0	67·4	46·1	81·7	59·1
16	19·2	11·8	35·6	22·4	24·6	6·0	58·7	40·6	72·2	46·6	70·0	54·5
17	20·4	8·8	22·8	19·1	12·0	-2·3	55·5	38·5	74·6	58·9	71·2	47·8
18	27·3	12·9	28·6	20·2	21·4	3·3	52·7	44·1	75·4	61·3	81·1	53·0
19	35·3	24·5	27·6	9·1	22·4	-0·2	48·7	42·2	76·2	55·7	64·9	52·1
20	35·0	10·8	35·2	12·8	33·3	7·3	46·4	38·8	87·2	63·9	77·2	46·7
21	16·5	3·7	45·4	27·6	32·2	23·4	51·9	32·4	76·3	60·7	72·2	51·5
22	24·2	12·9	48·8	35·2	41·9	28·7	66·7	33·7	62·1	46·8	55·7	44·7
23	19·0	8·4	43·1	34·2	41·6	19·6	72·7	40·4	48·1	41·6	69·8	35·2
24	16·3	12·4	40·3	32·2	34·2	16·0	61·1	40·7	46·0	34·5	77·4	52·8
25	20·2	11·4	35·0	24·3	33·0	27·3	43·5	36·2	57·7	37·8	75·2	62·3
26	32·4	16·1	30·8	22·3	32·8	28·4	52·1	31·0	59·3	41·7	67·2	58·7
27	31·2	23·3	32·0	20·1	32·2	27·3	59·2	37·7	67·2	39·6	73·3	55·0
28	35·3	22·7	31·8	29·4	29·3	21·2	54·1	42·4	73·3	45·9	71·4	60·1
29	38·4	20·4	.	.	30·3	19·6	51·2	37·8	78·3	45·1	75·0	52·7
30	41·9	23·2	.	.	39·3	21·2	43·5	36·6	81·2	58·9	83·1	59·0
31	52·3	30·2	.	.	38·6	32·2	.	.	82·3	60·0	.	.
	25·0	13·0	35·4	23·8	30·5	16·2	50·5	34·7	63·1	43·2	72·7	52·7

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
78·7	59·1	86·1	58·5	63·2	55·1	80·4	62·8	46·2	40·0	28·4	17·2	1
72·2	56·9	79·4	60·7	59·1	51·5	75·2	61·0	47·9	38·8	32·2	15·5	2
71·7	55·8	69·2	54·5	65·2	50·7	76·3	58·3	41·2	36·2	35·3	29·6	3
74·8	54·1	69·5	49·2	75·2	61·0	69·2	47·4	40·7	34·2	42·9	27·7	4
70·8	61·0	75·3	47·9	68·0	54·5	55·2	43·1	30·0	27·1	42·6	35·2	5
71·7	55·9	80·1	57·5	66·0	49·0	54·4	42·3	35·0	26·5	34·8	26·2	6
77·4	51·1	77·9	60·5	65·3	47·6	55·5	37·2	42·0	24·5	35·3	24·4	7
81·9	65·1	83·9	56·0	66·4	50·5	56·1	47·2	43·3	37·8	35·6	30·0	8
80·2	67·1	74·0	54·9	72·2	50·1	56·9	50·8	41·1	24·6	31·5	27·4	9
67·5	55·1	70·0	55·0	68·6	59·9	54·9	46·9	32·8	17·9	39·7	29·0	10
71·2	48·2	74·0	53·0	74·2	62·5	54·7	53·6	39·9	26·2	42·6	34·2	11
75·2	55·9	75·0	60·0	74·3	64·0	47·9	37·4	43·9	34·2	47·5	29·8	12
74·0	55·5	75·8	59·5	75·0	59·1	59·1	36·6	49·5	31·7	48·0	33·2	13
79·9	53·9	73·0	58·0	77·2	58·5	67·0	55·8	55·1	39·5	37·6	26·5	14
85·1	66·0	72·8	57·3	83·1	63·0	69·5	53·7	54·2	47·9	45·6	30·5	15
85·4	68·3	72·5	59·5	75·4	64·2	61·4	47·9	49·4	40·7	·	33·5	16
79·2	64·0	71·0	56·5	69·4	57·8	57·5	43·7	51·2	37·5	47·5	32·8	17
78·9	64·8	77·5	59·1	61·4	55·1	59·3	49·5	39·3	32·2	42·7	26·9	18
69·2	59·5	77·0	56·0	69·2	57·9	57·2	44·5	33·8	28·1	37·2	36·6	19
64·2	57·5	81·4	58·5	65·2	46·8	54·9	35·2	40·4	25·4	51·7	35·6	20
75·2	57·7	84·9	59·5	60·8	43·8	49·2	32·0	43·3	30·4	50·9	40·2	21
75·2	56·0	87·1	64·1	67·4	47·9	51·1	29·7	44·7	39·5	50·5	40·7	22
77·3	57·3	75·2	62·0	72·8	52·0	58·9	48·9	49·3	39·2	50·3	36·6	23
81·1	57·5	75·0	61·5	76·4	58·9	57·4	50·9	51·5	40·7	47·4	35·7	24
83·0	59·9	76·3	61·7	77·2	65·0	55·2	41·2	50·5	44·6	50·4	36·2	25
85·5	70·8	78·4	60·5	70·3	60·7	44·3	38·4	53·7	42·8	42·7	36·6	26
82·7	69·5	80·9	58·5	73·2	58·9	46·4	36·5	44·3	39·4	42·1	35·8	27
83·2	71·0	77·5	62·0	65·5	53·7	61·7	43·8	39·9	31·2	43·3	30·2	28
78·2	62·6	75·0	61·5	75·2	54·1	61·9	47·8	31·0	26·5	43·1	29·7	29
82·2	61·1	70·1	54·0	79·7	64·1	48·5	41·7	31·2	23·1	38·7	28·6	30
85·3	68·2	69·0	53·7	·	·	47·0	40·4	·	·	35·0	22·4	31
77·3	60·2	76·2	57·7	70·2	55·9	58·4	45·3	43·2	33·6	41·4	30·7	

TABLE XXXI.—WINDSOR, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	21·0	9·9	49·5	32·2	43·7	20·0	·	·	39·9	32·2	87·9	54·1
2	21·5	8·7	48·5	30·0	50·0	32·2	66·9	24·7	55·9	32·2	87·4	63·1
3	15·0	3·0	37·8	32·2	48·0	27·0	35·8	20·0	60·4	30·5	·	·
4	14·0	7·0	·	·	·	·	55·9	24·0	63·9	32·2	78·8	51·1
5	21·5	-2·9	34·3	22·5	29·0	10·0	48·0	34·2	59·9	37·7	71·8	54·1
6	31·0	18·5	35·8	30·5	34·3	7·9	56·9	26·0	·	·	73·8	56·1
7	·	·	44·7	28·6	35·3	17·0	49·0	26·5	63·9	39·2	77·3	59·1
8	30·5	9·5	37·3	24·0	31·8	20·0	·	·	59·9	39·2	76·8	60·1
9	9·8	-9·1	39·4	21·0	22·7	4·2	53·9	26·0	56·9	38·2	72·8	55·1
10	23·5	8·0	49·6	23·7	37·8	9·2	58·9	30·0	60·1	38·2	·	·
11	30·0	13·0	·	·	·	·	63·9	26·0	63·9	38·4	71·8	47·2
12	15·2	2·0	51·0	21·0	34·8	14·8	59·9	28·0	65·9	38·2	76·8	54·1
13	15·0	-2·0	29·0	16·5	35·0	19·0	56·9	31·0	·	·	77·8	51·1
14	·	·	37·3	15·0	32·8	4·0	60·9	32·2	76·8	36·2	75·8	60·1
15	25·5	10·9	41·6	22·4	34·8	9·1	·	·	71·8	48·2	80·8	61·1
16	22·0	10·6	38·3	25·1	25·0	9·5	69·9	27·5	73·8	52·0	78·8	60·1
17	28·5	0·4	30·8	19·2	18·6	-1·0	58·9	30·0	82·8	60·1	·	·
18	33·0	4·9	·	·	·	·	48·0	44·0	87·4	63·1	88·6	54·1
19	35·2	28·0	41·2	17·2	26·1	-1·0	55·9	44·2	90·6	60·1	76·6	49·2
20	31·6	8·9	56·5	23·7	30·0	-1·2	58·9	35·2	·	·	81·4	49·7
21	·	·	58·8	34·6	38·8	21·8	63·9	33·7	85·9	58·1	82·7	56·1
22	27·5	-2·1	52·1	31·5	45·0	27·5	·	·	68·9	40·2	63·9	51·0
23	10·5	0·3	41·3	29·0	43·5	24·7	78·8	35·3	62·9	41·2	75·3	38·2
24	19·6	9·6	47·5	31·5	25·0	18·2	63·9	39·7	64·9	42·2	·	·
25	21·5	0·1	·	·	·	·	59·9	35·2	62·9	40·2	86·9	52·1
26	37·6	9·1	42·5	24·0	37·2	25·0	58·9	27·2	68·9	42·2	82·1	63·1
27	39·0	25·5	41·2	22·5	44·1	26·0	56·9	35·2	·	·	76·6	62·1
28	·	·	39·3	20·0	47·9	25·0	55·9	40·2	78·8	43·2	81·9	60·1
29	44·1	17·1	·	·	39·8	25·0	·	·	62·9	49·2	83·7	60·1
30	43·2	15·0	·	·	48·0	18·1	56·4	26·7	82·4	57·1	88·0	63·9
31	48·0	28·0	·	·	48·0	34·0	·	·	85·9	54·1	·	·
	28·7	8·6	42·7	24·9	36·5	16·5	58·1	31·9	69·6	44·0	79·9	55·6

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
.	.	90.4	64.8	68.9	53.0	88.2	57.4	48.5	27.0	32.3	23.6	1
78.8	55.1	92.0	64.9	.	.	75.8	61.5	46.0	38.4	.	.	2
82.7	63.3	89.4	60.0	71.0	46.3	84.0	61.1	39.8	33.6	41.3	14.0	3
75.0	57.1	82.8	56.2	76.5	49.9	82.8	46.3	.	.	45.5	31.5	4
86.1	57.3	.	.	79.9	55.0	58.3	37.2	46.0	24.0	49.2	23.3	5
76.8	57.3	89.2	55.9	79.9	54.0	62.9	31.0	36.8	19.5	33.8	26.1	6
83.7	50.1	86.4	61.7	68.4	50.2	.	.	46.8	19.2	37.2	22.6	7
.	.	89.1	61.2	71.0	56.1	58.5	34.7	49.3	34.7	34.8	28.6	8
91.4	64.1	84.6	57.8	.	.	66.4	45.4	48.3	28.8	.	.	9
89.4	59.1	82.1	58.1	71.9	55.1	57.9	42.2	39.9	25.2	48.1	25.0	10
78.8	56.6	83.0	54.7	75.8	63.5	48.9	41.0	.	.	49.4	33.4	11
85.9	52.1	.	.	79.8	59.1	53.1	40.8	52.6	23.2	53.9	26.0	12
86.9	54.1	86.4	60.1	83.7	58.3	68.1	42.4	56.2	28.0	45.0	31.5	13
86.4	56.6	75.3	60.7	84.1	56.9	.	.	55.4	32.4	42.2	23.0	14
.	.	71.4	56.6	85.4	61.8	78.8	50.0	59.1	49.3	53.7	30.5	15
89.4	66.8	74.6	60.6	.	.	69.8	50.8	55.9	38.2	.	.	16
84.4	57.6	83.8	52.8	83.2	49.3	67.9	46.5	59.9	36.2	53.4	31.5	17
79.3	66.3	86.5	57.4	67.1	40.4	65.4	55.3	.	.	44.0	30.3	18
74.2	58.3	.	.	72.0	39.2	58.1	49.5	40.3	19.2	60.8	43.2	19
72.0	52.1	88.0	56.7	65.7	42.7	50.4	43.8	49.5	29.8	52.7	43.2	20
75.4	54.1	92.3	62.2	85.5	47.0	.	.	51.9	35.7	50.0	41.3	21
.	.	88.9	66.2	72.5	40.2	54.8	34.7	47.8	28.7	46.1	38.7	22
84.4	52.3	74.0	65.1	.	.	67.5	41.2	52.9	33.8	.	.	23
89.4	56.1	71.8	64.4	84.1	42.9	64.9	47.2	52.0	45.0	51.7	40.1	24
87.3	63.1	81.3	56.4	82.5	58.1	65.5	49.0	.	.	50.3	38.6	25
91.1	68.3	.	.	85.4	57.8	52.3	43.1	52.7	30.0	43.8	39.7	26
84.4	70.2	84.4	60.7	77.8	60.8	53.1	42.1	42.5	26.0	43.1	35.6	27
88.9	69.9	86.7	66.1	74.3	59.1	.	.	37.8	25.8	43.0	34.2	28
.	.	84.9	67.0	83.6	52.1	71.4	42.8	28.0	13.0	43.3	33.3	29
89.4	65.3	76.1	61.9	.	.	52.4	35.2	26.2	12.0	.	.	30
86.7	63.1	70.1	61.1	.	.	51.1	37.4	.	.	35.5	24.0	31
87.7	59.5	83.2	60.4	76.4	52.4	64.0	44.8	47.0	29.1	45.5	31.3	

TABLE XXXII.—KINCARDINE, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	25.0	17.4	40.4	34.4	44.9	21.8	59.2	35.0	39.9	32.5	87.0	63.3
2	22.2	10.8	39.4	32.0	.	.	37.6	20.0	44.9	32.6	79.6	60.5
3	20.1	7.8	34.6	29.0	47.9	23.8	35.6	16.5	50.7	31.6	54.9	54.9
4	19.5	13.0	32.6	26.5	27.7	17.0	53.9	25.0	47.6	33.0	64.4	47.4
5	21.9	12.5	32.6	24.0	24.0	9.0	39.6	32.0	63.4	35.5	62.6	47.5
6	36.4	17.6	35.6	30.5	31.1	1.8	38.4	26.5	61.7	37.5	68.9	49.7
7	31.6	18.0	.	.	30.9	12.0	47.6	24.8	58.9	40.4	81.6	47.6
8	20.1	10.0	36.6	15.0	21.0	15.7	52.1	30.0	49.4	37.5	84.6	60.0
9	13.8	8.0	38.4	14.4	19.7	11.7	54.8	36.5	47.6	34.5	.	.
10	23.9	11.5	41.8	26.5	23.5	10.3	50.6	35.0	.	.	75.1	40.4
11	23.9	4.5	44.6	32.0	31.8	8.8	45.6	32.0	52.1	33.4	74.1	40.9
12	5.4	8.5	42.8	13.9	30.0	19.0	42.6	32.0	54.7	34.0	73.9	50.4
13	20.7	0.8	23.3	9.9	36.4	11.0	55.6	32.5	59.6	36.5	69.1	52.1
14	22.3	9.5	34.6	12.6	33.6	15.0	46.5	31.2	.	.	73.4	43.4
15	22.7	10.7	38.0	23.6	30.5	11.2	50.6	29.8	78.8	38.9	86.4	57.7
16	19.3	10.0	37.1	21.0	24.1	8.0	59.8	40.9	73.7	58.5	65.9	48.6
17	24.7	9.8	25.6	17.5	14.0	1.5	54.4	30.8	80.1	59.6	73.5	46.7
18	27.0	12.8	22.1	9.3	23.5	1.3	58.5	43.4	73.7	57.5	86.4	51.5
19	35.1	25.0	26.7	8.0	22.2	1.5	50.6	40.1	80.2	52.5	61.2	46.4
20	35.3	12.0	36.8	8.0	31.2	9.6	40.0	34.2	81.3	56.4	80.5	44.4
21	16.8	9.5	47.1	29.7	37.6	22.6	51.3	32.2	80.4	56.5	67.9	45.4
22	23.7	14.0	49.6	35.8	45.4	25.8	65.9	33.9	63.8	44.4	56.6	41.9
23	15.2	9.2	38.0	30.8	31.5	18.8	79.8	44.4	46.4	38.7	77.6	38.5
24	19.1	11.5	36.3	28.8	30.0	14.8	60.6	36.4	46.0	37.0	87.7	55.2
25	25.9	12.0	33.1	21.6	32.4	23.8	42.7	32.5	49.6	37.2	74.4	58.6
26	30.2	12.6	32.6	22.5	32.4	27.5	48.4	30.9	57.1	37.5	72.8	56.2
27	30.9	16.0	30.5	20.5	32.8	25.0	56.2	37.2	67.8	48.2	73.1	52.6
28	35.2	16.8	33.6	19.0	30.7	21.0	49.2	39.9	71.5	44.7	69.4	57.0
29	41.3	17.6	.	.	32.6	17.8	49.5	37.7	81.9	51.9	72.6	56.7
30	42.1	18.4	.	.	42.6	15.6	44.6	35.0	84.9	58.8	85.8	60.0
31	45.3	20.0	.	.	39.9	33.5	.	.	87.7	60.8	.	.
	25.7	12.3	35.8	22.1	31.2	14.9	50.9	32.9	63.3	43.4	78.4	50.9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
73·3	56·9	84·5	58·7	67·4	49·9	.	.	46·1	38·9	30·6	13·5	1
70·4	50·9	77·4	64·4	59·2	52·9	.	.	45·1	47·7	34·1	15·8	2
66·7	50·4	66·2	59·4	65·1	52·3	.	.	44·1	35·5	37·1	28·0	3
73·7	49·1	69·6	51·6	77·0	60·7	84·6	45·7	41·4	33·0	43·5	28·3	4
65·9	55·7	70·5	47·5	68·2	51·1	51·9	44·4	35·2	27·0	47·6	34·0	5
68·4	50·8	79·4	61·3	71·4	48·9	55·6	40·9	37·6	27·8	37·1	24·5	6
81·1	48·9	77·9	65·8	66·4	49·0	56·9	39·9	43·1	28·0	36·1	24·0	7
84·6	.	88·4	58·8	67·5	49·7	56·1	47·9	42·1	35·5	36·1	26·8	8
94·6	60·0	72·2	58·9	69·5	49·7	55·7	49·4	40·4	23·8	32·5	27·0	9
84·1	.	70·1	61·4	67·0	59·2	55·5	46·7	33·6	21·0	39·4	27·5	10
73·8	51·6	73·7	59·2	77·6	61·7	50·8	44·0	40·6	28·0	42·6	31·5	11
75·2	52·9	76·5	64·7	75·5	63·0	47·6	38·4	44·4	33·0	47·1	28·5	12
73·1	53·0	76·9	59·0	73·6	60·2	60·1	37·4	50·1	31·6	47·8	31·5	13
79·0	54·5	75·7	61·2	79·4	58·8	72·2	53·4	53·4	38·5	39·3	29·5	14
80·2	65·8	71·6	57·6	86·6	65·0	69·6	56·8	54·6	38·4	46·9	36·7	15
86·7	67·7	72·5	58·5	80·7	63·8	62·2	49·1	49·6	42·4	48·0	34·0	16
86·5	63·2	74·1	51·5	67·6	54·9	55·5	47·9	50·8	36·0	41·8	29·0	17
83·4	64·5	84·2	57·4	63·6	54·4	63·5	47·4	50·8	29·8	38·6	25·3	18
68·2	57·0	78·2	60·4	71·2	50·2	55·2	42·9	34·0	26·0	53·5	36·9	19
63·3	56·0	78·7	61·2	61·2	45·2	46·1	34·5	40·6	24·0	53·1	40·9	20
76·7	53·9	89·8	62·3	60·8	43·9	48·5	33·8	43·1	29·8	51·1	39·7	21
74·3	58·0	.	.	72·5	41·5	51·0	30·4	45·4	38·9	49·8	39·9	22
76·9	56·5	90·9	66·0	78·3	51·5	59·1	44·4	48·6	38·6	47·1	38·9	23
94·4	55·4	76·5	65·8	81·7	59·8	59·9	51·7	55·9	44·6	50·1	39·0	24
83·9	58·9	78·0	63·9	80·5	66·4	55·1	39·4	50·6	44·4	44·1	47·7	25
82·3	71·6	80·1	61·8	70·9	57·8	47·3	35·5	52·1	42·9	45·4	36·0	26
85·7	71·0	85·0	64·8	77·3	55·7	.	.	44·4	38·9	43·0	33·0	27
86·9	69·9	76·5	63·0	67·4	48·8	.	.	41·2	31·0	40·6	30·0	28
76·6	63·0	73·4	63·0	.	.	62·1	31·5	32·6	28·0	36·1	29·0	29
82·1	66·3	71·5	53·1	.	.	48·1	40·2	32·3	24·5	36·6	28·5	30
86·2	64·0	72·4	59·0	.	.	47·1	39·4	.	.	37·6	20·0	31
78·0	58·5	77·1	60·0	72·0	54·5	56·8	42·8	44·1	33·3	42·4	30·5	

TABLE XXXIII.—GRANTON, ONTARIO

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	18.0	4.6	42.0	23.0	41.0	19.0	52.9	36.5	40.0	30.0	84.3	53.4
2	16.0	5.6	39.0	25.0	45.0	32.5	46.3	19.0	48.9	28.5	81.8	62.9
3	13.5	6.8	34.0	22.5	35.0	26.5	33.6	12.8	58.8	28.4	76.5	58.5
4	15.1	4.6	31.0	23.0	30.6	13.3	47.6	24.6	54.4	29.4	69.8	47.0
5	19.5	3.6	28.6	18.7	23.0	11.8	39.0	29.3	56.9	30.5	63.8	47.0
6	33.0	15.5	33.0	27.7	29.0	2.6	46.0	26.0	62.2	38.1	74.8	50.0
7	29.6	21.0	35.6	22.4	33.0	8.8	45.3	24.0	59.4	37.5	80.2	44.1
8	22.0	6.8	32.0	9.8	34.0	16.0	44.5	30.5	56.9	36.4	82.8	54.4
9	9.1	1.6	35.0	14.3	29.0	10.8	48.9	33.5	58.3	32.6	73.2	54.7
10	20.0	6.3	40.4	19.5	18.3	1.6	54.9	33.7	58.9	35.0	58.0	46.0
11	28.0	14.8	45.0	27.0	31.3	6.2	57.1	35.4	59.9	33.0	72.2	40.1
12	3.0	-12.1	43.0	10.8	30.0	21.4	53.3	32.0	63.3	40.1	71.8	48.4
13	13.1	-4.9	22.0	5.1	33.0	6.8	50.1	31.3	70.8	33.0	75.8	49.0
14	19.0	9.8	30.2	5.1	33.5	11.2	56.1	30.0	74.8	39.1	76.3	55.0
15	21.0	10.5	34.4	19.0	26.3	4.3	60.1	29.5	69.2	42.1	85.8	59.9
16	17.5	4.1	36.0	21.0	24.0	4.6	61.3	39.1	74.8	53.0	70.8	56.0
17	19.0	-6.6	22.2	14.0	13.1	-11.6	63.8	40.1	72.8	58.0	76.8	47.0
18	27.4	1.6	28.0	12.8	22.0	-3.4	51.9	42.1	83.3	64.9	83.8	46.0
19	32.3	19.0	28.0	7.8	22.2	-6.6	47.0	42.1	84.8	54.4	72.8	50.0
20	35.0	6.8	31.0	10.3	25.4	0.6	53.4	37.0	87.8	57.9	78.8	45.0
21	14.4	-3.4	46.5	26.0	33.0	15.3	60.0	31.0	79.2	60.9	75.8	49.0
22	24.0	7.3	43.0	32.4	38.0	28.0	71.8	32.5	62.8	50.0	65.8	46.0
23	16.0	1.6	39.2	28.0	41.0	19.0	73.4	39.5	51.9	37.5	74.3	32.0
24	14.1	8.3	40.2	32.5	32.0	17.5	63.8	43.1	53.9	31.0	81.8	47.0
25	18.1	2.6	34.0	24.0	35.0	9.8	52.3	31.5	58.9	34.5	81.8	63.9
26	33.0	10.8	30.3	21.0	34.0	29.0	61.8	28.0	67.8	40.1	70.2	58.9
27	32.4	23.4	37.0	16.0	31.0	28.0	58.9	41.1	72.8	39.1	79.8	52.0
28	37.0	22.5	35.0	17.0	29.4	19.2	50.3	40.1	76.0	40.1	78.8	51.0
29	39.3	14.3	.	.	30.0	17.0	53.9	42.1	78.8	47.0	78.8	54.3
30	39.3	13.1	.	.	44.4	17.4	44.0	34.5	82.3	47.4	80.2	57.9
31	40.6	23.0	.	.	44.5	17.5	.	.	84.2	51.0	.	.
	23.2	7.8	34.8	19.1	31.2	13.3	51.7	31.9	66.6	41.6	73.4	49.2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
74·8	59·9	89·8	56·0	66·3	52·0	84·1	57·5	46·0	32·0	27·0	9·1	1
69·8	52·0	86·8	63·8	60·3	46·1	71·4	56·5	40·1	37·0	29·0	0·6	2
77·9	57·0	74·8	54·5	62·8	46·1	75·0	55·0	38·5	31·0	26·5	22·5	3
81·0	56·5	77·8	46·5	74·2	48·0	66·8	43·1	40·2	24·5	39·2	21·0	4
78·8	54·0	81·3	43·1	73·0	53·0	52·9	38·0	40·6	24·0	48·9	32·0	5
80·0	54·0	86·3	51·0	65·1	51·5	55·9	34·5	35·0	26·0	33·0	23·5	6
81·8	47·3	85·3	50·0	62·4	50·2	56·9	33·3	43·3	19·0	30·0	21·0	7
87·3	60·8	86·8	58·0	70·8	48·0	54·4	47·0	45·5	34·0	32·0	25·0	8
85·8	65·6	87·2	57·0	71·8	49·0	59·8	47·0	43·5	24·0	28·5	23·6	9
74·3	53·4	76·8	56·0	70·8	57·0	54·0	45·0	32·0	16·2	40·0	21·4	10
74·3	46·1	81·8	54·5	74·2	60·4	51·2	42·7	40·0	20·5	41·0	35·0	11
82·8	49·0	80·8	59·0	78·3	59·6	49·2	35·5	45·5	28·4	42·5	27·6	12
82·8	52·0	72·8	59·8	81·0	54·0	57·1	34·5	49·7	27·0	48·0	31·0	13
82·2	48·0	74·8	58·0	82·0	55·0	71·8	50·0	56·9	34·0	36·2	24·6	14
88·8	59·8	68·8	54·0	81·2	61·3	74·3	48·4	55·4	47·7	48·0	30·4	15
90·8	62·8	75·8	50·0	79·8	62·8	63·8	43·1	53·1	41·1	48·0	42·1	16
81·8	59·8	78·8	57·0	63·4	51·0	59·0	40·6	55·3	37·0	46·6	33·0	17
77·8	62·8	83·4	53·4	62·4	41·1	60·0	48·4	38·0	30·0	34·0	25·3	18
72·8	59·8	82·2	56·5	70·1	37·5	56·6	47·0	33·0	25·0	55·9	32·4	19
67·8	55·0	85·0	51·0	62·8	42·1	43·0	36·0	37·0	22·5	52·6	39·0	20
76·8	51·0	85·4	57·0	62·8	39·5	43·0	33·0	40·5	23·6	43·0	31·5	21
79·8	53·5	86·1	63·8	68·8	34·0	50·4	27·0	45·5	37·0	48·0	35·0	22
82·8	51·6	76·3	61·8	76·8	46·4	63·2	39·0	47·0	38·6	42·0	35·0	23
86·8	53·0	87·8	63·8	81·5	53·5	59·8	47·0	47·0	44·0	41·5	33·0	24
88·0	56·0	78·8	59·8	81·8	54·5	59·8	39·1	49·3	43·0	39·5	32·5	25
89·1	65·3	81·8	59·0	80·0	57·4	39·0	36·0	51·9	41·1	39·4	34·0	26
85·8	67·8	82·8	51·0	71·8	54·0	44·2	34·5	43·0	37·0	42·0	33·0	27
87·0	65·8	84·8	59·9	70·8	51·0	60·8	41·1	48·0	27·0	41·7	23·5	28
86·8	67·8	80·8	64·9	77·8	47·0	60·3	39·5	28·2	20·6	41·6	28·0	29
86·8	56·6	64·2	52·6	83·8	58·0	53·9	34·0	25·0	13·8	31·6	26·0	30
87·8	61·8	68·3	53·4	.	.	44·6	34·0	.	.	30·5	19·0	31
81·6	56·9	80·7	56·0	72·2	50·7	57·9	41·5	43·1	30·2	39·9	27·4	

TABLE XXXIV.—STRAFORD, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	16.9	1.7	39.4	29.0	40.7	16.8	53.7	35.1	40.7	31.0	85.2	54.7
2	16.0	0.5	39.7	24.0	43.2	32.0	46.6	17.8	47.4	28.9	81.1	63.8
3	13.9	2.3	35.4	28.0	34.2	25.2	33.8	10.8	56.1	28.0	76.5	60.0
4	14.0	0.9	30.9	20.2	28.0	14.7	46.6	21.3	52.5	28.7	66.8	45.0
5	18.7	3.2	26.8	11.3	22.4	8.5	37.5	29.4	56.7	33.9	65.5	46.0
6	32.6	14.4	32.0	25.5	27.9	8.0	44.6	27.3	62.0	38.0	75.2	50.2
7	29.9	20.1	35.0	23.4	30.9	7.3	46.3	22.6	61.0	34.7	79.5	43.8
8	21.7	5.3	29.3	5.2	33.8	15.3	44.0	29.6	56.0	37.4	82.5	54.0
9	9.8	0.2	33.5	6.3	26.4	10.3	49.0	33.2	55.0	35.2	73.1	55.0
10	19.7	4.4	40.2	18.0	17.6	0.2	55.5	34.2	52.5	34.9	57.1	46.3
11	27.0	12.8	42.1	25.2	31.1	5.3	55.7	33.3	60.0	31.0	67.8	40.6
12	13.1	12.6	42.6	11.0	31.9	20.9	52.0	31.2	65.5	33.0	70.0	47.7
13	13.0	3.1	23.4	3.2	33.8	5.3	49.3	31.4	70.0	35.0	77.3	50.8
14	17.7	7.7	31.3	2.1	34.6	16.0	55.8	30.4	75.7	35.7	76.5	55.8
15	20.4	9.5	32.8	15.8	25.8	1.6	58.7	28.3	69.5	39.6	86.5	58.2
16	15.8	4.2	35.1	19.1	26.8	1.9	58.0	37.8	73.1	52.3	70.5	55.0
17	20.0	10.8	22.4	14.4	18.7	16.0	63.7	37.2	74.5	57.7	77.3	44.5
18	27.9	5.1	25.2	13.1	21.4	11.6	54.1	43.2	81.0	65.3	86.5	44.8
19	31.7	21.7	23.5	4.9	21.3	14.7	47.2	41.0	85.5	53.7	72.5	55.0
20	34.8	7.5	30.9	6.4	26.1	9.7	52.5	37.0	86.0	57.0	79.5	45.6
21	13.0	4.2	41.7	25.2	34.8	19.1	59.0	35.4	77.5	59.0	73.8	49.1
22	22.8	7.3	43.9	29.4	37.6	27.3	69.0	31.4	62.5	52.0	65.7	47.2
23	16.6	2.9	38.9	27.3	39.1	23.1	70.7	34.7	55.2	38.3	74.5	31.4
24	14.0	6.4	40.3	31.8	33.6	18.0	63.5	42.0	52.0	33.6	83.5	44.5
25	15.0	2.0	33.8	22.1	35.6	25.2	54.5	32.2	60.0	34.6	80.5	64.2
26	30.9	6.1	30.9	19.7	35.8	29.6	62.5	27.9	66.1	37.8	70.0	60.0
27	30.7	22.8	36.8	16.2	31.6	28.3	58.5	41.5	72.5	40.0	79.5	53.5
28	34.1	20.4	33.8	16.0	30.2	19.9	47.0	39.3	77.3	39.8	79.5	55.0
29	39.7	7.2	.	.	31.2	16.8	52.5	42.0	78.8	43.0	75.2	53.0
30	37.7	9.5	.	.	45.2	21.1	44.3	33.6	83.5	50.3	78.8	60.9
31	40.4	23.2	.	.	37.7	32.0	.	.	85.5	47.5	.	.
	22.9	5.9	34.0	17.6	31.3	12.2	52.9	32.4	66.2	40.9	75.6	51.3

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
75.2	61.5	92.3	64.3	65.7	52.0	84.2	62.0	43.3	33.5	24.1	12.0	1
71.0	52.0	90.0	62.2	59.3	45.7	72.3	57.0	47.4	35.7	28.9	6.1	2
75.5	58.7	73.5	55.5	62.0	40.5	72.5	55.2	38.3	31.4	33.8	22.4	3
80.7	55.7	77.5	45.5	73.5	49.6	57.0	42.3	37.7	25.4	40.0	22.1	4
78.5	54.0	.	.	69.5	54.2	51.0	34.9	40.5	23.3	47.5	31.5	5
80.3	54.2	85.5	58.5	67.2	51.5	54.0	34.0	33.0	18.0	33.1	22.1	6
81.5	47.5	84.5	58.5	62.5	51.5	55.0	29.7	43.0	19.1	29.5	20.4	7
84.2	61.0	85.5	58.5	69.5	51.0	53.5	46.0	43.6	33.5	31.2	24.5	8
84.5	66.0	82.0	55.5	71.3	40.0	58.0	46.2	47.4	23.7	26.8	23.1	9
72.2	53.2	75.5	55.0	70.1	56.0	55.2	44.2	33.8	15.5	39.7	22.3	10
73.0	44.0	80.2	54.0	74.7	61.0	50.5	42.2	36.8	21.2	40.0	32.7	11
80.8	50.3	78.7	53.6	78.2	58.5	46.0	36.0	41.7	27.3	41.2	23.4	12
81.2	49.8	68.5	59.8	79.5	53.2	55.8	32.6	48.5	27.5	44.3	30.0	13
81.5	49.0	71.0	58.4	82.8	52.7	70.8	50.0	55.0	32.5	34.4	24.2	14
89.0	59.4	72.2	52.5	80.5	60.0	71.8	47.0	52.5	39.0	45.0	30.1	15
88.5	59.0	72.0	56.0	79.5	63.5	63.7	48.0	49.0	38.0	48.0	31.8	16
80.0	61.0	78.3	59.0	63.8	50.0	53.3	45.0	54.7	36.8	46.3	31.8	17
77.0	62.8	81.8	60.0	61.2	41.5	55.5	48.0	37.7	28.3	33.8	24.0	18
75.5	59.0	82.5	53.4	70.0	36.0	53.3	46.3	36.6	23.7	53.5	31.2	19
65.5	55.5	84.1	54.0	62.7	39.6	47.5	35.7	36.5	21.1	51.5	37.3	20
75.5	49.5	84.5	56.0	62.5	41.0	42.4	32.5	39.0	27.7	46.6	34.1	21
82.0	52.0	86.0	61.3	69.5	31.0	48.0	27.1	44.0	36.4	44.4	35.5	22
82.5	51.0	77.0	63.6	76.7	37.5	62.5	38.5	45.8	38.3	41.0	33.6	23
86.0	50.8	78.5	64.0	81.5	46.7	60.2	48.0	45.2	42.0	37.7	30.0	24
90.0	52.5	76.0	62.0	81.0	59.2	57.5	37.4	46.6	42.0	36.2	29.7	25
90.3	65.0	81.2	60.7	77.5	57.5	38.4	34.2	49.0	41.2	38.8	32.7	26
84.5	69.0	83.0	54.3	68.5	54.3	42.0	33.1	42.6	36.7	42.2	30.6	27
87.8	67.8	79.5	59.0	70.0	55.0	57.7	40.7	38.0	26.0	41.2	25.7	28
85.7	65.8	77.8	64.0	77.7	44.2	58.5	40.0	28.9	20.1	36.2	26.7	29
89.0	54.0	72.5	56.6	82.5	53.0	47.7	33.8	22.4	15.0	32.3	24.9	30
89.2	58.3	67.5	53.5	.	.	43.6	35.2	.	.	29.7	16.4	31
61.2	56.4	79.3	57.4	71.7	49.6	58.1	41.4	41.9	29.3	38.7	26.5	

TABLE XXXV.—AYLMER, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	0	4.4	50.8	29.0	44.8	19.0	58.7	37.2	42.8	30.0	87.1	50.7
2	.	8.9	46.8	26.2	45.8	34.2	44.6	22.0	50.5	31.0	78.8	61.0
3	.	4.9	37.4	29.0	37.9	31.5	38.7	17.7	58.6	25.0	77.8	54.1
4	.	-7.9	38.0	25.0	33.9	17.0	52.2	25.5	57.7	32.0	74.3	55.1
5	.	8.9	28.6	16.5	29.6	15.0	40.9	32.0	58.7	36.2	61.7	52.2
6	.	18.0	32.9	27.0	31.9	1.9	51.7	25.0	60.7	36.2	73.6	53.1
7	.	25.0	42.6	24.0	33.9	12.0	49.8	25.0	60.7	35.4	77.8	40.7
8	.	6.9	36.9	13.0	38.9	13.2	44.8	32.0	59.9	39.2	71.2	61.2
9	.	2.9	42.3	11.2	32.5	12.0	49.3	34.2	56.7	38.5	72.8	62.6
10	.	8.4	43.4	16.0	21.1	4.9	55.3	35.3	55.7	36.2	60.7	48.2
11	29.9	20.0	47.8	23.0	33.9	14.0	59.0	31.5	60.2	34.7	72.8	44.7
12	20.8	-7.3	39.9	14.0	31.9	23.8	56.5	32.0	65.8	34.2	68.8	51.2
13	15.8	-3.6	27.0	9.0	38.9	15.0	.	.	70.7	37.9	78.8	48.2
14	27.8	12.0	37.1	9.1	34.9	15.8	.	.	75.0	38.2	76.6	60.9
15	22.7	8.9	32.9	14.0	28.8	5.4	60.4	27.2	77.8	41.2	84.1	60.1
16	24.8	-0.1	39.9	24.0	26.8	8.4	61.2	37.2	75.8	55.1	76.6	60.1
17	29.8	-5.1	.	.	26.8	-4.9	66.7	39.2	76.8	55.1	77.4	50.4
18	32.0	-0.3	28.5	9.9	25.3	-3.1	49.9	44.2	84.9	61.1	83.6	47.2
19	34.4	24.0	28.5	13.0	20.9	-5.9	46.3	41.2	85.3	56.1	76.8	56.1
20	35.9	7.1	35.1	10.6	29.8	-6.4	54.0	36.2	88.4	56.2	78.8	48.2
21	16.9	-2.1	45.8	28.5	41.6	22.3	61.2	32.0	81.6	62.1	80.8	52.2
22	30.8	7.6	49.0	29.0	42.0	26.5	70.8	32.0	62.8	48.2	68.7	48.2
23	17.7	3.4	39.9	28.0	39.9	23.0	72.8	32.7	55.7	37.2	74.3	37.7
24	18.9	6.1	42.8	34.2	31.9	22.0	64.8	42.2	56.7	34.2	80.8	46.9
25	21.9	2.9	37.9	26.8	37.9	27.0	57.7	32.2	63.4	41.0	86.6	63.6
26	33.4	12.0	37.9	28.5	36.9	31.0	61.7	30.0	69.4	40.2	79.8	60.1
27	37.9	28.0	45.8	16.5	35.9	29.2	58.7	39.0	76.8	40.3	78.6	58.1
28	36.4	24.0	43.3	31.0	30.8	22.5	46.8	40.2	78.8	40.2	80.8	55.6
29	45.8	23.0	.	.	33.9	20.0	56.0	42.7	80.8	44.2	76.8	52.6
30	44.3	12.0	.	.	38.3	24.0	45.8	36.0	80.8	51.2	79.8	51.1
31	43.8	23.0	.	.	40.9	32.0	.	.	80.1	48.2	.	.
	29.6	8.9	37.0	20.3	34.5	16.2	54.9	33.3	68.3	41.8	78.9	53.0

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
78.3	65.6	89.8	59.9	67.8	50.0	82.1	58.3	49.8	26.0	30.8	18.0	1
70.3	54.1	85.6	66.1	65.6	48.0	78.3	55.1	58.2	32.2	.	.	2
83.1	57.6	79.8	50.2	65.3	45.7	77.3	56.1	39.9	30.0	.	.	3
80.1	56.1	79.8	50.2	75.8	46.2	68.2	45.7	40.9	22.2	.	.	4
83.6	52.2	82.6	45.2	76.8	54.1	58.2	35.7	44.8	25.0	.	.	5
80.3	58.1	85.6	57.1	66.8	63.1	60.7	29.7	38.9	21.5	.	.	6
80.8	48.2	84.6	57.1	64.3	53.1	59.0	32.0	47.1	18.0	.	.	7
83.6	63.1	82.1	58.1	70.5	51.2	54.5	50.0	52.2	35.4	.	.	8
89.1	65.0	77.8	55.1	74.4	53.9	62.3	43.7	49.6	26.0	.	.	9
78.8	58.1	81.3	53.1	75.5	56.6	57.2	44.2	34.7	18.0	.	.	10
76.3	51.2	81.3	53.1	74.8	62.5	54.2	41.2	44.8	17.0	.	.	11
84.6	64.2	80.8	62.7	78.8	60.1	50.3	38.2	51.7	27.5	.	.	12
80.8	51.2	72.8	61.6	83.3	57.1	58.7	33.2	53.2	25.5	.	.	13
84.5	54.1	74.8	59.6	82.1	55.1	72.0	48.2	57.2	38.2	.	.	14
88.1	62.1	73.6	57.6	80.8	61.1	73.8	43.2	54.7	48.2	.	.	15
88.6	59.1	73.8	60.1	80.8	61.6	63.8	44.7	.	.	.	.	16
81.6	61.1	80.8	59.6	67.7	46.7	63.8	44.2	55.7	37.2	.	.	17
75.8	64.1	83.8	55.1	67.2	37.2	65.8	50.0	42.8	31.0	.	.	18
76.8	62.1	84.6	53.1	70.7	35.2	56.2	46.2	37.9	27.0	.	.	19
72.3	55.3	85.6	57.1	74.8	41.2	47.8	38.2	40.4	24.3	.	.	20
78.8	50.2	86.8	57.1	65.2	42.7	48.8	37.2	44.6	27.5	.	.	21
82.1	52.2	84.6	60.6	70.8	35.2	53.7	27.0	45.6	38.3	.	.	22
84.6	51.2	78.6	65.1	77.5	40.7	64.2	41.7	47.6	42.7	.	.	23
86.8	55.1	74.8	63.1	79.8	48.2	61.7	50.2	48.8	45.2	.	.	24
88.8	55.1	77.8	60.1	82.4	54.1	64.7	42.7	49.9	44.2	.	.	25
90.8	65.1	82.0	60.0	81.6	55.1	43.8	38.2	53.7	43.2	.	.	26
81.6	69.1	83.8	56.0	73.0	56.1	45.9	36.3	45.0	38.2	.	.	27
83.4	66.5	86.5	63.5	78.8	53.1	63.2	42.2	39.4	29.5	.	.	28
87.6	68.1	84.5	63.0	80.3	48.2	59.4	39.2	30.8	22.0	.	.	29
87.1	57.1	78.0	54.0	81.6	51.4	53.5	33.2	29.3	16.0	.	.	30
85.6	60.1	68.0	56.0	.	.	51.0	34.2	.	.	.	.	31
82.4	53.2	80.8	57.7	74.4	50.8	60.5	42.0	45.9	30.3	.	.	

TABLE XXXVI.—PORT DOVER, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	18.1	12.8	43.9	31.0	38.9	20.0	49.8	37.0	40.9	34.0	88.9	52.7
2	15.1	11.8	39.9	30.0	44.9	35.0	48.1	22.0	49.8	31.0	71.7	59.8
3	14.1	8.8	39.9	32.0	39.9	33.0	38.9	17.0	56.8	33.0	71.7	57.8
4	15.1	3.6	35.0	24.0	33.0	21.0	50.1	26.0	51.1	34.0	71.7	55.7
5	25.0	12.8	27.0	16.0	25.0	17.0	38.0	33.0	56.8	36.0	64.8	49.7
6	33.0	23.0	33.0	27.0	31.0	7.8	47.9	30.0	61.8	39.0	72.1	52.7
7	32.0	27.0	39.9	27.0	31.0	15.8	43.9	27.0	59.8	35.0	67.8	52.7
8	27.0	7.8	28.0	17.0	38.9	26.0	39.9	31.0	59.8	38.0	80.8	51.7
9	10.1	2.6	33.0	16.0	32.0	12.8	49.1	34.0	53.8	43.0	68.8	59.8
10	20.1	9.8	36.0	20.0	18.1	6.6	54.8	34.0	50.8	38.0	59.8	49.7
11	32.0	19.0	39.9	25.0	34.0	17.0	58.1	36.0	55.1	42.0	72.1	46.0
12	19.1	-7.8	38.9	16.0	32.0	24.0	52.8	36.0	61.8	37.0	64.1	53.7
13	15.0	-0.6	26.0	10.8	34.0	19.0	49.8	31.0	71.7	39.0	74.1	56.7
14	19.1	12.8	32.0	8.8	33.0	19.0	52.8	32.0	75.1	41.0	76.1	58.8
15	23.0	12.8	32.0	15.0	25.0	10.8	52.1	31.0	74.7	43.0	68.7	59.8
16	22.0	13.8	37.0	24.0	27.0	10.8	56.8	37.0	72.1	55.7	74.1	59.8
17	23.0	3.6	24.0	17.0	16.0	-1.6	59.8	39.0	76.7	54.7	68.1	49.9
18	30.0	6.6	26.0	15.0	19.0	3.0	49.8	44.9	82.8	58.8	74.7	49.7
19	34.0	26.0	25.0	11.8	25.0	-0.6	47.8	39.0	77.8	58.8	78.8	59.8
20	36.0	9.8	31.0	11.8	27.0	1.4	48.8	37.0	81.8	57.8	78.8	49.7
21	14.1	5.6	40.9	26.0	35.0	25.0	62.8	38.0	68.7	58.8	69.5	52.7
22	20.1	12.8	41.9	30.0	38.0	29.0	54.8	41.0	63.8	52.7	68.7	47.7
23	17.1	8.6	38.0	31.0	38.0	29.0	61.8	37.0	54.1	41.9	74.1	42.0
24	15.1	8.8	39.9	33.0	29.0	24.0	63.8	42.0	55.8	34.0	74.1	51.7
25	19.1	6.6	37.0	30.0	37.0	26.0	47.8	37.0	62.8	43.0	72.7	62.8
26	32.0	17.0	37.0	24.0	37.0	34.0	63.8	33.8	57.7	43.0	69.7	59.8
27	33.0	27.0	35.0	27.0	37.0	31.0	56.8	42.0	64.8	47.0	76.7	56.7
28	34.0	25.0	39.9	22.0	31.0	24.0	52.1	40.0	64.8	46.0	81.8	57.8
29	34.0	25.0	.	.	36.0	21.0	55.8	40.0	74.7	47.0	67.8	55.7
30	32.0	17.0	.	.	39.9	28.0	45.9	38.0	71.7	50.7	75.1	61.8
31	39.9	22.0	.	.	38.9	33.0	.	.	75.7	51.7	.	.
	24.3	12.6	34.9	21.9	32.3	19.2	51.9	34.7	64.1	44.0	72.6	54.5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
75·7	65·8	90·9	59·8	67·1	55·1	75·7	61·8	46·9	32·0	28·0	21·0	1
69·7	55·7	85·8	71·9	59·8	49·7	75·7	57·8	52·1	40·0	33·0	11·8	2
79·8	50·8	77·8	59·8	61·8	45·0	76·1	55·7	39·9	33·0	28·9	30·0	3
71·1	57·8	75·7	52·7	72·7	52·7	68·1	45·9	44·9	30·0	42·9	37·0	4
73·7	55·7	81·0	49·7	69·7	55·7	54·8	36·0	38·9	26·0	45·9	34·0	5
76·7	56·8	78·8	61·8	65·8	55·7	57·1	38·9	37·0	20·0	35·0	26·0	6
80·8	57·7	78·8	63·8	60·8	53·7	60·8	35·0	44·9	23·0	37·0	25·0	7
77·8	60·8	83·8	59·8	67·1	53·7	57·8	51·7	51·1	44·0	37·0	28·0	8
80·8	67·8	79·8	63·8	76·1	52·7	58·8	47·0	51·1	28·0	35·0	35·0	9
75·7	58·8	77·1	57·8	71·8	58·8	58·8	47·0	30·0	22·0	41·9	32·0	10
70·7	54·7	76·7	58·8	72·7	64·8	50·1	42·9	43·9	23·0	43·9	38·0	11
78·8	57·8	77·8	60·8	78·8	65·8	50·8	38·0	45·9	32·0	42·9	27·0	12
74·7	56·7	70·7	60·8	78·1	61·8	57·8	37·0	48·8	29·0	45·9	32·0	13
78·8	53·7	72·7	62·8	83·0	58·8	63·1	51·7	50·1	43·0	37·9	25·0	14
78·8	64·8	77·8	58·8	82·8	61·8	62·8	47·0	50·1	46·0	47·8	37·0	15
83·8	64·8	70·7	62·8	75·7	65·8	63·8	50·7	50·1	43·9	45·9	36·0	16
75·7	64·8	74·7	59·8	65·8	57·8	57·8	47·0	50·8	39·9	48·8	33·0	17
72·7	65·8	74·7	58·8	64·8	45·0	58·1	49·7	40·0	31·0	36·0	26·0	18
73·7	63·8	81·8	61·8	68·1	43·0	52·1	47·6	33·0	25·0	46·9	32·0	19
70·7	57·8	81·8	59·8	64·8	47·7	47·1	39·9	38·0	24·0	46·9	37·0	20
70·7	52·7	85·0	60·8	65·1	46·7	45·7	39·0	46·0	26·0	46·9	33·0	21
79·8	55·7	86·0	69·8	67·7	39·0	51·8	31·0	46·0	40·0	46·9	38·0	22
80·8	59·8	77·8	66·8	70·1	47·0	59·8	44·0	47·0	42·9	40·9	38·0	23
80·8	59·8	77·8	66·8	72·1	51·7	60·8	53·7	47·0	45·9	38·9	34·0	24
83·8	60·8	75·7	62·8	72·1	62·8	59·8	39·9	51·8	43·9	36·0	33·0	25
83·8	69·8	79·8	65·8	72·7	64·8	40·9	38·0	50·1	44·9	37·9	33·0	26
78·8	70·8	78·8	62·8	72·7	56·7	43·9	38·0	46·9	40·9	38·9	33·0	27
78·8	68·8	82·8	65·8	76·7	55·7	59·8	42·0	40·9	29·0	40·9	32·0	28
88·2	71·8	83·0	67·8	72·7	49·7	59·1	46·0	29·0	22·0	34·0	31·0	29
83·8	62·8	77·8	57·8	74·7	55·7	58·8	37·0	25·0	18·0	31·0	26·0	30
88·9	63·8	69·7	58·8	.	.	48·8	37·0	.	.	27·0	18·0	31
78·0	58·1	78·8	61·7	70·8	54·5	58·0	44·3	43·9	32·9	39·9	30·4	

TABLE XXXVII.—BRANTFORD, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	23·0	10·1	45·0	27·7	49·2	22·8	62·3	32·2	44·2	31·1	85·9	54·6
2	24·0	6·4	44·0	27·2	48·2	33·1	33·7	20·3	51·2	31·1	81·9	63·2
3	18·0	6·4	46·2	31·1	39·2	27·7	42·2	18·1	56·3	30·8	77·0	56·8
4	19·0	6·0	37·7	24·3	26·2	17·5	53·3	26·6	58·3	32·1	70·6	51·0
5	25·0	11·3	29·7	16·8	32·2	25·2	45·2	31·2	56·3	36·1	63·7	49·0
6	38·2	18·4	33·7	27·2	31·2	3·5	49·2	23·5	68·1	39·6	77·0	49·0
7	32·2	23·3	38·2	22·3	32·2	13·1	54·3	26·2	62·1	39·0	80·9	51·4
8	20·9	6·6	31·7	14·1	34·5	20·8	44·7	32·1	61·1	39·4	85·0	51·2
9	15·0	1·0	39·7	17·8	32·2	13·1	52·3	32·8	60·1	40·7	74·6	61·8
10	23·0	7·6	41·2	22·8	19·2	4·5	64·2	36·6	58·1	39·2	64·2	48·9
11	32·2	18·4	47·2	29·8	31·7	10·0	60·2	33·8	64·1	43·4	76·1	42·7
12	19·0	6·2	44·1	15·5	33·2	23·3	58·2	36·6	69·1	36·9	69·6	50·7
13	15·0	2·5	34·2	9·6	38·2	17·5	52·2	31·6	77·1	42·2	79·1	42·9
14	26·0	13·1	41·1	12·6	34·2	17·5	60·3	24·1	81·0	42·8	78·1	61·7
15	25·0	13·6	34·2	30·6	27·1	7·6	64·2	32·9	75·1	42·1	84·9	60·7
16	24·0	10·6	38·2	21·3	26·2	9·5	55·3	37·8	75·1	53·7	81·9	55·0
17	30·1	8·5	34·2	18·9	22·2	4·4	70·1	39·6	78·1	59·2	84·9	50·9
18	33·7	3·5	.	.	.	.	49·2	41·8	85·6	65·0	84·1	50·1
19	.	.	29·2	10·5	32·2	9·0	49·2	38·9	90·6	59·0	78·1	55·2
20	15·0	7·5	32·2	9·5	33·2	1·5	57·2	36·9	83·9	60·0	79·1	50·9
21	15·0	0·5	42·2	28·2	38·2	25·7	65·2	37·4	80·9	59·6	77·2	50·6
22	25·0	9·5	51·3	31·1	42·2	26·2	75·1	39·4	65·2	51·9	73·7	42·8
23	15·0	6·0	42·2	32·1	41·2	26·2	77·1	39·4	54·3	38·4	75·7	50·4
24	16·0	6·5	43·2	34·6	35·2	23·8	67·1	44·1	58·5	42·1	81·0	50·0
25	18·0	7·5	38·2	29·6	40·2	27·7	61·3	36·1	66·2	44·1	84·9	64·5
26	32·2	11·6	38·2	28·6	41·2	33·4	67·1	35·1	70·1	42·6	88·9	51·9
27	34·2	24·8	47·2	28·5	37·2	30·1	56·8	35·1	74·6	47·4	71·1	57·7
28	.	.	39·2	28·2	30·0	22·3	43·2	38·1	77·1	46·6	85·9	58·7
29	44·0	19·4	.	.	37·2	19·0	57·3	40·6	80·1	47·6	73·1	55·0
30	38·2	19·9	.	.	51·2	25·2	50·2	34·6	83·1	50·6	81·0	59·7
31	43·0	26·7	.	.	46·2	34·1	.	.	84·1	51·7	.	.
	25·5	10·1	39·0	23·4	35·4	19·6	56·6	34·1	70·0	44·4	78·4	53·3

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
77.1	62.5	.	.	70.1	53.2	85.9	60.8	49.4	32.1	29.7	20.3	1
76.1	54.0	.	.	61.3	47.3	70.1	57.4	53.3	38.1	33.2	12.9	2
80.0	57.5	.	.	63.0	42.0	71.1	56.4	40.2	31.1	39.2	27.0	3
88.1	57.0	.	.	75.0	40.0	71.1	45.0	41.5	25.7	43.2	22.8	4
83.1	62.0	.	.	75.6	40.0	54.3	32.4	45.2	25.2	50.2	32.6	5
89.9	62.0	.	.	67.1	54.9	58.3	29.0	36.2	17.4	34.6	25.2	6
84.1	56.5	.	.	61.3	52.9	60.0	31.4	50.2	26.2	35.2	22.8	7
85.0	.	.	.	75.0	51.6	57.8	47.5	45.1	34.3	35.7	26.7	8
85.9	53.7	.	.	75.6	48.7	62.3	48.0	40.2	26.2	29.2	24.7	9
85.9	53.7	.	.	76.0	54.9	61.3	45.0	37.2	19.3	42.6	25.7	10
78.9	52.6	.	.	79.0	61.5	55.3	42.0	42.2	21.8	44.7	33.6	11
82.9	53.7	.	.	83.9	58.9	49.2	37.9	45.2	29.2	41.2	26.7	12
85.9	55.0	.	.	86.9	61.8	57.3	37.9	53.3	28.7	48.7	31.1	13
.	.	.	.	88.9	60.4	75.0	50.7	56.7	29.1	41.7	23.3	14
.	.	.	.	84.9	60.9	75.0	47.0	55.1	47.1	49.0	33.1	15
89.9	52.6	.	.	83.9	60.8	75.8	49.5	54.9	42.1	48.2	33.1	16
83.9	47.9	.	.	71.1	40.0	58.8	47.0	58.3	39.1	32.2	28.7	17
78.9	56.9	.	.	62.8	43.5	60.3	49.0	35.7	30.1	33.2	23.8	18
76.1	60.5	86.9	57.0	69.1	39.0	54.5	46.0	34.4	23.1	54.3	30.6	19
.	.	87.9	59.7	70.1	46.0	48.7	36.9	38.5	19.3	49.4	37.1	20
.	.	89.9	60.7	70.1	46.0	44.2	35.6	41.2	25.2	45.2	33.1	21
.	.	90.9	62.7	72.1	38.1	57.3	31.1	46.1	37.1	43.0	35.5	22
.	.	81.9	65.3	78.0	45.0	65.2	32.1	46.9	41.1	41.2	35.4	23
.	.	80.9	64.0	80.0	49.0	65.8	42.0	45.3	41.6	38.2	31.3	24
.	.	80.0	62.0	81.5	49.0	62.3	40.6	47.2	41.1	35.9	31.1	25
.	.	82.9	59.9	81.8	61.3	43.2	36.1	44.2	41.6	37.6	31.4	26
.	.	84.6	58.0	70.5	55.9	45.7	36.8	46.0	38.7	41.6	30.4	27
.	.	86.9	64.1	.	.	58.0	41.5	41.2	30.2	.	.	28
.	.	81.9	66.1	81.8	68.0	61.3	39.6	32.2	21.8	.	.	29
.	.	78.5	56.4	83.9	53.9	51.5	31.5	28.2	16.4	.	.	30
.	.	70.1	58.1	.	.	48.1	35.6	.	.	33.2	16.9	31
.	.	.	.	75.2	80.3	60.2	42.2	44.4	30.7	41.9	29.1	

TABLE XXXVIII.---WOODSTOCK, ONTARIO,

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·8	6·6	44·2	26·0	42·8	19·0	57·9	33·5	42·6	30·0	83·4	53·5
2	17·8	8·3	41·0	24·0	46·8	28·0	41·3	17·0	50·8	20·0	79·4	62·4
3	17·3	-3·4	37·0	27·5	37·0	27·0	34·6	13·5	57·9	27·0	75·5	56·0
4	18·3	2·0	33·6	15·5	31·2	12·5	47·7	23·0	55·2	28·8	69·9	48·0
5	21·8	9·0	28·6	12·0	28·6	7·0	38·8	30·0	54·0	31·5	62·4	46·5
6	34·5	12·0	33·8	22·5	32·1	0·1	47·0	26·0	59·6	37·5	71·4	50·0
7	30·6	19·0	38·3	21·0	33·1	9·0	47·3	23·5	58·2	32·0	73·0	44·0
8	21·8	4·5	32·1	9·0	34·8	16·5	43·1	29·5	56·9	36·0	80·0	48·0
9	11·9	0·6	36·1	10·3	32·1	8·5	48·3	35·2	56·0	35·5	72·6	55·5
10	22·7	4·0	41·4	17·5	20·0	2·0	55·4	33·5	55·9	36·5	58·3	44·0
11	29·1	12·0	46·4	21·5	38·8	9·0	57·9	33·5	57·9	32·5	70·2	38·5
12	14·5	-13·0	43·3	10·8	32·1	21·7	54·0	31·5	65·6	32·5	67·9	48·5
13	13·9	-4·0	22·8	5·5	34·6	11·5	49·8	30·5	68·4	35·5	76·4	48·0
14	19·8	11·0	32·6	2·5	37·7	16·5	58·8	28·0	73·9	37·0	74·3	58·0
15	22·0	8·0	34·8	13·0	29·8	1·5	60·4	37·0	71·9	39·5	83·9	58·5
16	18·6	-1·5	39·0	17·8	28·6	2·0	58·2	35·0	73·9	51·6	75·4	53·0
17	22·0	-9·0	22·6	10·6	21·3	-13·0	64·8	37·0	75·6	60·0	75·9	41·5
18	31·6	-4·0	27·3	10·0	27·6	6·0	52·0	36·0	83·2	61·5	83·4	42·6
19	34·5	22·7	23·8	5·5	24·5	0·8	64·4	36·0	85·3	54·0	75·9	51·6
20	35·7	5·0	34·3	6·5	29·4	-4·0	53·6	36·0	84·7	56·4	78·4	43·0
21	15·5	-3·0	43·3	25·0	37·7	19·5	61·2	35·0	79·7	59·0	77·8	48·0
22	25·4	4·0	45·7	25·0	39·5	28·5	70·4	35·0	66·4	49·0	81·0	44·0
23	15·5	3·0	38·5	26·0	42·5	21·0	73·4	33·0	52·9	38·5	82·6	62·5
24	15·0	7·0	41·0	32·0	32·6	19·7	67·2	41·0	54·1	32·5	81·0	44·0
25	18·6	2·5	34·8	26·0	37·0	25·5	61·7	31·7	61·4	40·5	82·6	62·5
26	32·1	10·0	34·2	22·5	38·3	31·0	60·4	28·0	67·9	40·5	73·0	58·2
27	33·6	22·0	39·7	20·0	35·6	28·0	55·6	39·0	74·0	43·7	78·7	58·5
28	34·6	20·0	36·3	17·5	34·6	19·5	55·4	38·5	74·9	40·5	79·5	56·0
29	40·5	15·5	.	.	34·6	16·5	56·0	41·5	76·9	42·5	83·6	53·0
30	34·4	10·5	.	.	47·3	22·0	56·0	35·5	81·6	50·5	79·4	58·0
31	42·5	23·5	.	.	39·5	32·0	.	.	81·9	48·0	.	.
	24·7	6·6	36·0	17·3	34·3	14·4	55·1	32·1	66·1	40·7	76·2	51·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Days.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
79.4	58.0	91.7	58.2	67.2	51.0	84.5	55.0	46.7	30.0	26.3	14.5	1
70.1	52.3	88.0	64.0	62.6	44.0	75.4	54.0	51.2	36.8	32.8	8.6	2
79.0	56.5	78.4	54.0	63.4	41.2	73.1	55.2	39.0	30.0	38.1	25.0	3
80.8	55.2	78.9	49.5	74.9	49.8	67.2	41.3	41.2	24.0	43.5	22.9	4
81.3	52.7	83.6	41.0	75.6	56.2	54.4	33.1	43.9	23.8	49.0	31.5	5
78.8	56.6	86.9	59.2	65.4	53.0	57.9	32.0	36.0	16.5	34.6	23.1	6
81.6	46.5	83.9	58.2	62.1	52.5	58.2	28.0	45.2	18.1	32.6	21.1	7
88.4	63.8	91.1	58.2	71.4	45.0	54.1	46.6	49.5	30.8	33.7	26.0	8
83.9	63.5	81.6	59.0	71.8	42.0	61.0	48.0	29.4	23.0	29.3	23.0	9
75.2	50.4	78.0	56.0	72.9	53.5	56.8	43.7	33.7	15.0	41.4	26.1	10
73.3	47.3	81.4	54.5	74.3	60.4	52.3	41.5	41.5	19.0	43.1	32.1	11
82.0	50.6	80.4	59.0	80.6	56.0	49.2	36.4	45.7	27.0	46.3	24.5	12
80.2	51.7	70.4	60.0	81.0	55.8	57.4	31.5	51.3	25.0	48.5	29.0	13
83.2	50.2	74.4	55.0	84.8	53.6	73.6	46.8	56.7	30.3	37.7	33.0	14
88.4	60.9	74.4	54.0	81.9	53.5	74.8	43.1	55.2	47.0	47.8	31.7	15
89.5	60.2	75.4	59.0	80.3	60.0	64.2	43.2	52.9	39.4	49.5	32.0	16
81.3	61.6	80.9	59.0	67.6	46.0	55.1	41.5	54.6	35.3	49.8	30.0	17
77.5	63.6	84.4	54.0	67.5	39.6	61.0	48.0	36.9	28.5	33.7	23.3	18
74.1	59.5	84.4	58.0	70.6	36.2	52.0	45.6	35.7	32.0	49.4	31.0	19
70.9	54.5	85.0	54.0	69.2	42.3	46.6	35.3	36.5	19.3	49.3	36.0	20
78.6	49.0	86.3	56.2	64.6	39.5	42.9	33.6	40.1	26.5	44.5	33.1	21
83.6	55.0	86.9	59.0	71.4	32.0	49.8	27.0	46.2	36.0	44.1	33.1	22
84.6	54.0	78.9	62.0	77.9	38.0	63.6	40.4	46.5	40.5	40.3	34.3	23
88.4	51.0	79.7	63.1	81.1	44.9	61.8	48.5	45.3	41.7	37.4	30.0	24
90.4	56.0	79.4	62.1	81.3	61.1	60.6	37.0	47.3	41.0	35.5	29.9	25
93.4	65.0	82.4	60.0	81.3	58.9	39.5	35.5	49.7	41.0	37.7	31.6	26
82.9	62.6	84.8	55.0	81.4	54.5	43.8	33.6	44.4	36.2	42.5	29.5	27
84.1	66.6	87.2	60.0	76.5	50.5	61.9	40.2	38.5	27.5	42.6	28.1	28
86.9	64.3	83.0	61.0	80.1	41.6	59.7	37.0	29.6	19.5	37.1	26.5	29
89.4	50.0	71.6	53.0	85.0	56.0	49.9	32.0	25.1	14.0	32.6	24.0	30
86.3	58.3	68.4	51.0	.	.	47.2	35.3	.	.	30.6	15.0	31
82.2	56.5	81.4	57.0	74.3	49.0	58.4	40.3	43.2	29.2	40.0	27.1	

TABLE XXXIX.—PORT STANLEY, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	22·0	5·5	47·0	28·0	38·6	18·4	49·0	39·2	42·8	31·0	79·8	55·2
2	23·8	12·9	42·0	25·8	42·0	33·6	42·0	22·0	51·0	30·0	75·0	62·1
3	25·2	4·9	37·6	28·8	37·4	31·8	35·6	16·2	51·2	26·5	79·0	59·4
4	19·0	—11·5	32·8	18·4	33·4	17·2	44·8	25·0	51·0	31·4	75·0	55·1
5	22·4	14·0	29·4	16·5	29·0	16·6	41·0	32·4	60·0	31·8	66·0	53·2
6	33·4	20·8	33·4	27·8	33·0	3·9	45·0	26·5	64·5	41·8	76·5	53·3
7	33·0	23·0	42·0	25·5	35·6	13·0	43·6	25·2	62·0	35·2	75·0	48·2
8	25·0	5·4	32·0	12·6	38·0	19·4	48·8	31·0	63·0	37·6	76·2	53·2
9	11·8	5·9	32·8	11·0	33·4	11·0	54·6	34·2	57·8	37·6	73·4	56·7
10	23·8	11·0	37·8	14·8	21·0	6·7	58·5	36·2	56·0	36·2	60·8	48·2
11	32·2	17·5	40·0	20·8	35·4	18·4	61·6	31·2	55·0	38·0	68·0	44·2
12	19·0	—6·8	40·6	15·4	35·0	23·8	55·0	32·2	61·0	38·6	65·2	53·6
13	16·4	—2·3	27·8	8·9	36·8	13·0	53·5	32·6	65·6	38·2	71·0	53·2
14	26·0	13·0	28·0	7·9	36·0	14·0	50·4	29·6	74·4	39·4	75·4	54·2
15	23·2	12·0	33·2	19·0	29·6	4·7	50·8	28·0	71·6	42·2	76·2	60·5
16	22·0	0·1	38·8	23·0	28·6	8·3	53·0	34·8	73·0	42·2	73·8	60·1
17	27·0	—4·3	24·8	11·5	21·6	—5·9	53·2	34·0	63·0	53·2	72·0	52·2
18	32·6	—2·3	33·2	10·4	22·6	—3·5	50·3	45·2	70·0	54·6	77·2	48·2
19	34·4	20·0	33·6	15·0	27·0	—8·9	48·6	43·1	75·0	56·2	75·0	52·2
20	36·5	8·9	35·2	15·0	29·5	—8·1	56·0	39·0	77·0	56·8	73·0	48·2
21	15·4	0·9	39·2	29·4	42·5	16·8	62·0	34·4	75·6	59·2	76·0	52·4
22	29·4	8·9	41·6	28·0	40·4	27·0	60·0	33·2	67·0	49·1	70·6	47·2
23	17·4	3·9	41·0	27·0	38·0	23·6	58·8	31·4	55·0	40·8	72·0	38·2
24	18·0	9·9	43·4	34·2	33·2	21·4	65·0	40·6	55·8	34·3	76·2	47·2
25	22·2	4·9	36·0	26·0	38·6	27·2	56·0	30·4	62·0	39·2	76·0	61·6
26	32·4	12·0	35·0	22·8	35·0	30·0	56·8	29·0	69·0	42·7	75·0	62·1
27	37·0	25·0	36·6	18·0	36·6	29·2	62·8	36·4	69·8	44·8	74·2	60·0
28	35·0	24·0	37·0	21·0	33·2	23·2	53·6	42·2	70·0	41·2	78·2	56·4
29	37·6	12·0	.	.	34·6	21·2	53·0	41·6	70·2	43·4	77·6	54·0
30	37·0	9·9	.	.	39·6	20·2	53·0	39·2	74·0	51·6	76·8	54·0
31	41·0	22·4	.	.	44·6	34·2	.	.	76·0	48·0	.	.
	26·8	9·1	36·1	20·1	34·2	16·2	52·5	33·2	64·3	41·7	73·9	53·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
77·6	62·5	84·4	60·5	69·2	53·2	77·8	57·8	49·9	31·8	31·0	19·2	1
69·2	55·8	83·2	68·1	65·0	47·4	75·2	55·2	54·4	39·2	34·2	12·6	2
82·5	59·0	77·0	56·2	65·4	45·2	75·0	56·6	52·4	31·8	41·4	32·8	3
72·5	58·0	78·4	51·7	73·6	52·6	70·0	43·2	48·0	25·2	43·6	38·2	4
81·0	54·2	83·0	49·2	75·0	55·3	58·0	37·7	47·5	26·8	47·8	33·4	5
78·2	57·1	81·2	52·4	69·4	54·2	60·0	36·2	39·0	23·0	36·8	27·8	6
78·2	49·2	82·8	59·8	67·0	54·6	61·0	34·0	49·0	20·0	37·0	24·0	7
79·0	63·9	83·4	58·4	71·6	51·6	60·0	52·0	52·5	43·4	36·4	26·0	8
78·0	62·1	80·0	61·0	72·0	52·0	61·4	48·4	50·0	26·8	34·4	22·8	9
77·6	58·6	79·0	57·0	72·0	59·6	60·8	45·7	34·5	19·2	45·4	33·0	10
77·0	53·2	80·0	54·7	75·2	63·6	52·0	41·4	44·8	21·2	48·0	30·0	11
78·4	50·2	80·0	64·5	76·0	62·9	50·0	40·2	48·0	29·0	44·4	24·0	12
75·8	58·2	77·0	62·6	78·6	59·2	60·0	37·0	52·0	25·2	49·6	32·8	13
78·4	56·2	76·0	60·7	75·0	56·6	66·0	45·2	52·2	41·6	41·4	25·0	14
82·0	62·5	77·0	59·2	78·0	61·1	67·0	44·6	54·4	48·2	45·0	36·6	15
84·6	61·3	73·8	59·8	76·0	65·5	64·2	45·2	53·0	43·2	48·0	28·0	16
83·8	60·5	82·0	60·1	68·0	47·8	63·2	44·8	55·0	38·2	51·2	31·2	17
75·0	65·1	81·0	56·2	67·6	42·2	62·0	50·7	40·0	32·2	48·8	26·4	18
75·5	62·5	81·0	60·0	70·0	38·2	57·2	45·6	38·0	28·0	47·0	37·2	19
72·0	56·6	80·2	59·2	69·8	44·2	52·0	39·0	43·6	25·0	48·8	42·2	20
74·2	52·4	81·0	60·0	66·2	44·4	45·4	36·4	46·6	30·0	46·8	37·0	21
78·8	54·8	82·4	66·1	68·8	37·6	52·8	28·2	47·4	41·2	47·2	36·2	22
83·5	58·0	79·4	66·9	74·0	48·2	62·4	47·2	50·4	43·2	47·6	37·2	23
80·6	55·0	78·0	66·5	75·2	49·2	59·4	53·6	52·0	47·2	42·0	36·2	24
84·0	56·2	77·2	61·9	75·6	55·2	64·0	43·3	51·0	42·6	43·6	35·2	25
85·6	65·1	80·0	61·1	76·6	57·0	44·8	39·2	50·2	45·2	41·8	35·2	26
81·4	69·1	81·6	57·4	72·8	56·6	49·0	38·8	45·4	37·0	43·6	34·4	27
82·0	68·5	82·2	63·5	78·2	55·2	63·0	44·6	41·8	29·0	45·0	31·0	28
88·2	69·0	85·5	65·4	75·2	49·2	60·0	45·0	31·0	21·0	40·0	29·0	29
88·0	61·9	78·0	58·2	77·2	53·0	51·0	35·1	26·2	16·0	39·8	26·8	30
84·4	63·9	71·0	57·6	.	.	51·4	38·7	.	.	32·4	18·6	31
79·6	59·3	79·9	59·9	72·4	52·4	59·9	43·3	46·8	32·3	42·9	30·3	

TABLE XL.—SIMCOE, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	23·5	7·5	46·1	32·4	41·6	24·5	·	·	44·6	33·4	85·9	49·8
2	20·5	3·0	41·1	29·0	48·1	35·0	60·0	23·0	50·5	31·0	81·8	61·3
3	25·0	2·5	39·6	31·6	41·1	32·9	38·1	18·0	56·0	30·0	·	·
4	19·0	3·5	·	·	·	·	52·0	26·0	56·5	33·4	81·2	42·8
5	26·0	13·6	36·1	16·0	41·6	17·0	43·1	33·4	57·0	36·0	60·1	42·4
6	37·0	15·6	34·1	27·0	31·6	6·0	49·6	30·0	·	·	72·8	46·9
7	·	·	40·1	14·6	34·1	11·6	48·1	27·0	60·8	32·0	72·8	40·9
8	33·1	8·0	32·1	14·5	41·1	11·6	·	·	57·0	39·0	82·8	50·0
9	15·6	2·5	35·1	15·0	32·0	13·5	49·1	31·5	58·0	40·0	76·8	59·9
10	24·5	10·0	39·7	20·0	21·5	7·5	54·0	34·9	56·0	37·0	·	·
11	34·1	20·0	·	·	·	·	59·0	33·9	59·0	41·9	84·3	57·5
12	22·0	— 7·3	42·1	11·0	31·6	9·0	54·0	33·9	64·8	35·4	70·9	42·9
13	16·5	— 1·0	20·1	11·0	35·1	17·0	51·1	31·5	·	·	79·8	52·3
14	·	·	33·1	10·1	37·1	19·0	56·0	30·0	76·8	36·9	79·3	41·4
15	24·0	15·0	36·1	11·0	27·0	10·0	·	·	78·8	40·9	84·6	61·3
16	23·0	15·0	39·1	26·0	33·1	14·6	58·0	28·0	76·4	56·4	75·8	52·8
17	28·0	1·0	27·0	18·0	18·0	— 7·5	61·8	38·9	76·9	61·7	·	·
18	37·0	— 0·5	·	·	·	·	54·8	44·4	83·9	33·9	82·9	45·8
19	36·1	26·0	29·0	10·0	23·0	— 4·0	50·0	39·6	81·8	51·8	77·4	61·9
20	42·6	10·0	33·1	9·0	32·6	— 4·5	54·0	36·4	·	·	75·9	49·9
21	·	·	46·1	28·0	40·1	24·0	61·8	34·8	82·9	55·9	78·9	53·8
22	27·0	3·0	50·0	33·9	42·1	30·0	·	·	67·0	52·3	75·8	44·9
23	21·0	6·0	39·1	31·0	42·1	30·0	70·1	33·9	54·9	41·9	74·4	35·9
24	17·0	9·5	40·6	33·6	35·1	23·0	67·3	42·1	57·5	33·4	·	·
25	19·5	6·5	·	·	·	·	55·1	35·0	62·8	43·6	83·8	45·9
26	33·1	16·0	37·1	28·5	39·1	27·5	62·8	30·0	69·3	40·4	75·0	59·7
27	34·1	28·5	41·1	26·1	38·1	32·0	56·0	40·9	·	·	75·8	54·5
28	·	·	39·1	24·1	31·0	24·0	51·6	39·4	75·8	39·9	79·6	54·5
29	43·1	22·5	·	·	36·1	18·1	·	·	78·8	42·3	73·0	53·0
30	35·1	15·5	·	·	46·6	25·5	59·0	37·9	83·9	45·9	80·3	58·4
31	43·6	23·5	·	·	44·1	33·6	·	·	83·9	46·4	·	·
	28·2	10·2	37·4	21·3	35·9	17·8	55·1	33·4	67·1	41·2	77·7	50·8

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
°	°	85·8	55·9	68·9	51·9	81·8	51·9	47·9	27·0	30·0	19·5	1
77·8	54·9	85·1	67·6	·	·	74·8	54·9	53·9	39·0	·	·	2
79·9	58·9	87·2	59·9	62·1	42·9	72·8	56·9	40·9	32·5	38·1	14·0	3
78·8	52·9	78·2	49·9	71·8	51·3	67·8	46·0	·	·	43·9	31·0	4
81·3	52·7	·	·	75·8	54·9	53·9	34·0	46·9	26·0	49·9	34·0	5
78·8	58·9	81·8	42·9	65·6	54·6	55·9	37·0	35·0	17·1	38·0	27·0	6
80·8	47·9	81·8	42·9	67·9	51·8	·	·	42·9	18·5	36·6	24·0	7
·	·	83·8	56·3	66·8	52·9	58·0	30·0	58·9	39·0	36·5	26·5	8
83·8	62·9	80·8	62·9	·	·	60·8	47·9	52·9	28·6	·	·	9
74·9	58·9	78·8	52·9	70·8	49·9	60·3	46·4	29·5	21·5	41·6	24·0	10
74·8	51·9	79·8	55·9	74·8	63·3	53·1	41·9	·	·	44·6	38·0	11
80·1	50·9	·	·	78·8	60·8	49·6	37·0	47·9	18·0	44·9	20·0	12
74·8	54·5	78·8	58·9	80·8	56·9	56·9	33·5	50·4	25·0	49·9	27·0	13
80·1	49·9	84·8	61·9	79·3	54·3	·	·	53·9	39·0	37·4	21·0	14
·	·	74·8	56·9	88·8	59·9	72·8	42·9	52·6	42·4	49·4	36·5	15
87·3	59·0	68·8	60·9	·	·	65·0	47·4	51·9	42·4	·	·	16
80·0	63·9	78·6	59·4	78·8	49·6	57·9	46·4	54·9	38·0	50·9	33·9	17
76·9	68·9	81·1	53·9	63·4	37·9	62·9	48·9	·	·	36·0	25·0	18
73·9	61·8	·	·	67·1	36·0	53·9	45·9	40·9	24·0	52·9	33·0	19
72·9	61·6	80·1	55·9	70·3	40·5	48·9	39·0	37·5	23·5	52·9	38·9	20
77·0	51·0	80·8	56·9	63·8	43·5	·	·	44·4	26·5	48·1	34·0	21
·	·	84·8	59·9	64·0	33·0	49·4	27·5	46·8	38·4	46·9	38·9	22
81·0	52·8	78·8	59·9	·	·	64·0	42·9	47·6	42·4	·	·	23
82·8	52·8	77·8	65·9	76·8	39·0	61·1	52·9	48·4	45·4	42·4	33·9	24
86·8	53·8	81·8	60·9	79·6	62·1	63·9	40·9	·	·	43·5	23·5	25
89·3	64·8	·	·	79·8	57·9	48·6	32·5	53·9	43·9	47·6	33·5	26
81·8	68·8	82·1	55·9	69·8	55·9	45·4	37·0	46·9	40·9	40·6	34·6	27
82·9	63·2	83·4	62·4	78·8	52·9	·	·	41·9	30·0	41·9	31·5	28
·	·	81·8	66·9	74·1	43·9	62·9	39·0	32·0	22·5	37·6	30·5	29
86·8	59·9	75·8	52·9	·	·	49·9	36·5	27·5	16·0	·	·	30
83·8	59·9	69·8	53·9	·	·	49·9	36·0	·	·	31·4	17·4	31
80·5	57·5	80·3	57·4	72·7	50·3	59·3	42·0	45·8	31·1	42·8	28·9	

TABLE XLI.—STAYNER, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	21·9	9·5	42·7	33·5	43·7	18·5	·	·	39·7	30·5	86·7	55·4
2	17·9	8·5	40·7	32·5	44·7	30·5	41·7	15·5	44·7	28·5	77·7	52·4
3	9·9	— 3·5	35·1	31·5	37·0	14·5	37·7	12·5	50·7	26·5	·	·
4	·	·	·	·	·	·	44·7	19·5	47·7	29·5	77·8	44·4
5	19·9	— 1·5	33·0	14·5	24·0	5·5	43·7	31·5	59·7	25·5	73·8	39·9
6	32·0	0·5	37·0	30·5	29·0	— 0·5	43·7	25·5	·	·	71·8	42·4
7	·	·	37·0	20·5	27·0	9·5	39·7	23·5	58·7	30·5	77·8	41·4
8	30·0	0·5	28·0	4·5	24·0	9·5	·	·	54·7	30·5	85·7	53·4
9	12·9	— 8·4	34·0	13·3	17·9	11·5	55·7	22·5	53·7	34·5	78·7	44·4
10	21·9	10·5	40·7	19·5	19·9	3·5	52·7	23·5	54·7	37·4	·	·
11	27·0	0·5	·	·	·	·	52·7	32·5	58·7	39·4	78·7	42·3
12	— 0·2	25·4	48·7	8·5	31·0	7·5	44·7	30·5	63·7	34·5	78·7	47·2
13	16·9	—13·4	14·9	1·5	34·0	3·5	52·7	26·5	·	·	71·8	51·2
14	·	·	30·0	— 4·5	37·0	16·3	53·7	26·5	67·8	35·4	74·8	45·3
15	19·9	3·5	37·0	14·5	27·0	13·5	·	·	76·8	39·4	89·7	47·2
16	11·9	7·5	37·7	18·5	27·0	1·5	54·7	30·5	79·7	54·4	76·8	44·3
17	20·9	— 0·5	24·0	7·5	12·9	9·4	55·7	33·5	73·0	55·4	·	·
18	28·0	4·5	·	·	·	·	58·7	42·4	79·7	61·3	·	·
19	34·0	22·5	24·0	2·5	26·0	— 7·4	45·7	36·4	77·7	51·4	·	·
20	37·7	6·5	35·0	2·5	34·0	1·5	52·7	34·5	·	·	·	·
21	·	·	44·7	32·5	36·0	20·5	65·7	32·5	87·7	52·4	·	·
22	25·0	4·5	50·7	31·5	37·7	23·5	·	·	59·7	41·4	·	·
23	17·9	8·5	37·0	29·5	37·7	15·5	78·7	36·4	44·7	34·5	·	·
24	15·9	7·5	37·0	19·5	37·7	13·5	57·7	39·4	48·7	34·5	·	·
25	17·9	4·5	·	·	·	·	49·7	31·5	89·7	39·4	78·7	34·5
26	37·0	15·5	29·0	20·5	35·0	23·5	69·7	26·5	70·8	37·4	78·7	53·2
27	33·0	4·5	30·0	13·5	32·0	24·5	56·7	32·5	·	·	75·8	51·2
28	·	·	34·0	18·5	32·0	15·5	55·7	39·4	75·8	39·4	77·7	52·2
29	38·7	4·5	·	·	35·0	14·5	·	·	78·7	44·4	74·8	50·2
30	34·0	15·5	·	·	35·1	19·5	45·7	37·4	86·7	57·3	86·7	51·2
31	44·7	26·5	·	·	49·7	29·5	·	·	84·7	54·4	·	·
	24·1	4·3	35·0	17·3	32·0	13·2	52·0	29·7	64·1	39·9	78·0	47·1

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
°	°	92.7	55.2	62.7	54.2	86.7	51.2	47.7	34.5	27.0	10.5	1
80.7	53.2	85.7	61.2	.	.	61.7	43.3	50.7	36.3	.	.	2
64.7	51.2	.	56.2	60.7	46.2	65.7	54.0	39.7	26.5	34.0	- 0.5	3
75.8	50.2	.	.	73.8	55.2	66.7	45.2	.	.	34.1	19.5	4
75.8	54.2	.	.	64.7	50.2	51.7	34.5	34.0	23.5	44.7	34.5	5
71.8	50.2	84.7	51.2	65.7	45.3	52.7	38.3	36.0	23.5	36.0	20.5	6
84.7	43.3	77.7	62.2	61.7	45.3	.	.	39.7	20.5	31.0	16.5	7
.	.	83.7	58.2	67.8	47.3	53.0	28.5	37.7	30.5	34.0	24.5	8
82.7	60.2	73.8	59.2	.	.	55.7	40.3	38.7	20.5	.	.	9
69.8	51.2	73.0	59.2	72.8	43.3	55.7	42.3	29.0	12.5	37.7	18.5	10
73.0	48.2	75.8	56.2	77.7	59.2	52.7	44.3	.	.	43.7	33.5	11
75.8	53.2	.	.	81.7	58.2	51.7	41.3	41.7	16.5	40.7	27.5	12
74.8	49.2	77.7	50.2	74.8	55.2	55.7	36.3	37.7	29.5	44.7	27.5	13
90.7	45.3	75.8	59.2	80.7	57.2	.	.	56.7	32.5	38.7	24.5	14
.	.	74.8	52.2	85.7	57.2	70.8	49.2	55.7	47.2	43.7	36.4	15
95.7	67.2	73.8	59.2	.	.	64.7	44.3	51.7	40.3	.	.	16
83.7	64.8	81.1	60.2	80.7	51.2	64.7	41.3	53.7	37.3	40.7	28.5	17
77.8	64.2	79.7	60.2	58.7	45.3	48.7	44.3	.	.	31.0	18.5	18
74.8	57.2	.	.	70.8	40.3	49.7	41.3	34.0	25.5	53.7	28.5	19
64.7	51.2	83.7	52.2	63.7	47.2	43.7	28.5	36.0	12.5	43.7	35.5	20
74.8	49.3	86.7	58.2	56.7	43.3	.	.	39.7	23.5	39.7	31.5	21
.	.	88.7	60.2	69.8	35.5	50.7	25.5	46.7	34.5	44.7	36.3	22
77.7	54.2	82.7	62.2	.	.	55.7	41.3	42.7	38.3	.	.	23
81.7	51.2	81.7	65.2	81.7	44.3	63.7	46.2	55.7	41.3	40.7	28.5	24
83.7	55.2	78.7	58.2	82.7	61.2	52.7	35.5	.	.	34.7	27.5	25
87.7	61.2	.	.	67.8	51.2	42.7	30.1	54.7	41.3	38.7	29.5	26
87.7	69.2	84.7	57.2	69.8	49.2	49.7	25.5	44.7	38.3	39.7	27.5	27
86.7	67.2	84.7	62.2	68.8	46.2	.	.	39.7	31.5	39.7	26.5	28
.	.	76.8	60.2	77.7	37.3	53.7	38.3	32.0	25.5	31.0	26.5	29
86.7	61.2	72.8	50.2	.	.	49.7	32.5	30.0	25.5	.	.	30
85.7	51.2	72.8	54.2	.	.	46.7	25.3	.	.	30.0	13.5	31
79.5	53.1	80.1	57.9	71.1	40.0	56.2	39.3	42.6	28.5	28.3	23.0	

TABLE XLII.—SEELY, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	17.2	-11.0	36.0	30.0	42.0	4.9	41.0	30.0	38.5	25.0	85.3	47.5
2	15.0	-2.5	36.5	30.0	40.0	28.0	34.0	10.0	44.9	18.0	75.3	53.0
3	4.0	-17.2	37.0	30.0	30.0	10.0	49.4	7.0	53.3	25.0	74.3	54.5
4	6.0	-25.4	35.0	20.0	21.0	3.0	46.9	21.0	52.8	24.0	61.7	42.1
5	21.0	-4.5	28.0	17.0	21.0	-7.5	38.0	28.0	58.8	19.0	73.8	35.1
6	26.0	13.0	33.0	25.0	21.0	-15.8	44.9	27.0	60.8	28.0	75.8	39.1
7	29.0	22.0	34.0	17.0	21.0	2.0	43.0	20.0	56.8	25.0	79.3	42.1
8	15.5	-16.3	27.0	-7.5	22.0	7.8	52.8	30.0	57.8	28.0	83.7	58.0
9	7.5	-21.4	33.0	6.0	16.0	8.0	52.8	29.0	51.8	26.0	75.3	61.0
10	19.0	3.0	39.0	22.0	19.0	-15.8	57.8	25.0	53.8	31.0	52.8	45.5
11	23.0	-11.3	47.0	12.0	27.0	-0.3	53.8	27.0	55.8	29.0	66.2	37.1
12	-7.2	-30.6	37.0	3.0	31.0	7.0	48.9	17.0	63.8	33.1	75.2	40.1
13	14.0	-20.2	19.0	-8.3	37.0	3.0	53.8	20.0	68.1	35.1	74.2	44.0
14	15.0	-7.5	30.0	-10.3	33.0	9.0	56.8	22.0	70.8	35.1	74.8	41.1
15	16.5	-6.5	28.0	12.0	23.0	8.0	56.8	24.5	72.1	48.0	85.2	57.0
16	11.5	-0.7	33.0	10.0	19.0	-11.3	58.9	25.0	79.2	35.1	66.2	41.1
17	26.0	-6.5	17.0	5.0	12.0	-21.2	62.7	35.1	76.8	52.0	76.8	48.0
18	25.0	4.9	20.0	-8.3	18.0	-10.5	63.7	39.1	73.2	53.0	84.2	54.0
19	27.0	14.0	24.0	-4.5	22.0	-12.8	49.9	39.1	75.8	46.0	65.8	47.0
20	33.5	3.0	29.0	3.0	33.0	-1.8	47.4	33.1	80.8	52.0	74.3	31.6
21	13.0	-4.5	45.1	15.0	34.0	17.0	62.8	31.0	72.8	51.0	63.8	46.0
22	23.0	7.0	51.0	22.0	33.0	19.0	70.3	25.3	67.0	50.0	63.2	47.0
23	12.0	-5.5	43.0	25.0	37.0	17.0	75.3	26.3	40.0	33.6	73.8	34.1
24	11.0	-4.5	44.0	27.0	33.0	3.0	67.1	26.5	48.8	33.1	78.2	44.0
25	7.0	-10.3	33.0	15.0	38.0	22.0	56.4	24.0	61.7	31.0	82.2	54.5
26	26.0	5.0	37.0	17.0	39.5	28.0	61.3	23.0	72.8	36.1	74.8	51.3
27	25.0	-0.7	33.0	9.0	31.0	23.0	56.1	27.0	75.8	40.1	79.2	48.0
28	27.0	-2.5	37.0	5.0	30.0	12.0	44.4	30.0	77.8	36.1	82.7	52.0
29	33.5	13.0	.	.	37.0	12.0	48.9	32.1	75.8	38.1	74.8	45.5
30	33.0	12.0	.	.	47.0	14.0	43.9	30.0	83.7	42.0	73.3	51.3
31	35.0	20.0	.	.	41.0	30.0	.	.	83.7	46.5	.	.
	19.0	-0.3	34.0	11.9	29.3	6.2	53.3	26.1	64.6	35.6	74.2	46.4

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
81.3	53.0	87.0	61.5	62.2	37.1	77.2	51.1	40.5	28.3	21.0	5.0	1
77.8	51.5	83.0	63.2	72.3	44.0	56.1	43.1	42.6	27.5	26.0	-2.0	2
76.8	46.5	70.1	47.0	87.2	30.3	69.7	46.5	30.5	21.3	30.5	17.0	3
66.7	51.0	75.8	38.6	73.1	47.0	71.3	41.6	38.5	18.0	36.5	21.0	4
82.1	55.0	78.3	49.0	62.0	46.5	44.4	26.5	23.0	13.0	43.0	30.0	5
81.7	44.0	79.4	53.2	64.2	29.0	50.3	25.5	35.0	15.0	33.0	3.0	6
81.2	40.5	80.1	59.0	69.0	31.0	54.4	28.5	40.5	26.6	25.0	-7.3	7
76.3	51.0	83.2	51.0	70.2	35.1	52.1	41.4	37.0	31.1	27.0	7.0	8
83.7	53.3	81.1	54.5	73.2	41.6	53.7	42.1	29.0	16.0	23.5	-7.0	9
84.3	58.0	73.3	56.3	74.0	48.0	50.9	39.5	34.5	-2.0	32.0	17.0	10
75.8	41.5	74.8	52.0	78.3	52.0	55.4	33.1	41.3	13.0	38.0	28.0	11
77.8	50.3	73.2	49.0	84.2	54.3	47.8	34.6	42.4	30.6	36.5	16.0	12
76.8	38.5	78.1	43.0	78.7	51.0	51.4	35.1	46.2	29.5	37.0	17.0	13
84.1	41.5	74.1	57.0	84.0	48.1	55.3	36.1	47.2	33.1	31.5	20.0	14
92.2	55.0	81.1	50.0	87.2	56.0	61.2	48.0	45.2	36.1	39.5	23.0	15
95.3	57.0	73.8	55.0	81.1	59.5	54.3	45.0	43.4	34.6	41.0	24.0	16
81.1	61.0	78.8	53.0	68.7	51.0	49.9	31.5	44.9	32.6	39.5	20.0	17
75.1	55.0	84.1	49.0	55.8	36.1	46.4	35.0	38.5	29.6	34.0	9.0	18
73.2	51.0	80.8	54.5	63.2	33.1	49.4	34.6	24.0	10.0	42.5	18.0	19
75.2	56.0	84.0	44.0	61.7	39.6	43.9	27.0	23.0	5.0	38.5	25.0	20
65.3	54.0	83.2	49.0	51.3	35.5	41.9	19.0	41.0	16.0	33.5	24.0	21
75.1	49.0	85.2	54.5	66.0	29.0	47.1	17.0	39.5	28.1	41.0	30.1	22
77.3	42.5	84.2	57.0	57.3	34.1	51.2	34.4	42.9	33.6	37.0	28.0	23
83.0	51.5	83.7	61.0	65.7	29.0	55.3	34.1	46.9	37.4	42.3	23.0	24
86.0	61.5	73.3	59.0	73.1	34.1	34.0	29.5	43.9	38.1	37.0	24.0	25
89.0	53.0	73.8	53.0	78.2	41.1	37.5	21.0	46.4	36.1	39.5	29.0	26
77.2	61.0	82.1	49.5	77.0	49.1	44.9	16.0	41.9	33.1	38.0	24.0	27
85.0	64.5	78.1	57.0	63.0	47.6	56.2	30.0	37.0	26.1	41.5	25.0	28
86.0	69.0	77.8	52.0	66.7	34.1	49.5	23.0	29.5	22.3	29.5	18.0	29
83.2	53.0	75.1	43.5	80.7	51.0	44.4	26.0	27.3	20.0	31.5	15.0	30
85.2	41.0	72.8	46.0	.	.	40.5	31.5	.	.	24.0	7.5	31
80.4	52.0	78.8	52.3	70.7	41.7	51.5	23.1	38.5	24.7	34.5	17.2	

TABLE XLIII.—BARRIE, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·8	10·5	35·6	29·0	38·1	19·3	48·1	32·0	46·0	33·5	80·6	55·1
2	19·3	8·5	35·6	30·3	42·1	29·5	44·6	15·6	47·0	30·4	80·6	55·0
3	18·8	— 2·4	35·6	30·0	36·6	25·0	35·6	11·6	51·6	28·8	71·6	56·2
4	19·8	0·8	34·5	16·8	33·6	12·0	43·1	22·4	.	.	61·6	50·5
5	18·8	3·8	30·6	13·8	25·3	9·0	39·1	31·5	57·0	28·5	65·6	43·0
6	23·7	10·0	35·1	25·9	24·3	9·0	46·4	25·4	56·6	34·0	69·7	50·0
7	28·6	19·3	31·7	21·9	25·8	14·1	45·5	20·8	56·6	35·5	74·6	47·1
8	24·8	1·3	27·6	7·3	21·8	14·2	48·6	18·8	56·6	38·9	74·6	57·0
9	10·7	— 1·4	34·1	7·3	22·0	15·1	47·1	32·0	51·0	36·0	73·6	63·2
10	19·9	— 1·4	38·5	22·9	20·8	10·5	50·7	31·0	49·7	37·3	67·6	48·1
11	23·8	— 3·4	41·6	18·8	29·6	10·0	49·9	30·0	55·0	40·0	42·6	44·0
12	4·1	— 16·8	41·7	11·6	29·4	19·4	47·5	31·2	63·6	39·5	65·1	49·7
13	15·7	— 8·1	18·8	7·0	31·6	14·2	47·4	28·5	66·6	36·8	71·6	51·0
14	17·3	4·8	21·8	8·0	34·6	18·8	54·9	28·1	71·6	41·0	74·6	49·0
15	15·7	4·7	25·8	15·6	28·6	16·1	56·6	30·0	67·6	44·0	80·6	52·0
16	17·8	6·8	32·9	22·1	21·6	9·9	49·0	30·6	73·6	50·0	71·6	56·6
17	16·3	1·3	27·6	14·6	18·7	— 4·4	59·9	35·0	69·6	54·8	73·4	51·9
18	22·8	3·3	20·3	9·0	20·3	— 2·4	49·7	36·0	74·1	60·7	79·5	46·8
19	33·6	18·8	21·8	9·0	18·1	— 6·3	47·6	38·3	75·6	53·0	76·1	49·5
20	35·6	17·3	25·8	13·6	29·6	1·3	45·6	35·2	73·6	53·0	67·7	47·0
21	21·6	5·2	37·1	22·9	41·6	18·8	56·6	33·8	70·6	54·8	65·6	52·0
22	22·8	7·5	38·6	30·0	34·6	23·9	66·0	36·0	61·6	49·0	60·6	47·5
23	21·3	6·0	38·6	30·0	35·1	19·3	66·2	26·0	52·2	35·0	70·4	39·0
24	15·7	8·9	38·6	31·0	32·1	15·6	61·1	40·0	51·4	35·0	78·6	49·8
25	15·2	8·5	34·6	24·4	33·6	22·4	54·6	31·6	58·6	35·0	77·9	60·7
26	28·6	12·1	31·1	22·9	36·1	30·0	55·6	30·3	64·7	41·5	70·6	58·7
27	28·9	16·8	35·6	16·6	36·1	23·7	51·6	34·9	65·6	45·0	73·6	56·0
28	23·9	7·0	33·1	20·3	28·1	17·3	48·6	37·2	70·6	45·5	74·6	57·2
29	30·0	15·6	.	.	40·6	13·6	52·2	40·5	70·8	47·0	72·6	56·8
30	30·1	17·3	.	.	41·9	23·7	46·4	36·5	72·9	51·0	76·1	56·0
31	34·6	24·4	.	.	36·6	29·9	.	.	77·7	53·0	.	.
	22·3	6·7	32·4	19·0	30·6	15·2	50·5	30·7	62·6	42·3	72·2	51·9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
74.6	60.7	82.6	59.5	71.6	53.0	80.2	56.6	46.4	30.5	24.9	8.0	1
73.6	55.0	81.1	64.7	59.6	47.4	78.6	64.5	51.4	36.0	31.1	6.0	2
64.6	54.8	74.6	58.0	60.1	45.0	69.0	57.1	40.9	30.0	35.6	20.3	3
76.6	52.0	75.6	56.0	71.5	53.8	65.6	52.4	40.5	24.9	37.6	20.9	4
75.4	57.6	75.4	53.5	64.6	53.5	66.2	35.0	35.6	18.8	47.1	32.0	5
74.6	56.0	77.6	53.0	63.6	49.0	49.1	34.1	37.6	12.4	35.6	14.6	6
78.1	46.0	80.4	62.2	62.1	51.3	49.6	38.8	40.6	18.8	30.6	12.1	7
79.6	49.0	78.6	62.2	67.6	50.0	54.4	36.5	41.9	33.0	34.6	20.8	8
80.1	66.7	76.0	61.7	71.6	48.4	55.9	48.0	42.6	15.4	29.6	13.6	9
73.6	52.0	74.6	56.5	71.6	53.8	56.6	43.0	30.4	10.0	36.6	13.6	10
73.6	52.0	75.7	59.2	73.6	62.3	54.8	43.6	49.1	17.8	41.6	32.0	11
78.4	53.6	70.6	56.0	78.1	61.2	53.6	45.0	42.6	28.5	38.6	29.0	12
72.6	54.5	74.1	55.0	78.1	61.0	49.9	39.0	36.1	28.5	42.6	21.0	13
76.9	52.5	71.8	63.2	80.0	66.0	52.8	41.5	53.1	32.0	37.5	25.4	14
83.5	59.7	75.1	57.0	80.5	62.2	67.6	49.0	53.6	46.0	45.8	33.0	15
85.6	64.7	73.4	60.5	77.1	63.2	64.5	53.5	53.4	40.0	45.5	32.0	16
79.7	66.2	74.6	60.2	73.7	53.0	63.1	45.5	50.0	34.8	42.1	23.9	17
75.4	65.2	79.1	57.5	57.4	46.0	52.0	44.0	37.6	24.4	33.6	17.8	18
75.1	61.3	79.1	61.6	66.6	42.5	50.5	45.4	30.1	16.8	53.6	29.8	19
65.5	55.8	79.6	58.6	64.6	49.0	50.7	43.0	34.6	13.6	45.4	32.5	20
74.1	54.0	82.0	61.2	61.4	44.6	46.6	35.0	40.1	22.9	37.6	30.0	21
78.6	54.0	83.6	63.7	66.7	41.0	42.6	31.6	45.1	29.4	41.0	33.1	22
80.1	58.2	80.4	65.3	74.1	48.0	49.6	28.9	44.5	37.5	45.6	32.3	23
82.1	58.0	77.6	67.0	78.2	52.4	56.1	39.5	45.9	40.0	36.6	30.0	24
84.4	62.2	75.6	65.2	79.6	62.0	59.1	43.5	46.6	40.0	36.6	30.0	25
83.2	70.5	77.1	59.7	71.9	55.6	55.6	37.1	49.6	41.0	40.1	31.5	26
83.1	70.2	79.6	60.2	65.1	51.5	42.6	34.0	47.6	37.0	39.4	32.0	27
82.9	69.0	78.4	64.2	71.6	52.0	45.6	32.4	39.9	29.5	47.6	31.0	28
80.5	69.2	75.6	65.2	71.6	44.5	51.6	40.0	34.1	23.4	34.6	25.9	29
81.6	65.7	72.4	56.9	.	.	58.4	43.0	30.6	21.9	32.6	24.4	30
81.6	61.2	72.1	57.0	.	.	47.6	36.0	.	.	31.8	14.6	31
77.7	59.0	76.9	60.0	68.1	50.9	56.1	42.5	42.4	27.8	38.5	24.0	

TABLE XLIV.--GRAVENHURST, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	18.2	2.2	36.0	32.0	41.0	13.8	49.0	34.0	40.0	33.0	87.0	43.0
2	15.5	4.4	37.0	31.0	42.0	29.0	45.0	18.0	47.0	30.0	75.0	60.0
3	6.6	11.8	36.0	31.0	34.0	19.9	34.0	6.6	59.0	22.0	72.0	54.0
4	5.6	18.0	34.0	19.0	27.0	9.6	43.0	18.0	49.0	29.0	62.0	45.0
5	17.3	-1.0	31.0	16.8	21.0	9.6	40.0	33.0	59.0	22.0	71.0	38.0
6	29.0	11.6	3.5	29.0	20.0	-9.8	46.0	30.0	62.0	27.0	76.0	45.0
7	31.0	18.0	33.0	20.0	22.0	4.4	44.0	18.0	56.0	22.0	80.0	45.0
8	30.0	-10.8	24.0	0.0	23.0	11.6	55.0	15.0	57.0	28.0	83.0	41.0
9	9.4	-21.0	32.0	6.4	20.0	9.6	54.0	31.0	55.0	35.0	75.0	68.0
10	20.2	6.4	36.0	20.0	19.0	-5.4	59.0	28.0	56.0	22.0	69.0	44.0
11	25.0	1.0	42.0	19.0	27.0	-7.4	55.0	25.0	60.0	39.0	68.0	41.0
12	-1.2	-26.6	43.0	7.5	30.0	3.4	50.0	26.0	65.0	31.0	69.0	54.0
13	15.5	-19.0	18.0	-2.0	31.0	0.0	53.0	21.0	67.0	31.0	67.0	54.0
14	17.2	-6.4	28.0	-13.9	34.0	14.8	55.0	22.0	71.0	31.0	75.0	41.0
15	19.2	-1.0	32.0	14.8	23.0	13.8	55.0	23.0	75.0	20.0	86.0	43.0
16	13.4	4.4	36.0	18.0	17.0	-7.4	57.0	26.0	77.0	50.0	71.0	54.0
17	23.2	-4.2	19.0	-9.6	9.0	-20.0	62.0	26.0	76.0	50.0	75.0	44.0
18	26.0	1.0	21.0	2.0	19.0	-10.8	62.0	34.0	72.0	56.0	84.0	42.0
19	29.0	19.0	25.0	3.4	20.0	-15.0	51.0	37.0	71.0	44.0	66.0	47.0
20	34.0	2.2	30.0	3.4	29.0	-3.2	48.0	34.0	79.0	52.0	72.0	36.0
21	13.3	3.4	43.0	13.8	34.0	20.0	61.0	35.0	74.0	53.0	68.0	51.0
22	26.0	3.4	47.0	18.0	33.0	23.0	69.0	27.0	65.0	51.0	66.0	44.0
23	14.3	0.0	46.0	26.0	35.0	19.0	78.0	28.0	55.0	36.0	72.0	34.0
24	9.4	2.2	46.0	35.0	35.0	11.6	65.0	41.0	53.0	36.0	81.0	43.0
25	10.4	-8.6	35.0	20.0	38.0	23.0	58.0	28.0	64.0	41.0	76.0	55.0
26	28.2	8.6	34.0	23.0	40.0	25.0	59.0	25.0	68.0	37.0	77.0	54.0
27	28.0	2.2	35.0	12.8	38.0	26.0	58.0	29.0	73.0	37.0	79.0	57.0
28	30.0	4.2	35.0	12.8	28.0	25.0	47.0	37.0	76.0	38.0	80.0	51.0
29	33.0	10.6	.	.	38.0	15.8	52.0	38.0	78.0	40.0	74.0	53.0
30	29.0	9.6	.	.	43.0	22.0	47.0	36.0	81.0	46.0	78.0	50.0
31	36.0	22.0	.	.	40.0	25.0	.	.	84.0	47.0	.	.
	20.8	1.9	33.9	10.1	29.2	9.6	53.7	27.7	65.4	26.6	74.4	47.4

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
78.0	59.0	86.0	42.0	64.0	50.0	81.0	59.0	45.0	31.0	22.0	13.0	1
74.0	51.0	83.0	60.0	59.0	44.0	63.0	53.0	48.0	35.0	28.0	5.4	2
67.0	51.0	72.0	58.0	61.0	42.0	64.0	51.0	39.0	29.0	33.0	25.0	3
78.0	50.0	74.0	50.0	72.0	55.0	66.0	44.0	39.0	27.0	36.0	28.0	4
76.0	47.0	76.0	50.0	64.0	48.0	49.0	31.0	34.0	22.0	45.0	30.0	5
76.0	45.0	80.0	54.0	65.0	40.0	48.0	35.0	36.0	16.8	36.0	12.0	6
80.0	45.0	82.0	63.0	66.0	40.0	54.0	34.0	37.0	26.0	27.0	11.0	7
81.0	62.0	83.0	61.0	70.0	43.0	53.0	46.0	39.0	35.0	29.0	16.0	8
81.0	56.0	77.0	53.0	73.0	43.0	54.0	37.0	39.0	19.0	23.0	3.4	9
72.0	56.0	75.0	53.0	75.0	43.0	55.0	39.0	30.0	12.8	33.0	24.0	10
72.0	55.0	74.0	54.0	79.0	50.0	52.0	42.0	36.0	10.6	39.0	31.0	11
78.0	47.0	76.0	47.0	80.0	60.0	48.0	40.0	42.0	26.0	36.0	24.0	12
75.0	48.0	78.0	53.0	78.0	58.0	53.0	41.0	38.0	22.0	39.0	21.0	13
83.0	74.0	73.0	70.0	81.0	58.0	64.0	48.0	51.0	32.0	34.0	24.0	14
89.0	55.0	75.0	60.0	83.0	60.0	63.0	53.0	51.0	44.0	45.0	25.0	15
91.0	62.0	72.0	58.0	79.0	60.0	61.0	44.0	51.0	33.0	41.0	30.0	16
82.0	61.0	77.0	53.0	69.0	52.0	52.0	38.0	48.0	32.0	41.0	24.0	17
75.0	63.0	80.0	54.0	55.0	42.0	47.0	40.0	40.0	26.0	30.0	14.0	18
68.0	59.0	80.0	50.0	68.0	38.0	49.0	38.0	31.0	16.8	43.0	25.0	19
66.0	53.0	80.0	50.0	62.0	44.0	42.0	28.0	32.0	12.7	39.0	32.0	20
72.0	48.0	82.0	55.0	59.0	37.0	45.0	26.0	21.0	13.8	34.0	30.0	21
78.0	47.0	85.0	61.0	67.0	35.0	47.0	24.0	41.0	33.0	40.0	32.0	22
80.0	51.0	83.0	60.0	74.0	43.0	50.0	35.0	43.0	37.0	35.0	32.0	23
81.0	53.0	80.0	65.0	80.0	47.0	57.0	37.0	46.0	42.0	43.0	28.0	24
85.0	56.0	74.0	62.0	80.0	55.0	44.0	32.0	45.0	41.0	34.0	27.0	25
88.0	68.0	74.0	58.0	69.0	53.0	41.0	26.0	49.0	43.0	38.0	27.0	26
78.0	85.0	81.0	51.0	65.0	44.0	45.0	22.0	50.0	39.0	40.0	27.0	27
85.0	66.0	81.0	62.0	70.0	47.0	49.0	36.0	41.0	31.0	41.0	26.0	28
82.0	65.0	76.0	63.0	70.0	41.0	57.0	42.0	32.0	27.0	35.0	24.0	29
83.0	61.0	74.0	52.0	83.0	55.0	46.0	34.0	30.0	25.0	31.0	23.0	30
84.0	55.0	70.0	51.0	.	.	44.0	24.0	.	.	27.0	11.0	31
78.7	56.0	77.5	56.1	70.6	47.6	53.0	38.0	39.1	28.0	35.4	22.7	

TABLE XLV.—HAMILTON, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	31·8	11·0	42·8	32·0	45·8	25·0	55·3	33·1	49·8	34·2	90·6	57·5
2	27·8	8·0	40·8	27·0	50·6	32·8	33·8	21·9	56·8	32·0	86·5	57·5
3	14·5	3·5	39·3	32·5	42·8	29·7	31·8	18·4	62·3	32·6	18·8	59·6
4	20·2	9·3	37·3	22·7	35·8	21·9	43·8	26·0	72·8	33·0	75·8	51·6
5	25·6	8·8	35·2	17·1	31·8	16·3	49·8	31·0	56·8	34·0	67·8	46·3
6	35·8	14·8	37·3	20·9	36·1	5·7	39·8	27·0	62·8	37·2	70·8	50·5
7	36·0	24·2	38·8	33·1	33·8	6·7	46·6	26·0	59·8	32·0	71·2	51·5
8	30·0	3·0	35·8	13·8	30·8	15·8	41·5	25·0	65·3	37·2	73·8	51·0
9	21·0	2·0	38·8	18·4	33·8	13·7	48·0	32·0	60·8	41·7	81·8	56·5
10	28·0	10·0	44·3	22·1	21·7	7·7	56·0	30·0	57·8	39·1	69·2	47·5
11	30·0	18·2	49·8	25·0	34·8	10·3	60·0	31·8	69·8	40·2	64·8	42·2
12	22·2	—7·5	46·8	15·8	36·3	22·9	55·0	32·0	68·8	49·2	70·3	46·3
13	21·2	—2·5	29·3	9·8	34·8	17·0	48·0	26·5	69·8	39·2	83·0	51·9
14	24·6	11·8	35·8	8·8	36·8	18·9	59·0	26·0	80·8	39·7	80·8	56·5
15	25·1	11·0	35·8	14·8	31·8	13·8	65·8	30·5	79·8	43·8	87·3	58·0
16	22·6	7·2	41·3	22·9	28·8	11·8	52·0	36·1	79·8	43·3	81·8	62·5
17	25·6	4·7	27·2	18·9	20·7	1·7	66·8	33·6	79·8	61·6	84·8	52·0
18	30·3	5·0	23·3	17·9	25·6	3·7	50·8	33·0	88·3	65·7	88·8	52·0
19	37·0	25·0	33·8	8·8	24·3	3·7	50·8	33·1	84·8	58·5	84·8	61·0
20	14·0	11·0	34·8	11·8	31·8	7·8	55·8	36·1	71·8	54·4	69·8	51·5
21	19·2	4·2	41·3	31·5	39·3	24·2	62·8	34·1	85·8	55·4	80·8	53·5
22	28·8	9·3	48·8	30·5	38·8	29·5	73·8	36·6	67·8	48·3	74·8	50·5
23	22·7	9·8	38·8	27·5	36·3	28·5	76·8	39·2	57·8	41·2	80·0	41·2
24	21·7	5·5	43·2	26·1	35·4	29·0	71·8	42·2	55·8	33·6	87·3	51·9
25	27·7	10·6	44·8	29·5	37·8	28·9	61·8	34·1	48·8	41·7	91·8	65·5
26	33·8	14·8	41·3	27·0	39·8	34·1	61·8	32·0	70·0	53·8	66·8	54·5
27	37·2	24·0	42·3	25·0	38·8	31·0	54·7	38·1	78·8	47·8	79·6	54·5
28	37·8	19·9	39·8	23·4	35·3	24·0	47·6	37·1	81·3	47·3	71·8	65·5
29	39·8	22·4	.	.	37·3	20·4	62·3	40·2	82·8	43·6	72·3	54·5
30	32·8	17·9	.	.	46·3	33·0	53·8	38·7	74·5	52·5	78·8	60·6
31	42·8	22·2	.	.	42·3	32·5	.	.	88·8	56·5	.	.
	28·0	10·9	38·8	21·9	35·3	19·4	54·7	32·0	68·7	44·8	78·3	53·9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
83·8	62·6	83·6	57·0	70·8	57·1	88·3	63·6	49·8	35·3	31·8	21·0	1
72·3	55·5	91·8	65·7	65·8	49·4	70·8	57·5	49·5	34·9	36·0	20·0	2
87·3	56·5	83·8	60·6	67·8	42·4	64·6	57·5	45·6	32·1	42·8	28·6	3
88·3	59·0	82·6	55·5	74·3	54·5	58·8	35·0	41·8	34·1	41·3	38·6	4
85·8	59·6	84·3	53·5	71·8	54·5	58·3	39·2	44·8	26·1	51·8	33·0	5
83·8	60·6	90·6	61·6	68·8	54·5	69·8	40·2	40·8	20·9	39·3	27·4	6
87·8	56·5	87·8	61·1	61·8	52·5	61·8	32·0	46·0	35·1	37·1	26·0	7
91·8	63·6	84·6	61·4	68·8	54·5	60·2	48·4	48·8	35·6	38·8	27·0	8
87·8	63·5	86·3	63·9	69·8	53·5	59·8	49·4	50·8	28·0	32·8	25·6	9
77·8	58·6	84·6	60·6	71·8	46·3	58·0	45·4	34·8	19·9	44·8	33·0	10
80·8	58·1	87·6	58·0	72·8	58·6	56·8	44·4	44·8	29·0	46·8	36·1	11
79·7	56·5	72·0	59·1	80·3	56·5	57·8	37·7	36·8	30·0	48·6	27·0	12
79·8	56·5	71·3	59·6	85·8	47·3	47·8	36·6	45·8	31·0	45·0	29·0	13
82·8	65·7	81·0	62·2	62·8	48·4	78·8	50·5	59·8	44·3	40·5	26·0	14
93·2	59·5	78·6	56·0	87·8	53·5	77·8	49·5	56·8	49·4	51·0	36·6	15
94·8	62·6	77·6	61·6	87·8	65·5	64·8	51·5	56·8	43·2	48·8	36·1	16
83·3	65·2	83·6	60·6	75·8	50·5	60·8	50·5	57·8	41·7	48·3	33·1	17
81·8	66·2	91·1	60·1	66·2	44·3	68·8	49·5	36·8	30·0	37·8	26·0	18
80·3	63·3	91·6	62·8	76·3	41·2	51·3	45·5	36·3	25·5	56·8	46·3	19
78·5	66·1	87·6	68·8	69·8	49·4	48·8	37·1	38·8	26·8	47·8	37·1	20
84·3	52·9	83·8	54·5	69·8	51·4	45·1	39·1	48·2	27·1	43·8	36·1	21
87·8	57·5	87·0	59·7	70·8	37·6	54·0	34·6	49·7	41·7	42·8	37·6	22
88·0	58·6	84·8	65·7	33·8	46·3	61·3	37·6	47·1	42·2	40·6	36·1	23
92·4	57·3	87·1	65·7	85·2	54·9	67·8	51·4	46·3	29·0	38·6	33·1	24
96·3	64·7	84·4	63·3	87·8	62·6	65·8	46·3	46·8	42·2	38·0	31·6	25
88·4	65·5	86·6	64·2	85·8	62·6	45·8	36·1	49·3	42·2	38·7	31·1	26
86·3	69·8	91·1	63·7	66·8	55·5	.	.	47·8	39·2	40·8	33·1	27
89·0	69·3	82·7	66·5	81·8	53·5	66·8	45·3	40·8	31·6	44·8	28·1	28
89·6	71·4	87·8	67·7	73·8	52·5	61·8	40·2	32·8	24·0	37·8	37·6	29
90·4	63·1	80·4	69·1	83·8	57·0	45·3	34·1	28·8	25·0	32·8	24·0	30
82·8	66·2	73·7	67·7	.	.	51·3	37·6	.	.	30·0	19·9	31
85·8	61·3	84·6	61·2	75·2	52·3	61·0	44·4	45·8	33·2	41·8	31·0	

TABLE XLVI.—TORONTO, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	23·5	13·4	41·2	30·2	41·5	23·6	51·6	35·0	47·1	30·8	75·3	53·5
2	17·2	7·8	40·5	32·3	43·1	32·7	48·1	21·6	47·7	30·0	75·1	55·9
3	13·3	— 1·1	39·5	32·3	41·5	28·6	31·4	18·7	57·2	31·8	74·1	52·5
4	16·9	— 0·5	33·7	18·9	32·6	18·7	44·5	27·2	55·5	33·7	69·2	47·3
5	21·8	7·2	31·4	17·9	31·2	9·3	42·5	32·7	51·1	29·7	62·2	44·0
6	32·2	16·6	36·0	30·1	31·7	2·1	48·3	31·8	58·0	38·5	69·6	50·7
7	34·0	24·3	40·3	23·7	33·4	15·1	46·6	27·0	55·8	35·7	67·0	55·7
8	24·7	— 1·7	31·2	12·6	32·2	17·9	41·2	29·8	56·0	40·5	76·7	53·5
9	15·7	— 6·6	36·7	14·7	27·5	13·8	48·3	36·0	52·9	40·2	72·3	56·5
10	24·0	14·8	40·2	24·6	19·3	8·8	53·6	37·5	53·0	41·0	65·0	50·3
11	28·2	4·0	42·3	21·4	32·4	8·7	56·1	41·0	58·0	41·5	60·0	41·1
12	3·7	—13·9	41·1	12·2	30·6	22·1	49·5	32·7	63·6	40·5	63·8	44·5
13	15·5	— 6·0	21·6	4·9	32·2	17·7	46·6	31·5	66·5	40·5	73·3	47·3
14	18·4	7·0	28·0	6·6	35·3	17·7	53·0	34·5	69·3	40·5	72·1	56·1
15	19·2	8·2	33·2	16·8	27·2	16·9	60·4	36·0	68·6	41·5	75·1	55·5
16	17·3	4·8	40·1	20·8	25·2	7·8	49·1	33·5	73·6	48·7	76·0	55·5
17	22·8	— 2·0	23·4	13·9	14·3	— 0·6	58·8	39·7	70·1	54·5	73·9	52·7
18	25·6	6·2	26·7	7·8	21·4	5·9	47·1	42·4	83·9	52·5	72·3	50·7
19	35·2	22·7	25·3	7·0	24·0	2·7	43·9	39·0	75·6	59·5	63·9	52·5
20	40·8	12·2	33·4	13·2	29·0	6·7	51·9	37·5	71·6	58·5	64·8	50·7
21	17·3	4·6	43·3	25·4	40·2	26·0	60·0	37·5	71·1	54·5	71·1	52·0
22	25·7	12·0	44·9	29·5	40·1	27·0	66·2	43·5	63·8	48·3	65·0	51·3
23	19·4	8·2	41·1	33·7	36·2	21·6	67·2	39·0	51·6	36·5	70·3	41·7
24	17·1	8·0	43·6	34·3	32·6	21·6	65·0	39·5	53·1	35·7	77·0	49·3
25	18·3	3·6	37·2	27·4	40·3	28·0	55·4	35·7	62·2	41·7	65·9	59·7
26	31·8	15·2	32·2	28·1	39·2	34·5	57·6	33·3	67·2	46·5	68·1	57·7
27	33·6	15·6	39·6	23·5	36·9	28·7	55·0	42·9	68·3	52·1	74·1	57·9
28	34·0	8·5	46·7	22·4	30·4	22·0	50·3	38·5	71·9	44·7	73·6	55·7
29	39·0	15·4	·	·	36·0	19·4	57·6	40·5	78·9	48·7	75·3	53·7
30	33·2	22·1	·	·	45·1	27·5	48·1	39·1	73·1	47·7	78·9	61·3
31	34·4	27·3	·	·	40·1	32·6	·	·	78·6	51·0	·	·
	24·3	10·0	36·0	20·9	33·0	17·9	51·8	35·2	63·6	43·2	71·7	52·2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
79.9	61.3	79.9	61.3	68.6	52.0	79.6	58.7	48.1	34.0	28.3	17.8	1
75.1	55.4	80.9	66.7	64.0	49.0	64.8	55.5	55.0	39.7	33.3	14.6	2
75.6	57.7	77.1	58.0	63.0	44.9	61.9	54.1	43.3	32.5	40.1	26.5	3
78.9	57.5	75.9	54.0	72.6	51.7	66.0	42.3	43.1	27.6	42.2	26.4	4
81.5	57.5	77.1	53.5	67.2	54.5	55.1	37.3	40.1	23.3	49.1	35.5	5
75.1	56.5	79.1	55.5	63.2	52.7	55.1	37.5	40.4	18.6	37.2	25.8	6
80.1	50.3	79.9	63.0	62.0	54.1	57.2	32.7	41.6	23.1	34.7	25.0	7
85.1	61.9	78.5	63.9	65.8	50.3	59.5	50.0	46.1	39.5	37.2	27.3	8
86.9	63.5	79.1	65.5	67.6	47.5	60.2	47.9	46.7	23.6	32.0	22.4	9
74.7	59.5	78.9	60.1	70.6	46.0	61.8	49.5	31.6	17.2	40.4	30.7	10
74.3	52.9	78.9	59.8	74.0	62.5	55.3	45.5	4.3	20.6	46.1	33.0	11
84.5	54.7	66.0	56.5	75.7	59.3	51.9	43.5	43.3	27.8	40.5	27.0	12
71.1	54.9	70.7	58.3	79.0	53.7	55.6	37.5	41.2	31.7	44.1	27.4	13
77.0	52.7	74.9	63.7	81.1	59.3	69.8	52.7	52.9	29.0	41.1	23.0	14
86.9	53.7	78.1	61.7	81.7	61.5	64.4	49.1	51.1	44.7	46.7	34.5	15
88.7	59.7	74.1	61.3	81.3	64.5	64.0	51.3	52.1	40.5	45.1	32.7	16
84.1	64.5	77.3	62.5	73.1	48.3	53.6	46.5	50.5	38.9	49.4	29.7	17
76.3	62.3	77.1	62.5	62.5	45.5	55.6	46.9	38.9	31.0	37.0	25.0	18
77.1	60.5	83.1	59.0	70.9	39.7	49.8	44.2	32.4	22.6	48.9	34.7	19
74.1	57.5	79.1	58.2	67.5	48.5	45.1	35.3	33.6	20.6	48.1	36.1	20
73.1	50.5	78.1	61.9	63.0	45.5	45.1	33.5	41.9	29.2	39.8	36.5	21
80.1	55.3	78.7	63.9	64.6	38.3	50.5	31.3	46.0	38.5	40.4	35.9	22
79.3	59.5	80.0	63.7	73.0	44.5	61.1	35.4	44.7	41.7	39.5	33.5	23
80.1	57.7	87.7	67.5	78.3	49.0	63.8	50.5	44.4	41.7	34.6	33.8	24
87.3	61.5	78.1	60.5	80.0	58.3	53.0	35.5	45.9	40.5	35.0	29.0	25
83.7	68.5	82.9	60.5	76.7	58.0	42.9	32.9	48.3	41.7	38.1	31.1	26
82.5	67.5	83.1	62.7	64.2	51.5	44.1	32.7	46.1	40.3	41.6	33.5	27
83.1	66.9	81.0	64.5	76.1	53.7	51.9	41.3	42.1	32.5	42.1	31.1	28
84.1	68.7	82.5	64.7	67.7	52.9	60.3	41.5	33.7	25.4	34.2	28.9	29
86.4	68.0	74.1	59.4	80.8	53.5	50.5	33.7	28.2	25.5	31.5	26.2	30
78.1	64.7	70.3	56.9	.	.	49.1	35.9	.	.	31.2	15.3	31
80.2	59.6	77.9	61.0	71.2	52.2	56.7	42.7	43.1	31.5	39.7	28.6	

TABLE XLVII.—WELLAND, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	21.0	12.0	45.0	31.0	40.0	19.0	50.0	36.0	42.0	37.0	85.0	53.0
2	20.0	9.0	40.0	25.0	44.0	30.0	34.0	25.0	48.0	28.0	76.0	59.0
3	12.0	5.0	40.0	30.0	40.0	30.0	34.0	18.0	54.0	36.0	70.0	62.0
4	16.0	5.0	40.0	28.0	30.0	21.0	56.0	26.0	55.0	34.0	74.0	52.0
5	25.0	4.0	27.0	15.0	27.0	15.0	43.0	32.0	58.0	33.0	59.0	45.0
6	41.0	15.0	32.0	20.0	28.0	2.0	48.0	30.0	60.6	40.0	67.0	54.0
7	32.0	25.0	38.0	28.0	28.0	15.0	43.0	20.0	60.0	32.0	75.0	50.0
8	16.0	3.0	30.0	11.0	36.0	15.0	46.0	22.0	57.0	36.0	84.0	49.0
9	17.0	3.0	34.0	11.0	20.0	13.0	48.0	32.0	56.0	36.0	84.0	67.0
10	29.0	5.0	37.0	20.0	22.0	7.0	53.0	31.0	58.0	38.0	60.0	52.0
11	32.0	16.0	43.0	21.0	34.0	10.0	54.0	38.0	64.0	40.0	73.0	42.0
12	8.0	2.0	23.0	13.0	28.0	24.0	49.0	30.0	65.0	37.0	61.0	52.0
13	15.0	-3.0	18.0	9.0	36.0	16.0	47.0	26.0	65.0	42.0	76.0	50.0
14	24.0	10.0	27.0	4.0	37.0	16.0	52.0	32.0	73.0	40.0	74.0	58.0
15	22.0	6.0	33.0	10.0	30.0	15.0	60.0	27.0	71.0	43.0	86.0	61.0
16	20.0	1.0	38.0	24.0	31.0	7.0	52.0	34.0	76.0	56.0	77.0	58.0
17	30.0	-1.0	22.0	16.0	23.0	-4.0	48.0	40.0	78.0	53.0	77.0	54.0
18	35.0	3.0	21.0	12.0	35.0	3.0	50.0	40.0	84.0	60.0	82.0	48.0
19	34.0	22.0	20.0	11.0	34.0	5.0	47.0	40.0	69.0	51.0	77.0	65.0
20	33.0	10.0	22.0	10.0	38.0	4.0	44.0	34.0	81.0	58.0	77.0	47.0
21	15.0	3.0	37.0	20.0	36.0	24.0	56.0	39.0	79.0	62.0	77.0	48.0
22	26.0	6.0	53.0	28.0	47.0	30.0	70.0	42.0	60.0	52.0	64.0	50.0
23	16.0	.	40.0	25.0	36.0	26.0	70.0	35.0	55.0	38.0	70.0	51.0
24	14.0	5.0	36.0	30.0	32.0	22.0	69.0	40.0	53.0	35.0	76.0	62.0
25	17.0	5.0	32.0	25.0	44.0	27.0	53.0	33.0	63.0	43.0	80.0	59.0
26	21.0	12.0	36.0	27.0	46.0	30.0	58.0	28.0	70.0	50.0	71.0	55.0
27	36.0	23.0	38.0	27.0	35.0	29.0	60.0	39.0	75.0	45.0	80.0	56.0
28	35.0	21.0	35.0	30.0	28.0	20.0	52.0	35.0	76.0	44.0	80.0	60.0
29	38.0	19.0	.	.	33.0	20.0	63.0	43.0	80.0	46.0	60.0	60.0
30	34.0	18.0	.	.	45.0	25.0	45.0	36.0	81.0	51.0	81.0	59.0
31	43.0	15.0	.	.	46.0	30.0	.	.	83.0	57.0	.	.
	25.3	10.3	33.8	20.0	34.3	17.6	52.1	32.8	66.7	43.2	74.4	54.6

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
74.0	66.0	90.0	57.0	65.0	53.0	90.0	60.0	49.0	28.0	28.0	20.0	1
68.0	55.0	86.0	67.0	62.0	48.0	77.0	57.0	49.0	40.0	30.0	10.0	2
79.0	65.0	77.0	64.0	63.0	41.0	75.0	55.0	38.0	30.0	37.0	25.0	3
91.0	61.0	74.0	53.0	72.0	53.0	66.0	56.0	45.0	25.0	42.0	28.0	4
80.0	53.0	78.0	48.0	66.0	56.0	50.0	35.0	45.0	27.0	46.0	34.0	5
75.0	59.0	80.0	57.0	66.0	54.0	55.0	35.0	33.0	20.0	33.0	27.0	6
81.0	50.0	79.0	61.0	66.0	56.0	60.0	32.0	45.0	10.0	35.0	24.0	7
80.0	60.0	79.0	60.0	60.0	55.0	56.0	48.0	47.0	34.0	35.0	24.0	8
84.0	64.0	75.0	65.0	72.0	48.0	61.0	38.0	43.0	28.0	30.0	24.0	9
78.0	59.0	77.0	60.0	81.0	55.0	61.0	39.0	27.0	20.0	39.0	25.0	10
78.0	58.0	76.0	56.0	75.0	60.0	49.0	42.0	39.0	15.0	42.0	35.0	11
77.0	51.0	78.0	60.0	83.0	60.0	49.0	40.0	43.0	24.0	43.0	22.0	12
75.0	56.0	73.0	62.0	81.0	62.0	60.0	35.0	50.0	25.0	44.0	30.0	13
83.0	54.0	76.0	60.0	83.0	51.0	67.0	54.0	54.0	25.0	36.0	20.0	14
87.0	60.0	77.0	59.0	82.0	64.0	71.0	45.0	51.0	46.0	48.0	35.0	15
90.0	63.0	72.0	61.0	78.0	66.0	61.0	59.0	51.0	41.0	46.0	36.0	16
78.0	66.0	80.0	60.0	78.0	56.0	59.0	49.0	54.0	37.0	48.0	32.0	17
82.0	62.0	82.0	59.0	63.0	43.0	61.0	47.0	33.0	27.0	33.0	22.0	18
70.0	63.0	81.0	59.0	67.0	37.0	47.0	44.0	35.0	25.0	49.0	33.0	19
72.0	60.0	82.0	57.0	74.0	45.0	40.0	39.0	37.0	17.0	44.0	34.0	20
77.0	53.0	80.0	58.0	59.0	43.0	43.0	38.0	47.0	20.0	44.0	30.0	21
84.0	55.0	90.0	60.0	65.0	35.0	47.0	30.0	46.0	37.0	46.0	38.0	22
83.0	58.0	87.0	65.0	73.0	43.0	58.0	38.0	47.0	41.0	42.0	36.0	23
84.0	54.0	83.0	68.0	77.0	48.0	65.0	53.0	52.0	43.0	36.0	32.0	24
85.0	67.0	79.0	65.0	78.0	60.0	56.0	50.0	58.0	42.0	35.0	31.0	25
87.0	71.0	80.0	60.0	79.0	58.0	42.0	36.0	52.0	42.0	38.0	34.0	26
86.0	66.0	82.0	62.0	75.0	56.0	43.0	38.0	45.0	42.0	39.0	30.0	27
90.0	70.0	85.0	68.0	77.0	57.0	62.0	40.0	34.0	30.0	40.0	28.0	28
80.0	68.0	80.0	59.0	78.0	50.0	59.0	49.0	28.0	22.0	36.0	37.0	29
85.0	63.0	78.0	57.0	80.0	56.0	48.0	36.0	27.0	19.0	26.0	24.0	30
.	.	73.0	58.0	.	.	48.0	32.0	.	.	26.0	20.0	31
80.4	60.3	79.2	59.3	72.3	51.3	57.9	43.2	43.1	29.2	38.6	28.7	

TABLE XLVIII.—NEWMARKET, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·0	3·0	40·2	28·5	43·0	16·1	50·0	32·0	46·5	27·0	85·0	46·0
2	21·0	4·5	39·0	30·0	44·3	28·5	27·3	19·0	47·0	26·8	76·0	54·5
3	9·0	— 5·5	37·0	29·6	37·1	21·7	37·4	11·8	57·5	22·6	77·5	52·7
4	10·2	— 5·3	32·1	17·9	35·1	13·0	45·6	19·8	53·0	27·5	63·7	41·7
5	19·2	— 3·7	32·5	14·5	.	.	41·6	25·3	61·3	21·2	70·0	37·5
6	30·3	3·0	34·7	21·5	.	.	45·1	28·0	63·2	26·3	78·0	44·3
7	33·2	16·0	37·5	27·3	.	.	45·0	22·3	60·4	25·6	75·3	41·1
8	.	.	25·4	3·8	25·0	— 7·0	50·4	19·7	57·6	37·5	80·0	50·2
9	17·5	—20·0	33·2	7·7	19·8	12·0	54·3	30·5	57·5	31·0	82·0	52·7
10	19·5	6·0	40·0	22·1	17·1	2·0	55·8	25·0	55·3	32·0	67·0	50·0
11	16·0	—15·0	34·3	15·2	31·4	— 5·0	56·4	23·0	57·2	38·1	69·3	36·5
12	14·5	—21·0	30·2	8·7	30·1	14·0	56·3	25·8	66·3	34·0	67·0	43·3
13	12·0	—20·5	18·0	— 1·0	32·0	5·4	.	.	70·4	30·5	76·0	44·3
14	12·4	5·0	28·3	— 4·8	35·2	16·1	.	.	80·0	31·8	79·6	47·1
15	13·7	0·0	29·5	10·0	26·2	11·0	.	.	75·3	34·8	84·8	50·0
16	13·8	3·0	35·4	24·8	27·3	0·0	.	.	76·4	48·3	73·0	62·2
17	19·0	—12·0	16·4	11·5	16·0	—14·0	.	.	70·1	54·6	81·0	41·0
18	25·2	— 2·0	25·0	5·0	20·0	—10·0	.	.	80·1	57·0	83·0	43·0
19	34·1	19·5	21·4	— 4·0	24·0	—15·0	.	.	79·0	49·8	67·9	50·0
20	36·2	7·5	32·0	7·1	25·2	— 6·5	.	.	82·0	54·1	73·0	34·5
21	15·2	3·5	43·0	26·0	36·8	17·9	.	.	81·0	56·2	70·0	47·0
22	24·4	8·5	41·5	27·3	38·4	17·6	70·4	29·4	61·7	52·0	65·0	44·0
23	14·0	6·0	40·2	29·1	31·4	15·8	71·6	30·5	48·0	35·7	76·0	30·0
24	13·0	3·8	42·3	28·7	35·5	14·2	61·0	33·0	53·0	30·5	81·0	43·0
25	15·5	0·0	32·3	22·1	40·0	23·0	55·4	29·1	63·0	36·8	82·0	58·0
26	17·8	7·8	30·7	23·3	39·8	30·0	62·1	25·9	68·1	35·4	72·0	50·0
27	30·5	11·7	35·3	12·7	32·0	27·1	63·4	33·7	77·2	42·0	79·5	45·8
28	32·0	— 5·0	34·2	14·5	26·0	17·1	43·0	36·0	78·5	36·2	78·2	54·3
29	33·1	7·0	.	.	26·5	12·0	58·3	40·0	78·2	40·1	77·9	48·7
30	32·0	8·4	.	.	45·0	20·3	45·0	34·5	81·1	46·3	81·0	49·0
31	34·7	25·0	.	.	41·6	27·0	.	.	85·4	46·4	.	.
	20·6	13·0	32·9	16·4	31·5	10·9	52·1	27·3	66·8	37·4	75·9	46·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
°	°	82.0	46.1	66.0	47.7	83.1	46.1	46.0	26.5	24.0	12.7	1
°	°	81.7	49.8	61.7	41.5	65.0	35.5	52.3	35.2	31.2	7.0	2
°	°	82.3	60.0	62.1	40.0	61.3	45.4	34.0	27.0	36.0	24.0	3
°	°	75.2	49.1	75.0	43.0	64.2	50.3	39.8	22.2	37.3	20.5	4
°	°	78.1	45.2	61.0	50.3	51.0	31.2	34.6	21.0	47.0	35.1	5
°	°	80.7	46.0	70.3	40.2	52.4	30.0	35.0	13.1	35.0	15.0	6
°	°	80.1	52.6	63.7	37.2	54.0	23.6	40.0	10.8	35.0	15.0	7
°	°	81.3	57.0	72.0	40.1	55.1	43.0	41.0	29.0	35.0	14.3	8
88.0	59.0	84.0	54.0	71.3	36.2	58.2	41.2	32.2	19.0	33.0	16.2	9
87.5	53.1	76.5	48.7	75.0	44.2	58.4	36.5	28.2	11.8	29.0	16.0	10
76.8	43.0	78.8	51.7	72.0	56.1	53.1	41.0	35.2	16.0	36.4	24.1	11
83.0	52.4	68.2	46.0	79.0	52.0	49.3	36.2	42.1	21.5	43.2	33.0	12
80.3	46.1	73.0	48.2	81.4	50.0	55.2	34.2	35.5	25.0	43.4	23.0	13
82.3	42.3	81.4	56.5	82.3	48.7	73.2	46.5	54.2	29.6	37.2	24.0	14
89.0	48.7	78.2	53.5	81.0	54.0	65.7	47.5	52.6	40.2	42.1	25.3	15
91.2	56.8	77.5	54.0	81.5	60.0	53.2	40.0	52.1	36.0	45.2	30.0	16
86.7	61.0	74.5	57.0	69.0	49.2	53.5	36.8	49.2	31.0	44.6	29.2	17
78.7	61.0	81.2	48.7	68.7	37.3	53.2	42.7	30.5	22.4	43.2	28.0	18
78.5	60.0	80.0	50.0	70.0	31.5	49.3	40.8	29.2	18.2	30.0	17.4	19
72.0	51.3	85.1	46.5	66.0	36.1	44.8	30.0	32.5	8.0	52.0	24.1	20
78.2	49.0	82.1	53.4	61.0	35.0	42.0	22.0	39.0	21.2	43.2	36.3	21
83.2	45.1	85.3	55.1	66.3	27.2	50.2	21.7	43.2	31.1	36.2	30.0	22
86.3	48.2	81.7	56.8	77.0	36.0	60.0	31.5	45.2	33.1	42.1	33.5	23
89.2	44.2	82.5	60.0	81.5	42.0	64.2	45.1	45.4	35.3	34.1	31.5	24
91.3	47.5	75.0	56.0	82.5	54.0	45.6	32.2	46.1	34.4	34.0	28.0	25
86.3	60.0	82.0	50.2	74.2	50.1	43.2	27.0	51.0	39.2	32.5	25.0	26
84.0	64.0	84.1	53.0	68.2	42.0	47.3	22.0	44.8	32.0	40.1	29.0	27
85.2	63.5	83.1	53.0	73.0	41.5	57.3	33.2	37.2	30.0	41.2	26.3	28
85.4	64.7	82.0	54.5	70.0	35.5	53.2	38.7	31.0	27.1	30.5	21.5	29
89.3	56.0	76.2	50.0	85.0	34.6	49.2	27.1	30.8	23.1	29.0	23.0	30
85.5	53.1	69.2	48.7	.	.	49.1	29.3	.	.	21.0	13.0	31
84.2	53.0	79.5	51.2	69.9	43.1	55.3	35.8	40.3	25.7	37.0	3.9	

TABLE XLIX.—PORT PERRY, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	20·0	2·8	39·7	33·7	43·5	19·1	50·7	33·8	48·6	31·7	85·6	52·0
2	16·2	6·2	38·9	30·9	42·3	28·1	45·4	18·5	46·6	29·8	78·7	56·8
3	9·3	— 6·8	36·9	30·1	36·9	23·7	33·9	14·7	58·4	28·4	72·8	54·8
4	9·7	— 2·4	32·1	22·2	31·7	15·7	45·7	21·3	50·3	36·8	67·6	48·3
5	19·9	2·9	29·8	19·4	25·8	8·1	41·4	33·7	67·7	26·5	67·8	40·1
6	30·8	11·9	34·0	28·9	22·9	— 7·2	43·8	30·1	62·2	29·8	73·8	48·4
7	33·4	22·0	36·8	23·3	30·3	8·2	44·2	24·2	59·7	28·9	73·8	47·9
8	22·5	— 8·2	25·9	6·1	26·2	11·9	47·8	21·5	59·6	31·7	79·6	49·8
9	9·7	— 16·2	33·8	10·0	24·5	11·8	52·8	33·7	54·2	36·8	72·8	60·0
10	20·7	9·9	38·8	23·4	17·8	3·3	56·7	30·7	52·6	39·6	66·5	48·1
11	25·9	12·0	39·8	15·8	32·7	0·3	54·4	31·2	59·9	41·1	69·0	41·3
12	11·8	— 28·2	41·4	7·1	30·5	19·2	49·4	30·7	65·0	36·9	70·5	47·9
13	11·0	12·2	15·6	— 0·6	37·5	11·8	51·9	24·9	69·7	35·8	78·9	47·8
14	15·7	— 2·5	29·8	— 4·9	35·8	14·8	56·5	25·0	74·8	35·7	77·7	51·9
15	15·0	— 0·6	32·4	8·2	26·1	13·9	57·7	30·9	75·8	41·6	83·7	51·8
16	13·2	4·3	37·7	13·7	23·8	1·2	57·6	30·2	74·4	49·8	75·4	55·2
17	20·8	— 8·7	18·3	11·8	14·8	— 7·8	61·7	33·7	72·2	55·9	76·8	49·1
18	26·8	— 0·6	24·6	6·1	22·8	— 8·2	55·9	36·5	81·7	60·1	81·7	46·5
19	32·0	21·3	21·5	2·0	25·8	— 11·1	47·5	37·8	79·7	53·0	71·2	54·0
20	44·4	9·5	30·7	8·9	29·6	— 3·9	48·4	35·0	78·8	55·8	71·3	48·3
21	13·3	1·0	44·9	25·1	35·7	21·3	59·6	37·9	76·9	54·8	75·7	49·9
22	26·0	9·5	44·4	31·3	34·8	22·3	69·9	34·7	64·2	53·9	63·7	49·2
23	16·0	6·2	40·3	27·3	29·3	21·3	76·8	34·8	54·7	36·9	73·7	35·0
24	13·1	— 5·9	40·3	32·8	35·5	18·6	63·4	41·0	51·7	34·4	81·7	48·3
25	14·1	— 5·9	35·0	25·0	40·1	26·0	53·2	32·7	61·7	40·1	81·6	58·2
26	27·8	9·9	26·8	25·5	39·9	35·9	61·5	31·7	66·3	42·3	71·6	57·6
27	31·9	13·8	39·8	17·6	36·3	28·5	60·6	38·3	75·5	43·0	78·7	50·4
28	31·8	— 3·5	39·7	19·3	28·8	17·2	50·6	37·9	76·6	41·1	79·8	51·8
29	36·1	7·0	.	.	37·8	16·6	55·8	42·1	77·6	45·0	76·8	58·3
30	30·7	7·0	.	.	49·8	21·8	47·6	37·8	81·2	46·1	70·8	51·8
31	36·9	25·9	.	.	39·0	30·2	.	.	83·6	51·8	.	.
	22·1	2·6	34·3	17·8	32·2	13·3	53·4	32·2	66·5	41·1	72·8	49·3

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
79.7	61.3	84.7	50.5	67.2	50.3	84.0	59.0	48.7	29.8	25.8	14.3	1
76.8	56.1	84.5	66.0	62.7	44.0	69.7	52.6	51.7	38.1	28.8	6.6	2
72.8	52.8	72.8	56.9	62.7	39.7	66.6	46.1	43.8	21.1	35.7	23.0	3
81.6	46.1	74.3	58.3	77.0	49.8	63.2	43.6	40.9	27.9	37.1	19.3	4
77.6	52.6	76.8	53.8	62.0	53.8	51.1	32.1	33.9	29.8	47.9	33.7	5
77.3	52.9	82.7	52.8	66.1	46.8	52.7	36.9	33.6	13.3	35.6	18.6	6
82.2	44.7	80.2	61.4	62.2	49.8	55.7	27.9	41.9	19.4	30.5	16.3	7
87.7	61.0	82.7	59.1	69.3	44.3	54.8	47.8	44.3	33.4	32.9	22.3	8
84.6	63.0	78.6	52.8	71.9	43.1	57.7	43.2	47.7	20.0	28.8	16.7	9
74.7	57.1	75.8	53.9	74.6	43.4	55.5	43.1	27.2	13.4	35.1	23.5	10
73.0	47.1	77.7	55.6	78.6	56.5	51.9	45.0	34.7	19.4	41.9	32.5	11
79.8	51.7	64.3	49.0	81.9	55.1	48.5	50.1	40.8	27.5	39.3	27.0	12
75.9	52.8	74.8	51.7	80.5	54.8	54.3	40.8	33.8	23.0	42.1	23.7	13
80.8	45.1	78.2	59.6	84.6	53.1	67.8	49.5	51.7	30.8	35.3	17.2	14
88.7	51.8	76.7	53.7	82.6	56.7	62.4	44.3	50.2	44.1	42.1	29.7	15
90.8	60.5	75.8	58.2	80.2	62.9	61.3	45.3	51.5	42.0	43.7	31.3	16
84.7	63.1	77.5	49.8	71.8	48.0	54.4	39.1	47.3	37.2	41.8	29.7	17
79.6	62.0	82.6	52.4	57.9	40.4	51.7	43.6	43.1	25.5	41.9	15.8	18
74.3	62.3	81.7	53.7	70.0	34.9	48.0	42.9	27.4	18.4	50.2	28.5	19
74.7	55.8	81.7	50.2	66.5	41.1	43.9	28.8	31.9	15.8	44.8	30.8	20
77.5	51.8	81.8	53.2	59.6	42.0	41.8	26.2	37.5	21.8	35.5	28.8	21
84.5	48.9	84.5	54.0	64.2	31.3	45.4	27.0	40.4	32.8	39.9	31.8	22
83.6	53.8	84.4	59.9	74.7	40.0	61.7	32.8	44.3	35.8	31.7	29.8	23
84.6	57.7	81.2	64.0	78.8	46.9	64.2	46.9	45.9	41.1	31.4	25.9	24
87.8	52.8	77.6	58.0	82.6	56.9	54.7	31.8	44.1	40.1	29.7	25.7	25
87.8	62.1	80.2	54.8	73.8	54.4	41.8	29.0	49.7	42.2	35.9	28.6	26
86.7	64.3	84.8	54.8	68.8	47.0	46.8	25.0	44.7	35.9	38.9	29.0	27
85.0	66.6	81.7	49.0	72.9	51.8	52.6	35.9	39.6	30.6	39.8	27.9	28
84.7	68.4	81.7	61.1	71.8	42.1	60.0	38.4	32.4	23.0	29.6	24.0	29
84.7	63.7	76.8	54.8	83.8	52.8	50.7	33.8	29.8	23.0	27.9	21.7	30
83.2	60.0	70.0	51.3			48.7	23.8			25.8	12.8	31
81.8	56.2	79.0	56.0	63.7	46.2	55.6	39.0	41.2	29.5	36.6	24.0	

TABLE L.—PETERBORO', ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	14.5	5.2	39.8	24.0	42.9	20.5	.	.	47.8	34.1	87.7	49.1
2	17.4	4.4	38.8	28.0	41.9	33.5	45.8	18.2	50.7	30.1	86.6	50.1
3	9.3	6.0	37.8	31.5	35.9	24.0	36.1	16.0	56.7	29.0	.	.
4	5.9	8.5	.	.	.	.	47.7	20.0	53.7	34.1	75.7	48.1
5	18.1	2.8	33.9	21.2	33.9	7.5	38.2	33.3	58.7	26.0	69.7	42.2
6	31.9	3.0	33.9	27.0	22.7	0.0	46.7	31.0	.	.	74.6	49.1
7	.	.	36.8	22.4	31.9	7.2	55.7	19.0	63.7	31.1	73.7	53.1
8	33.9	5.5	27.1	5.7	24.9	10.0	.	.	60.7	37.1	82.3	53.3
9	9.4	17.1	33.4	13.5	28.9	12.2	54.7	22.0	55.7	37.6	72.7	51.7
10	22.9	6.0	39.3	20.0	19.9	5.4	59.7	32.1	53.7	41.2	.	.
11	27.0	15.2	.	.	.	.	57.7	36.1	57.7	40.2	69.7	36.1
12	16.6	22.9	40.9	8.0	34.9	1.5	51.7	30.5	63.2	39.4	72.7	45.0
13	14.6	12.0	19.0	0.8	34.9	13.0	52.7	25.0	.	.	76.7	45.2
14	.	.	29.9	0.6	35.7	15.2	58.7	21.0	76.6	40.7	79.6	50.6
15	16.6	3.0	33.4	9.0	24.9	14.2	.	.	77.7	46.2	81.4	51.1
16	16.6	7.0	38.8	17.2	24.9	5.0	60.7	29.0	76.7	52.1	73.7	51.6
17	19.0	4.1	19.4	12.5	14.2	3.7	64.2	40.6	76.7	52.1	.	.
18	26.4	1.6	.	.	.	.	58.1	37.1	82.6	52.1	82.8	43.7
19	34.7	22.6	29.9	5.0	24.9	3.5	49.7	36.5	81.8	62.6	74.7	54.7
20	37.2	9.3	30.9	10.2	29.9	0.0	47.7	36.1	.	.	74.7	42.2
21	.	.	45.8	28.9	35.9	22.0	62.7	38.1	81.4	56.6	68.7	50.1
22	26.9	5.6	46.3	25.0	36.9	24.0	.	.	65.7	51.1	67.7	49.1
23	17.6	5.7	41.9	30.0	39.8	21.0	75.1	34.1	55.7	36.1	73.7	40.2
24	13.4	2.2	44.5	33.1	37.8	19.0	69.4	38.2	59.7	35.1	.	.
25	11.3	5.0	.	.	.	.	57.7	34.1	65.7	45.2	83.7	43.2
26	29.8	1.0	37.6	25.5	40.1	26.5	63.5	31.6	63.7	47.2	72.7	51.1
27	33.9	12.2	38.8	21.5	38.8	28.4	62.0	36.6	.	.	78.6	50.1
28	.	.	37.8	20.0	30.9	19.0	49.7	36.1	78.6	44.2	81.3	49.1
29	34.9	0.8	.	.	39.8	16.5	.	.	79.7	45.2	73.7	51.1
30	30.9	11.4	.	.	47.8	23.0	56.2	36.6	83.2	44.2	78.6	50.1
31	33.9	24.0	.	.	46.2	26.5	.	.	85.6	51.6	.	.
	22.4	1.3	35.7	18.2	33.4	14.3	55.3	30.8	67.5	42.3	76.5	45.3

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
.	.	86.7	63.0	69.7	49.9	81.6	48.1	45.8	28.6	27.9	15.2	1
81.6	55.7	83.1	66.5	.	.	68.7	51.8	52.5	37.6	.	.	2
68.2	40.6	84.6	59.1	63.7	40.2	69.7	44.2	40.8	32.1	40.3	19.0	3
84.6	52.1	78.8	52.9	74.7	52.5	64.7	46.2	.	.	37.7	19.0	4
80.6	54.1	.	.	66.7	52.1	51.7	30.1	40.8	21.2	45.7	35.5	5
80.6	52.6	83.5	53.4	67.4	44.0	52.7	35.6	35.3	13.2	37.8	18.2	6
83.6	47.1	84.7	57.4	63.1	50.1	.	.	42.7	15.2	28.9	14.5	7
.	.	86.6	60.3	71.7	49.1	58.2	29.6	44.7	22.0	34.9	23.2	8
86.6	60.1	83.6	57.1	.	.	58.7	44.2	43.8	20.2	.	.	9
77.7	58.6	76.6	55.1	77.9	42.2	56.2	40.2	28.7	9.0	35.7	12.5	10
75.7	56.7	81.4	54.1	81.6	55.1	54.7	45.2	.	.	42.8	32.1	11
82.	49.1	.	.	83.2	56.1	51.3	40.7	43.8	15.0	37.8	30.5	12
78.	50.1	.	.	85.3	58.1	57.7	40.2	36.1	32.0	41.8	23.6	13
83.2	45.2	.	.	87.3	54.1	.	.	52.7	24.0	33.9	10.0	14
.	.	.	.	85.4	54.5	67.2	49.1	51.9	44.1	43.8	30.0	15
83.7	51.1	.	.	.	.	60.7	47.1	51.2	39.1	.	.	16
80.2	64.1	.	.	80.1	51.1	53.7	37.1	48.9	35.1	43.7	27.0	17
79.7	60.1	.	.	59.7	41.2	50.7	43.2	.	.	30.7	10.0	18
75.7	60.6	.	.	72.2	24.1	50.7	41.7	44.8	20.2	47.3	24.0	19
73.7	55.1	84.1	53.6	69.2	39.6	43.7	30.5	30.4	13.3	46.1	29.0	20
77.7	51.3	84.5	53.1	62.5	43.6	.	.	39.8	16.2	.	.	21
.	.	86.1	53.1	69.2	34.9	48.7	28.0	41.5	33.6	36.9	28.0	22
85.7	50.5	.	.	.	.	56.7	38.6	43.7	39.1	.	.	23
86.8	55.8	.	.	82.7	37.6	62.7	38.1	45.9	40.2	34.9	2.5	24
90.0	60.6	.	.	83.6	54.1	48.7	32.1	.	.	30.9	23.0	25
93.4	61.6	.	.	77.7	53.1	43.3	27.4	56.9	39.6	37.0	29.0	26
86.2	69.1	87.1	54.1	71.8	44.2	45.7	21.2	.	.	40.7	22.0	27
84.2	68.1	84.6	53.1	75.7	48.1	.	.	48.8	30.5	41.8	27.8	28
.	.	82.7	63.1	71.7	38.2	61.7	30.1	32.9	25.0	32.9	23.0	29
87.2	65.8	79.7	55.1	.	.	.	.	29.4	24.2	.	.	30
85.5	57.6	73.6	51.1	.	.	49.7	31.1	.	.	.	.	31
82.4	55.9	.	.	74.2	47.1	56.5	38.1	42.7	26.4	38.0	22.0	

TABLE LI.—NORWOOD, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	12·6	11·9	39·1	26·6	41·3	19·6	43·7	34·4	48·6	37·0	85·7	48·4
2	18·9	8·1	32·3	0·2	41·0	30·0	41·9	22·9	47·0	30·7	78·5	58·7
3	·	·	38·7	30·3	37·0	26·0	33·8	15·8	55·9	26·5	74·9	51·4
4	·	·	34·1	22·1	33·0	18·4	45·1	20·9	51·9	35·2	68·1	49·4
5	·	·	30·8	23·8	25·5	8·7	38·1	33·5	56·9	24·9	68·6	41·0
6	·	·	33·5	27·5	21·6	0·5	47·3	32·5	61·9	29·9	72·8	46·0
7	·	·	37·0	25·5	31·0	8·6	45·7	26·4	57·2	27·9	73·9	46·5
8	·	·	26·2	8·1	24·3	9·2	48·6	22·4	57·8	36·3	81·8	52·0
9	·	·	31·8	9·6	31·3	13·2	51·4	33·5	53·5	33·9	76·0	62·8
10	·	·	37·8	18·9	20·1	4·3	56·9	31·8	51·8	41·9	70·7	50·9
11	·	·	50·0	11·3	30·9	5·6	55·1	36·7	59·9	46·1	68·7	38·6
12	·	·	38·3	10·6	33·0	20·9	47·9	30·4	67·7	20·7	75·8	45·7
13	·	·	19·8	0·6	30·8	13·2	49·0	25·3	71·2	32·9	75·9	46·5
14	·	·	28·8	4·1	35·0	16·9	56·8	25·5	75·1	35·0	77·4	53·4
15	·	·	32·7	5·7	24·3	15·4	60·0	27·1	77·7	41·3	84·9	49·8
16	·	·	37·7	18·9	23·0	5·9	58·7	30·1	74·6	53·5	76·8	62·9
17	·	·	20·3	14·5	11·8	5·1	61·4	41·8	76·7	53·7	78·7	51·9
18	·	·	22·8	4·3	19·0	9·0	57·9	38·8	81·2	54·8	80·9	58·4
19	33·2	18·7	30·3	3·1	21·9	9·7	49·3	56·0	82·7	51·9	74·9	44·0
20	35·9	9·7	28·7	11·7	27·3	2·0	45·5	34·5	79·5	56·4	70·9	34·9
21	14·2	11·3	43·3	21·4	34·5	22·5	60·8	38·1	64·8	57·1	70·1	50·5
22	25·9	3·6	43·6	25·0	35·7	25·1	69·0	31·9	65·0	51·7	65·0	47·9
23	19·0	9·2	41·6	30·0	41·7	23·4	70·9	32·9	55·4	37·9	71·8	35·6
24	14·1	1·5	41·8	33·0	33·0	19·9	68·3	38·3	57·7	35·5	79·7	42·6
25	10·2	0·7	39·3	27·2	38·8	26·8	57·4	35·0	62·9	44·3	82·2	60·0
26	29·0	4·6	37·6	27·2	38·8	35·8	62·4	27·0	66·6	48·4	72·4	51·1
27	32·5	16·4	37·3	22·3	39·8	30·5	59·5	32·5	72·8	39·0	78·7	46·9
28	31·3	3·0	37·6	20·4	31·2	19·8	48·4	36·3	71·6	41·0	80·6	47·8
29	33·8	5·2	·	·	39·0	17·4	57·7	43·6	77·2	42·6	73·8	50·1
30	30·8	15·1	·	·	46·7	23·4	49·6	40·0	80·2	42·3	79·7	41·0
31	38·6	24·0	·	·	39·7	29·4	·	·	83·8	48·4	·	·
	·	·	34·9	17·0	31·7	14·8	53·3	31·9	68·0	40·9	75·3	49·2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
81.3	63.9	82.7	50.9	69.2	51.5	83.0	57.0	44.6	26.2	28.0	16.5	1
78.8	59.0	82.0	64.1	64.1	45.1	64.9	51.0	51.4	38.4	27.9	8.1	2
66.6	48.8	75.7	58.1	61.6	33.5	66.0	44.0	41.0	33.0	55.1	19.4	3
82.5	47.1	75.3	46.6	75.1	52.7	63.2	48.0	40.0	29.0	30.1	18.8	4
76.0	49.8	78.2	53.0	75.1	52.3	52.0	30.8	36.5	23.0	44.0	35.5	5
75.9	50.7	80.8	47.5	65.1	38.8	52.0	32.5	34.5	24.5	36.8	19.0	6
80.6	44.9	82.2	58.5	62.5	51.5	56.8	27.5	39.0	13.0	28.5	14.0	7
83.5	62.0	82.8	58.0	68.9	46.6	54.8	47.9	44.7	27.9	35.1	24.4	8
84.6	63.8	80.2	57.5	73.2	38.9	57.1	41.9	44.6	22.2	26.0	12.2	9
78.3	59.4	75.2	56.4	73.5	42.1	55.9	57.3	29.0	14.8	33.0	27.8	10
75.7	44.0	79.0	52.7	78.1	51.6	53.1	46.8	36.0	16.8	32.2	32.0	11
80.9	46.3	68.0	49.6	80.1	57.9	54.5	42.3	43.0	29.6	35.0	25.7	12
76.8	46.9	76.1	54.7	83.4	54.9	54.0	37.5	34.0	22.0	40.0	25.6	13
81.5	43.7	77.2	57.5	83.8	51.7	64.0	48.2	49.3	25.6	33.0	15.3	14
87.5	50.4	76.1	53.0	83.8	54.7	60.0	56.7	50.3	44.5	42.0	31.0	15
91.3	59.4	73.9	60.2	78.8	62.0	59.2	47.5	50.0	39.9	42.9	28.8	16
81.7	64.3	76.3	59.9	77.8	50.0	52.3	35.0	46.8	34.8	42.0	28.0	17
77.9	59.8	81.9	52.2	60.0	37.0	56.0	43.9	44.8	28.5	31.0	14.3	18
77.0	59.4	81.9	52.2	69.9	30.3	50.0	41.1	30.0	17.6	45.0	23.0	19
73.3	55.8	80.4	52.0	67.2	42.9	43.0	29.6	30.0	12.0	45.0	29.8	20
76.4	49.9	81.1	52.3	59.3	38.5	44.7	26.5	37.3	18.9	31.5	28.0	21
81.7	49.1	83.0	51.0	65.1	30.0	57.0	39.4	39.8	32.2	35.6	30.0	22
84.2	51.5	84.5	50.2	74.2	31.8	62.5	34.2	42.7	37.6	34.9	27.9	23
85.2	47.1	78.0	66.5	78.0	39.7	44.2	32.5	45.8	50.1	36.0	26.0	24
88.1	53.4	78.0	60.0	82.0	53.5	40.0	28.0	43.2	39.2	31.0	28.0	25
89.7	56.1	79.4	53.0	76.0	53.0	42.2	25.0	49.5	41.8	36.5	31.0	26
85.9	65.6	84.0	50.5	74.0	42.0	50.0	29.5	49.6	37.7	40.0	31.2	27
82.6	66.9	82.5	60.0	74.8	44.5	62.5	38.5	36.9	33.2	41.8	28.5	28
84.6	68.2	82.5	64.0	69.8	36.5	62.1	30.2	34.0	26.2	30.9	22.5	29
88.7	64.9	78.0	61.4	82.2	48.0	48.0	29.0	30.9	25.3	29.2	19.8	30
80.7	59.4	71.9	49.8	.	.	.	.	.	.	24.0	10.7	31
81.0	52.0	79.0	52.0	73.9	45.0	55.7	38.9	39.7	27.6	36.0	23.6	

TABLE LII.—BELLEVILLE, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	18·7	0·0	42·1	32·4	40·7	25·6	48·1	33·7	51·5	·	88·1	50·5
2	17·7	-3·3	40·6	31·5	43·5	30·7	44·3	27·5	50·1	·	82·7	54·2
3	11·8	-7·4	40·9	30·2	40·7	27·3	36·2	21·8	55·5	·	78·1	56·3
4	7·7	-10·8	36·5	26·8	34·2	12·7	46·1	24·8	55·5	·	72·9	53·1
5	19·0	1·1	33·8	27·9	25·7	13·1	42·3	34·2	59·4	·	72·7	46·6
6	35·2	13·8	36·1	28·1	23·0	4·6	50·2	34·6	65·1	·	76·5	49·6
7	·	·	40·6	27·1	32·1	11·5	46·5	29·7	59·3	·	73·1	55·3
8	35·7	-2·4	28·0	12·4	31·5	14·5	49·4	26·0	59·9	38·8	83·8	57·4
9	5·6	-10·8	32·9	17·6	34·7	15·0	53·1	34·0	56·8	40·0	73·3	55·5
10	26·5	4·9	37·6	24·8	20·9	6·6	60·0	36·3	53·5	42·6	71·3	47·7
11	28·0	17·7	40·5	24·1	32·7	11·9	58·6	38·5	56·2	44·3	70·1	48·3
12	25·8	-18·5	40·8	13·3	32·2	23·9	49·7	34·6	66·5	42·4	76·4	50·6
13	16·2	-12·8	21·8	4·6	30·7	17·6	51·8	29·0	70·3	43·6	79·7	50·2
14	·	·	26·5	15·4	37·3	17·8	57·7	32·0	69·9	44·7	78·3	60·2
15	14·5	-1·2	34·8	12·0	24·8	17·7	58·9	31·5	74·5	52·1	87·0	60·9
16	17·7	2·3	39·9	23·2	25·1	9·2	60·4	35·0	75·8	55·3	78·8	54·7
17	17·9	-2·9	23·5	15·9	14·5	-3·1	61·5	44·4	73·5	54·7	79·1	53·9
18	29·8	2·5	25·2	8·3	16·7	-1·5	58·1	40·7	78·3	58·9	83·0	49·4
19	34·8	24·2	29·9	8·4	22·9	0·2	47·7	39·0	82·4	61·1	79·8	47·0
20	40·1	15·5	33·1	15·3	28·5	10·2	48·9	35·7	79·7	62·5	77·0	44·8
21	·	·	39·6	27·7	35·5	26·0	62·7	38·4	67·5	59·1	71·7	48·6
22	29·8	7·8	45·2	33·2	39·6	30·5	67·0	42·4	66·1	52·4	69·1	53·3
23	20·1	11·7	41·7	33·5	46·2	31·1	68·9	43·2	57·4	38·0	78·4	50·6
24	19·6	5·5	46·6	33·7	36·2	27·5	70·5	40·1	56·7	37·1	80·3	59·7
25	10·8	2·1	37·5	28·5	42·6	30·0	59·8	38·9	64·8	44·9	86·5	63·3
26	32·2	5·7	38·1	27·7	41·0	36·2	59·9	37·3	67·5	44·8	79·3	61·8
27	36·3	19·3	30·9	25·2	41·8	31·8	60·1	38·5	73·8	50·2	81·2	53·1
28	31·2	6·7	40·2	24·9	31·8	21·4	55·7	36·5	76·6	46·0	83·3	53·9
29	31·0	7·1	·	·	38·7	25·3	59·8	37·4	78·3	45·6	83·2	56·5
30	32·3	17·1	·	·	49·3	26·6	54·3	35·3	81·0	46·4	81·3	58·8
31	36·4	27·1	·	·	46·6	30·0	·	·	83·2	50·3	·	·
	24·4	4·4	35·9	22·3	33·6	18·7	54·9	35·0	69·6	48·2	78·5	53·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
82.2	62.7	90.1	57.9	72.8	54.8	82.7	56.5	48.2	30.6	28.3	15.7	1
81.5	60.2	87.5	68.9	68.2	48.2	67.0	46.4	53.9	34.6	31.7	11.4	2
79.4	54.9	82.0	63.2	59.7	42.1	67.7	45.3	42.9	34.0	36.5	27.6	3
86.6	59.8	81.6	59.9	74.7	50.5	66.5	49.2	43.5	31.0	38.8	23.1	4
78.3	56.9	80.1	53.8	69.8	52.1	54.7	34.8	46.8	27.5	46.9	36.1	5
82.9	55.2	81.6	63.0	68.5	45.1	56.4	35.0	36.2	18.4	40.2	22.1	6
81.7	50.2	82.4	62.8	67.7	52.8	59.3	33.0	43.8	27.9	34.7	15.5	7
80.1	63.5	84.3	57.5	72.8	50.4	57.5	51.2	46.1	32.1	38.2	26.9	8
82.9	63.1	86.4	59.9	76.7	45.6	61.8	47.6	46.7	31.5	29.0	13.4	9
81.7	62.2	83.1	60.2	78.6	46.3	60.8	41.7	30.7	18.1	34.5	23.3	10
77.8	53.9	77.9	59.9	83.2	53.5	54.3	47.3	39.2	20.7	42.9	28.5	11
81.4	57.7	76.9	56.2	83.9	60.2	57.2	42.2	43.7	31.8	41.4	29.8	12
81.5	59.6	80.7	57.9	86.2	61.6	57.0	40.1	38.2	22.5	43.7	28.1	13
82.3	53.9	79.5	62.6	87.5	57.4	66.2	50.3	52.5	27.1	36.8	18.0	14
86.5	55.5	80.4	55.9	88.3	57.1	61.4	46.6	51.9	40.3	46.9	36.2	15
92.0	67.8	83.5	54.8	85.1	65.2	63.5	44.0	52.9	38.2	47.7	32.8	16
80.5	66.1	84.6	59.9	82.3	57.9	55.1	37.2	49.7	35.1	47.3	29.4	17
79.8	65.0	83.5	61.3	65.1	42.2	53.5	44.2	46.9	29.4	31.3	15.8	18
78.7	61.4	83.6	63.2	71.5	36.0	51.5	44.5	31.2	19.8	45.5	29.5	19
77.5	60.1	86.1	62.1	70.5	52.1	46.1	34.9	30.5	15.6	48.3	31.2	20
76.2	54.4	85.4	55.2	65.6	40.2	46.5	29.3	39.5	15.5	46.2	23.8	21
79.8	54.4	88.3	56.5	67.5	36.7	49.8	30.1	40.9	33.8	40.7	23.0	22
87.5	58.5	89.2	56.3	73.7	40.8	59.3	45.2	44.5	38.4	35.5	26.5	23
55.1	55.0	78.7	70.1	78.5	44.9	62.2	40.0	48.9	41.7	33.3	21.5	24
93.5	61.8	80.1	64.1	81.3	61.4	43.5	33.2	44.8	39.4	34.4	20.7	25
92.2	65.0	81.7	57.2	79.6	56.3	41.7	29.2	52.1	44.2	37.2	27.6	26
86.0	67.8	85.1	58.3	74.5	45.3	45.4	25.9	49.1	40.2	40.7	28.4	27
85.5	67.6	86.3	65.0	78.9	51.2	56.5	31.2	42.9	33.5	44.3	30.9	28
87.5	67.7	86.8	67.2	72.8	42.9	62.7	40.4	35.4	26.9	36.4	24.5	29
90.4	69.5	78.9	57.5	80.2	48.1	52.3	34.0	33.1	22.6	51.7	32.0	30
87.0	61.3	73.4	55.2	.	.	48.8	30.9	.	.	34.8	14.4	31
83.4	60.4	82.7	60.1	75.5	50.0	57.1	40.0	43.6	30.1	39.5	24.8	

TABLE LIII.—KINGSTON, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	11·6	— 0·3	45·3	33·2	39·8	23·6	47·3	31·5	43·3	37·3	77·8	54·4
2	16·6	3·8	41·4	29·5	45·7	29·0	42·4	29·6	44·9	31·0	72·0	58·9
3	5·7	— 7·2	41·4	29·5	43·1	28·6	39·1	20·6	49·7	28·7	69·5	50·1
4	5·2	— 9·2	34·3	26·6	41·4	19·5	47·0	22·1	53·3	38·8	68·9	52·8
5	15·3	3·1	32·1	25·2	27·3	11·9	43·4	32·5	55·4	33·2	63·2	52·1
6	30·7	9·7	33·2	27·0	27·7	3·8	49·4	32·7	61·2	38·6	73·5	54·3
7	35·4	30·6	43·1	30·2	29·5	14·7	43·2	28·6	58·5	38·9	73·3	58·8
8	31·6	1·3	34·2	12·3	33·5	14·6	48·6	25·6	57·6	38·7	74·9	60·4
9	10·4	— 8·2	34·0	15·7	47·7	14·3	51·8	33·1	53·0	38·5	75·8	64·5
10	26·0	6·8	33·9	21·7	27·8	9·1	58·1	33·5	52·0	40·7	59·9	50·3
11	32·9	9·7	40·4	21·5	33·3	11·5	56·0	26·7	53·2	43·1	63·1	41·1
12	10·4	— 21·2	38·3	11·7	34·5	23·5	48·7	25·7	58·1	41·8	76·6	53·2
13	20·3	— 16·2	21·9	3·8	31·8	18·3	55·5	29·6	60·9	45·6	76·7	53·4
14	26·4	— 4·7	28·0	4·8	43·4	17·4	57·4	36·0	59·2	43·8	70·8	57·9
15	10·2	— 1·0	36·2	14·7	27·1	15·7	54·2	32·7	63·6	45·0	80·1	56·9
16	12·6	1·5	40·4	23·6	25·1	9·6	61·5	38·7	69·9	49·8	77·3	59·1
17	23·8	— 5·2	29·5	16·5	22·4	— 3·7	62·5	42·8	68·0	49·8	76·1	54·8
18	31·4	15·5	26·1	8·7	17·4	0·6	62·1	39·4	77·9	51·9	75·1	57·5
19	26·5	24·5	23·5	6·7	24·5	0·8	48·0	39·3	70·0	61·5	81·1	56·9
20	48·0	13·7	30·5	12·7	29·0	8·5	45·7	34·7	76·0	51·8	71·5	50·8
21	29·8	9·1	41·6	26·6	38·1	23·6	56·1	33·4	61·7	58·8	65·4	60·3
22	29·8	11·8	44·7	31·4	39·8	29·0	60·2	25·4	65·7	53·8	65·1	53·2
23	25·9	14·7	40·5	31·8	46·4	30·7	61·2	36·5	55·7	28·9	64·6	40·8
24	21·9	7·2	41·1	33·4	37·0	27·4	60·8	38·0	58·7	37·9	72·8	54·0
25	12·4	— 1·1	36·5	29·7	40·4	28·3	57·4	37·5	60·5	27·7	81·9	62·0
26	32·9	10·1	39·4	28·0	46·4	33·0	56·4	36·7	61·7	46·8	72·9	61·2
27	24·9	14·7	37·9	23·9	46·9	30·7	59·0	38·2	63·8	44·6	76·0	57·0
28	26·3	5·8	37·5	24·6	36·8	22·0	59·2	29·9	66·8	47·3	76·5	58·5
29	26·9	16·5	.	.	37·4	16·4	56·9	45·1	67·0	49·3	70·6	59·5
30	26·2	24·6	.	.	41·7	22·0	57·4	39·8	67·8	53·2	74·9	58·5
31	29·1	27·4	.	.	46·9	20·0	.	.	65·4	53·0	.	.
	24·7	40·5	36·0	21·6	25·8	18·9	52·1	24·5	69·7	44·1	72·6	55·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
73.2	63.1	85.3	63.1	71.7	57.6	75.4	59.5	47.6	33.1	29.2	15.7	1
78.2	60.8	82.6	71.2	66.2	49.8	63.6	52.9	51.7	40.9	33.8	11.3	2
76.0	58.9	81.0	67.1	60.9	44.4	60.0	46.2	51.3	34.8	39.2	31.7	3
78.9	59.7	77.6	56.0	73.4	54.1	73.1	48.6	45.7	30.8	40.3	30.3	4
69.9	61.4	81.1	64.0	68.9	51.9	52.2	37.0	42.6	24.6	49.3	39.4	5
77.5	57.9	76.6	56.0	65.4	48.8	52.6	36.7	35.3	18.1	43.2	25.3	6
75.4	58.2	79.3	64.3	65.8	53.3	56.9	41.0	45.3	31.1	36.3	15.3	7
74.6	63.1	80.3	62.9	68.2	51.9	56.9	51.5	52.1	41.1	37.6	22.6	8
74.8	60.3	78.5	64.3	74.0	50.7	58.2	49.8	44.1	24.9	26.7	15.6	9
74.7	61.2	78.0	57.9	76.3	52.3	62.7	48.5	29.1	19.3	38.8	25.9	10
69.9	58.2	76.5	61.3	76.0	64.4	58.0	47.1	38.0	22.7	40.3	34.1	11
72.8	55.9	73.8	61.0	73.6	66.6	57.0	42.5	46.1	30.8	41.0	29.6	12
70.0	54.1	76.6	62.1	77.0	66.3	52.6	41.8	39.0	23.5	44.3	25.7	13
72.0	54.9	80.5	62.5	78.2	61.4	59.1	48.8	48.9	34.1	38.1	18.7	14
77.6	58.6	78.8	62.8	82.0	61.9	57.7	51.9	50.9	34.7	44.1	37.7	15
82.7	61.1	77.8	64.0	78.6	68.0	62.1	44.8	53.0	40.5	45.9	35.5	16
74.0	67.0	75.2	63.0	74.8	51.9	51.6	39.7	53.7	41.8	40.4	22.6	17
77.7	60.1	77.0	61.8	64.2	45.2	52.1	46.0	41.7	29.0	33.8	15.6	18
73.6	63.7	81.6	63.0	67.1	45.3	51.6	43.3	33.6	21.7	43.9	32.5	19
72.7	62.7	82.0	62.5	68.9	52.7	51.7	38.5	32.6	18.9	43.0	31.6	20
68.9	56.2	84.3	60.7	68.8	46.4	51.3	22.5	40.3	20.9	34.0	22.0	21
75.6	61.3	85.1	64.3	68.9	41.9	51.3	33.7	47.4	33.1	37.6	31.0	22
77.9	62.5	84.3	62.1	69.9	57.7	54.7	41.8	46.5	39.1	33.2	27.6	23
77.0	59.3	84.0	70.1	71.0	55.0	62.1	38.5	47.2	41.1	36.5	24.2	24
90.2	64.7	82.6	69.9	76.0	64.8	41.3	33.7	45.9	39.6	30.3	23.6	25
85.1	66.5	79.2	67.1	77.0	57.0	40.4	27.9	53.4	39.9	33.6	25.6	26
78.8	69.4	82.7	65.0	68.0	46.5	44.8	26.0	47.4	39.5	41.6	31.0	27
79.0	69.7	83.8	67.0	72.5	43.5	52.1	31.2	48.3	33.7	40.0	30.7	28
82.1	69.1	80.9	65.9	67.1	48.5	61.3	46.0	37.9	26.6	32.7	24.9	29
81.4	79.0	76.7	57.0	73.8	56.9	50.6	37.7	39.7	22.6	41.8	20.2	30
82.2	67.1	72.0	61.2	.	.	46.5	37.4	.	.	36.2	11.7	31
76.7	61.8	77.9	62.9	71.4	53.9	56.8	41.9	44.7	31.1	38.3	25.5	

TABLE LIV.—BROCKVILLE, ONTARIO.

Day.	January.		February.		March		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	12·0	—7·2	44·6	32·6	35·2	21·9	51·4	37·2	47·6	39·0	81·4	54·6
2	14·4	3·6	40·6	29·0	42·4	27·6	46·6	30·1	43·6	29·1	83·6	54·1
3	8·0	—11·6	39·4	29·0	43·0	30·1	32·9	20·3	49·6	28·1	77·1	57·2
4	5·2	—10·9	36·9	27·1	38·4	20·3	49·5	21·9	54·6	35·9	72·6	54·2
5	18·8	—15·2	34·1	23·3	27·6	13·7	40·6	35·1	57·3	29·1	66·6	52·6
6	32·7	8·0	36·0	28·2	20·8	4·4	52·7	33·1	58·7	33·9	72·6	47·6
7	33·1	16·2	39·1	27·5	32·7	15·7	42·6	27·1	57·6	35·6	74·2	57·2
8	31·8	0·8	29·5	14·4	26·7	14·7	46·6	26·0	53·6	34·1	81·4	58·3
9	5·1	—21·7	.	.	49·1	14·5	51·1	32·1	50·6	37·6	77·6	61·2
10	21·0	—2·3	35·7	11·6	22·1	7·7	57·1	32·1	49·6	40·1	74·6	53·1
11	26·7	18·9	40·6	17·3	30·8	14·8	54·6	30·1	60·6	40·6	65·6	45·1
12	21·8	—21·9	42·1	11·7	33·7	24·0	47·6	31·1	66·6	44·1	77·6	46·3
13	16·9	—17·4	16·7	1·3	28·2	16·7	51·9	26·6	68·8	42·1	76·6	52·1
14	19·8	—15·7	22·8	—1·7	37·6	16·2	57·4	27·9	68·6	45·1	76·6	61·2
15	3·2	—15·7	35·6	5·4	33·8	14·7	61·0	29·7	72·1	49·1	83·6	56·0
16	16·4	—8·2	39·0	29·0	23·0	9·3	66·1	32·6	72·6	55·2	78·6	64·0
17	20·9	—16·9	30·8	13·9	13·8	—3·9	60·1	44·1	74·9	53·2	76·6	55·9
18	25·1	8·5	23·8	9·5	12·5	—3·2	60·5	37·1	79·6	59·2	80·6	61·5
19	31·0	21·9	19·8	4·4	23·9	3·2	52·1	38·1	80·1	60·7	81·6	55·9
20	40·4	15·9	27·8	13·8	29·7	9·5	43·2	35·1	77·5	56·2	89·1	44·1
21	18·3	8·7	38·2	26·0	30·2	24·0	52·5	33·1	64·6	42·1	70·6	54·1
22	30·0	5·4	45·4	32·1	39·6	28·9	69·5	32·1	62·1	40·1	65·6	47·8
23	21·9	15·1	40·6	28·4	44·6	28·1	70·5	38·1	56·6	39·1	72·2	42·9
24	20·2	—3·7	37·6	32·3	38·4	26·0	73·6	41·1	62·0	42·1	75·6	53·6
25	7·3	—8·7	35·6	29·5	36·1	27·0	56·6	41·1	64·8	43·1	82·1	62·2
26	28·2	3·3	35·6	26·0	46·6	31·1	61·6	35·1	70·9	45·1	71·6	53·0
27	33·7	15·7	33·7	19·8	40·6	32·1	59·6	35·5	71·6	45·1	74·2	48·6
28	27·2	—7·9	36·6	16·7	33·7	20·8	49·6	37·1	71·8	50·1	81·8	52·0
29	28·7	18·6	.	.	35·6	16·2	61·5	43·8	77·7	48·5	78·2	55·0
30	32·8	24·0	.	.	41·6	21·4	55·6	43·1	73·6	54·4	79·7	58·8
31	35·4	26·0	.	.	47·1	26·0	.	.	.	.	.	.
	22·2	0·0	34·7	19·9	33·5	17·8	54·8	33·5	64·0	43·5	75·9	54·0

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
79.7	66.1	88.6	57.2	70.3	55.6	78.7	62.2	45.6	31.1	30.7	10.5	1
76.6	60.7	86.8	67.3	69.6	47.1	76.1	50.1	55.6	36.1	25.7	5.9	2
78.4	54.2	82.6	68.3	65.9	43.7	55.6	41.6	46.6	32.1	36.6	22.5	3
81.8	56.3	76.2	57.0	70.6	51.1	65.6	50.1	43.6	27.0	40.6	28.1	4
73.6	60.6	79.3	52.7	68.6	53.1	54.5	35.1	48.2	25.0	49.4	36.6	5
77.9	57.2	80.2	54.1	64.6	45.1	55.7	36.2	31.7	17.8	44.6	20.0	6
81.6	50.6	84.0	63.8	68.7	48.5	58.8	39.0	43.6	29.6	32.7	11.6	7
79.3	60.2	81.2	59.7	71.1	49.1	58.6	47.1	49.6	33.1	37.5	29.1	8
78.1	65.8	83.6	61.2	73.3	43.8	60.7	43.1	45.6	25.0	31.6	15.7	9
77.8	59.3	78.9	59.3	76.6	44.6	63.5	39.1	28.7	17.8	32.7	15.7	10
75.2	54.3	79.4	60.2	81.6	58.2	59.5	46.1	38.5	24.0	41.6	29.1	11
76.9	55.5	81.2	56.7	80.5	61.2	55.6	43.1	43.6	29.0	41.6	31.6	12
68.9	50.0	75.6	61.8	82.6	61.2	51.6	43.9	36.9	21.8	42.6	27.0	13
75.6	46.6	83.6	56.2	82.5	55.2	56.7	46.3	50.6	29.1	34.7	15.7	14
81.0	59.9	80.5	59.0	88.6	54.5	54.6	50.1	59.6	40.1	44.1	25.0	15
88.6	65.2	72.6	61.9	82.6	68.3	62.6	41.1	55.6	40.1	44.9	29.3	16
79.6	66.8	74.8	61.5	82.6	51.0	53.7	34.1	52.6	37.1	42.6	23.9	17
81.6	64.2	80.5	56.2	66.6	42.1	53.6	39.1	47.6	29.3	26.7	14.7	18
75.6	64.7	86.0	61.2	68.6	43.1	61.6	45.1	31.7	20.0	43.6	21.9	19
77.6	59.2	80.6	58.2	68.6	55.2	46.6	32.1	30.7	16.7	43.6	30.1	20
73.1	55.2	83.6	51.1	59.6	45.1	39.7	27.0	34.7	17.8	31.7	24.0	21
80.1	57.3	88.6	54.1	62.1	38.1	48.5	31.0	41.6	26.0	34.7	29.0	22
84.6	59.2	91.6	62.2	70.7	49.1	48.7	30.1	45.6	38.1	32.7	26.0	23
83.1	55.2	77.6	68.3	75.4	51.5	61.6	40.0	43.0	37.1	28.5	21.9	24
89.5	60.2	83.6	67.5	78.1	63.2	41.6	32.1	45.6	38.1	27.7	22.9	25
88.6	66.4	84.7	62.2	77.6	57.2	37.6	28.1	52.6	41.1	32.7	24.1	26
83.6	65.3	85.0	62.0	67.1	41.6	42.4	20.8	50.8	40.6	36.6	26.0	27
82.5	65.3	86.5	66.8	72.9	47.5	52.6	25.0	43.5	34.1	37.6	27.1	28
88.1	66.3	84.6	62.2	66.6	40.5	55.6	40.1	37.8	29.1	36.6	24.0	29
83.5	66.3	78.6	56.2	77.6	51.1	51.5	36.1	33.7	26.0	28.2	20.8	30
79.5	62.2	73.1	59.2	.	.	43.6	36.1	.	.	22.8	12.7	31
89.1	59.8	81.7	60.1	73.0	50.5	55.1	39.1	43.8	29.3	36.0	22.6	

TABLE LV.—CORNWALL, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	11.3	1.0	41.9	26.4	39.4	29.0	50.0	30.2	47.4	39.5	86.2	59.4
2	10.5	5.2	38.3	32.9	42.8	22.2	45.9	28.2	40.9	30.8	88.2	53.2
3	6.0	-6.5	37.8	31.4	42.9	28.2	38.9	18.0	51.4	30.5	73.2	59.8
4	2.5	-8.7	37.9	24.6	37.6	18.3	44.9	22.1	.	.	68.4	50.7
5	10.0	-13.5	34.1	25.0	24.9	12.6	47.4	30.8	57.6	31.0	67.2	47.7
6	18.7	-1.8	35.6	25.6	19.5	6.1	47.0	32.3	61.1	29.1	74.9	45.0
7	29.8	10.1	36.8	27.4	28.2	14.6	42.4	24.8	59.1	39.8	78.6	45.0
8	29.3	4.6	30.3	12.6	25.9	13.6	50.0	27.9	52.9	30.8	82.2	59.6
9	5.9	-18.7	29.8	11.7	46.4	13.6	56.4	29.1	48.1	36.9	82.2	59.3
10	21.0	-5.5	35.3	18.1	20.0	7.6	58.1	31.0	50.6	38.2	74.7	53.8
11	24.9	17.6	35.5	11.6	29.1	11.4	58.1	28.9	61.6	38.7	69.5	47.7
12	23.5	-21.0	41.9	11.6	30.8	18.6	50.0	28.6	71.7	37.6	82.2	42.7
13	14.2	-18.7	17.8	-1.3	31.1	14.7	57.9	25.9	74.2	43.6	79.2	52.1
14	13.0	-14.3	23.2	-1.3	37.4	10.4	60.1	27.0	74.3	47.6	79.0	58.1
15	0.0	-16.7	33.6	0.7	34.0	12.5	61.1	28.4	75.3	51.9	85.0	55.3
16	13.2	-3.3	35.8	21.0	21.0	11.2	64.1	31.8	78.4	55.8	76.2	64.5
17	12.6	-12.7	28.9	12.6	14.3	-5.7	58.1	41.4	80.1	59.0	74.5	55.5
18	22.9	3.9	20.0	7.1	14.8	-6.7	61.6	30.8	81.1	63.3	82.8	53.4
19	29.8	14.6	16.8	1.8	22.9	0.7	45.9	35.1	80.1	54.7	75.2	53.7
20	39.9	15.6	25.9	9.4	30.8	10.7	40.7	34.1	77.1	60.3	71.4	50.3
21	16.8	3.3	39.2	22.1	29.4	22.4	48.0	31.8	62.9	51.5	71.2	54.3
22	27.4	4.1	46.2	23.0	39.3	26.4	68.6	31.3	66.3	53.8	65.0	50.2
23	20.5	12.6	39.3	24.9	41.2	28.7	75.1	38.1	53.1	38.6	70.7	44.7
24	18.5	0.5	34.8	29.8	40.4	24.6	78.1	45.1	61.5	43.6	78.7	56.5
25	2.6	-8.7	35.8	29.8	35.8	23.4	59.1	41.4	61.6	43.5	83.0	63.8
26	28.3	-3.7	39.8	27.6	44.9	28.8	59.6	33.3	63.1	44.2	71.0	53.6
27	32.8	12.6	34.3	15.6	39.9	35.3	62.1	39.1	72.1	46.9	75.2	47.0
28	17.2	-3.8	33.8	14.0	37.8	23.9	52.1	35.3	78.1	52.4	78.5	47.2
29	23.1	13.6	.	.	29.3	18.3	66.1	44.5	79.4	54.2	79.2	52.4
30	29.3	12.6	.	.	41.9	16.8	57.1	46.9	81.8	55.1	80.7	57.4
31	31.8	25.4	.	.	44.4	26.8	.	.	75.1	57.3	.	.
	18.8	0.0	33.6	17.7	32.8	37.1	55.5	32.4	66.6	45.3	76.8	53.1

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
81.2	65.8	86.2	59.3	71.7	53.6	82.2	66.3	45.0	35.7	29.0	11.9	1
78.0	61.6	88.8	67.0	67.0	47.7	70.7	50.4	52.0	33.7	23.4	5.5	2
80.2	55.1	83.2	68.0	63.2	46.2	51.9	46.8	45.0	33.7	34.2	19.3	3
85.0	55.3	76.7	54.8	70.5	51.0	71.2	51.8	44.1	28.0	36.5	25.7	4
79.6	59.8	79.7	56.3	65.2	54.5	53.9	38.7	47.1	30.3	44.1	34.7	5
79.2	58.3	79.2	55.3	65.0	45.7	54.6	38.2	30.8	18.2	43.6	21.8	6
82.2	48.8	83.7	62.8	68.0	43.7	58.8	41.4	44.6	29.0	31.0	13.0	7
85.2	67.0	78.2	59.6	71.7	44.7	56.1	43.4	45.1	26.0	36.0	29.0	8
85.2	66.0	80.2	56.3	74.2	40.5	64.3	50.6	42.6	27.5	29.9	13.0	9
77.7	59.0	79.2	56.3	76.7	47.7	60.2	43.2	28.5	15.3	31.8	13.0	10
76.0	56.8	78.6	61.8	81.2	49.4	60.2	49.2	33.0	24.9	38.0	25.0	11
77.2	55.3	82.2	59.3	83.4	57.6	53.1	43.7	40.8	32.2	37.0	30.6	12
69.2	48.5	76.7	63.8	85.2	63.4	50.0	40.7	37.0	22.5	37.8	26.0	13
77.2	46.7	83.2	55.1	83.7	58.4	53.2	41.7	50.6	22.7	37.0	14.0	14
80.7	53.3	81.7	60.3	89.2	53.5	52.0	47.2	52.7	38.3	41.3	28.7	15
90.7	66.6	75.2	63.8	85.0	66.2	47.0	38.7	55.1	38.1	43.1	27.9	16
89.0	64.8	74.2	60.8	84.2	53.3	53.1	34.2	50.3	37.2	41.1	22.5	17
85.2	65.2	79.2	56.3	63.2	48.7	50.0	33.7	46.6	30.9	25.5	12.4	18
73.7	66.8	86.2	63.3	67.2	44.7	51.9	45.5	30.8	21.6	40.6	20.3	19
80.7	56.3	83.2	52.8	67.7	55.2	46.8	30.8	30.8	19.2	40.7	30.3	20
72.2	58.3	85.4	48.9	61.1	47.7	46.5	22.3	33.0	14.0	29.5	20.7	21
82.0	56.8	89.2	51.2	63.2	37.1	49.0	32.1	33.8	20.3	31.0	24.9	22
83.7	58.8	92.2	56.3	74.7	49.2	46.4	40.7	39.8	34.0	34.0	26.0	23
85.7	52.8	81.2	69.5	77.0	53.3	45.5	37.2	43.1	34.7	26.5	21.9	24
89.2	64.3	82.0	66.4	82.2	62.3	31.8	27.0	41.9	39.7	25.8	23.3	25
91.2	68.8	87.2	61.2	76.2	57.3	33.0	17.0	50.1	40.5	32.5	24.4	26
89.2	69.5	83.1	66.0	63.0	38.7	40.0	16.0	51.6	40.2	34.3	24.6	27
85.2	71.2	83.4	68.0	73.7	48.2	45.0	21.6	43.6	37.7	37.8	24.6	28
89.2	67.8	83.2	64.0	67.2	43.2	65.5	36.2	37.0	30.5	26.9	22.3	29
85.7	66.8	78.2	57.8	80.2	51.1	47.8	32.7	31.5	26.5	29.0	20.3	30
80.2	57.8	74.0	56.3	.	.	42.1	34.9	.	.	21.8	14.0	31
82.1	60.3	81.8	59.9	73.4	50.5	52.7	38.5	41.9	29.1	33.8	21.7	

TABLE LXVI.—PEMBROKE, ONTARIO.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	15·8	— 3·8	42·3	32·5	46·7	20·9	50·6	35·8	46·6	34·7	90·8	55·8
2	15·2	0·6	43·2	35·1	42·6	26·9	43·6	37·5	41·5	31·2	79·5	60·0
3	3·4	—12·1	40·0	31·5	43·4	22·7	41·4	17·2	50·9	29·3	74·1	58·5
4	7·2	— 9·2	40·8	25·6	32·0	17·2	43·8	20·1	51·7	31·3	62·7	50·7
5	18·4	—19·7	31·0	16·3	28·0	5·1	45·3	34·1	61·0	31·2	71·7	46·1
6	30·7	6·8	31·3	27·6	23·6	— 4·9	48·9	33·4	63·9	30·2	81·2	45·5
7	29·8	7·0	40·8	18·9	23·3	10·4	41·2	21·5	60·8	34·8	82·9	51·3
8	22·9	— 8·2	26·7	28·2	22·9	13·6	56·8	22·8	60·9	30·8	86·2	61·6
9	5·3	—30·3	26·7	8·2	22·6	1·0	62·9	28·1	54·9	43·2	76·9	62·1
10	25·4	— 1·6	35·6	9·9	22·8	—10·0	61·3	31·9	56·1	43·9	74·1	44·1
11	27·0	— 5·0	45·3	23·5	34·6	— 2·0	58·2	34·3	69·8	38·8	70·2	42·1
12	6·8	—26·5	39·7	7·1	35·8	— 6·0	57·1	31·9	76·7	37·4	75·8	50·6
13	15·9	—26·9	18·2	— 3·5	37·6	— 5·0	61·7	27·4	74·9	44·3	73·0	53·8
14	17·2	—17·2	30·6	— 6·9	36·6	5·0	63·0	27·5	80·7	43·2	78·7	51·7
15	6·1	—15·1	28·3	4·9	25·6	0·5	63·7	30·3	81·5	53·1	84·8	51·0
16	13·5	3·5	39·9	19·2	24·8	10·5	60·8	31·9	80·5	56·8	71·3	60·7
17	14·2	—20·9	21·0	8·9	25·2	—30·0	67·4	37·1	84·7	55·5	80·0	53·3
18	30·8	4·2	25·3	1·9	26·8	—22·0	65·9	32·8	82·4	58·7	86·7	50·1
19	27·6	— 9·1	28·0	1·9	24·8	—28·5	54·0	38·8	81·9	58·4	77·6	58·8
20	39·7	6·5	30·2	9·0	38·4	— 6·8	46·3	34·1	84·4	60·7	76·3	46·0
21	19·0	1·1	50·0	16·1	34·6	12·8	60·7	36·8	70·7	55·1	69·8	55·8
22	31·9	9·9	52·8	25·4	42·4	26·5	80·1	33·8	68·7	52·8	64·6	49·6
23	17·9	6·9	44·6	24·9	40·1	25·5	82·3	35·4	59·5	37·7	69·4	41·1
24	15·9	0·9	51·8	32·1	38·6	9·5	74·5	43·8	57·8	39·4	80·5	55·1
25	6·3	—15·6	40·5	20·2	35·4	24·0	61·2	37·2	64·5	42·0	76·4	61·8
26	23·0	— 3·7	41·8	25·0	41·4	31·0	67·5	33·8	73·4	47·5	76·3	56·3
27	27·2	2·9	41·2	16·5	40·8	28·0	59·8	35·9	80·8	43·8	81·7	48·0
28	19·2	—13·6	44·5	10·2	32·0	13·0	56·0	36·4	85·8	46·2	77·8	56·8
29	.	.	.	.	36·1	14·2	63·0	43·2	83·7	48·7	70·7	55·9
30	33·1	24·5	.	.	45·8	20·0	53·1	41·0	86·3	51·1	73·7	55·8
31	34·5	25·7	.	.	46·1	27·5	.	.	88·5	51·1	.	.
	20·0	— 4·6	36·9	16·8	33·9	8·1	58·2	32·9	69·8	43·8	76·5	53·0

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
76·8	64·4	92·7	53·0	71·7	54·0	82·5	53·3	50·4	31·7	38·4	15·5	1
74·9	56·7	87·6	68·5	65·6	45·0	59·9	48·2	47·6	33·8	38·8	1·0	2
76·0	53·7	78·4	60·6	56·7	42·2	54·6	46·3	47·6	32·7	39·0	24·9	3
84·3	56·6	74·4	54·2	71·8	50·9	66·0	46·2	47·7	28·2	38·6	32·7	4
79·4	59·7	76·0	56·3	69·4	54·0	54·2	35·3	41·7	24·2	41·1	33·7	5
82·3	56·4	77·0	50·6	74·1	39·1	55·6	34·1	41·6	16·3	40·8	14·5	6
84·7	59·2	82·5	64·4	72·8	41·2	60·0	37·9	51·0	15·2	30·3	9·8	7
83·3	57·2	81·1	60·6	76·9	42·8	52·9	45·9	40·9	23·7	32·8	14·2	8
85·0	53·0	80·9	60·7	79·8	42·3	57·9	49·9	40·8	21·3	28·0	11·5	9
72·1	58·0	76·7	56·0	77·3	46·9	58·0	38·9	34·3	15·2	29·3	18·6	10
77·7	57·1	76·9	59·0	84·7	54·4	55·7	48·3	36·6	14·8	38·0	26·7	11
74·1	56·0	75·1	55·1	84·5	60·1	55·9	43·4	40·5	23·5	40·4	29·5	12
74·8	49·9	85·5	58·5	80·8	61·7	51·0	42·2	39·2	21·3	39·8	19·6	13
84·4	53·5	80·9	56·3	87·9	54·5	52·8	46·5	47·6	26·9	34·5	10·8	14
89·8	63·3	82·5	60·0	90·6	60·6	53·7	45·5	49·0	40·7	42·8	33·6	15
92·3	67·2	73·7	60·4	84·5	63·9	54·9	42·2	49·8	35·1	43·0	30·1	16
84·7	66·4	80·7	63·8	77·7	51·9	54·4	35·5	46·4	33·9	41·8	13·8	17
83·7	66·7	88·3	56·1	62·4	44·9	53·3	39·3	45·5	26·8	27·6	12·7	18
81·5	65·6			67·6	37·6	51·2	39·6	29·0	22·6	36·4	20·2	19
76·7	55·7	87·9	53·8	63·4	44·2	51·0	33·5	33·7	18·9	39·9	27·2	20
78·9	52·1	89·5	53·5	61·4	43·3	48·8	28·2	36·3	16·2	34·4	24·2	21
84·9	53·7	89·4	58·7	74·4	34·8	50·3	26·9	38·7	24·5	43·0	27·2	22
81·4	53·1	91·3	62·4	81·4	43·9	58·0	36·6	40·8	35·2	36·4	27·4	23
88·3	54·7	81·4	69·4	82·6	52·0	50·4	30·7	43·2	37·0	31·1	22·0	24
89·7	56·2	83·6	67·8	83·3	64·8	42·7	31·9	42·1	38·2	31·1	24·8	25
91·0	69·7	83·1	66·6	71·9	53·4	46·4	28·0	48·1	38·2	40·8	28·4	26
80·0	68·2	89·5	64·8	68·6	43·5	49·9	15·9	49·4	40·1	40·1	31·7	27
91·7	66·1	84·5	65·3	69·1	50·8	41·9	29·0	44·5	34·7	40·3	28·5	28
87·8	64·0	79·5	62·8	64·8	39·4	60·1	39·1	37·1	31·9	35·5	25·4	29
88·1	66·1	88·9	52·0	88·8	53·1	51·2	37·7	38·8	26·3	33·0	18·8	30
89·4	56·2	75·5	54·0			48·6	37·1			28·5	10·9	31
83·1	59·2	82·4	59·5	74·9	49·0	54·5	38·5	42·7	27·6	36·6	21·6	

TABLE LVII.—HUNTINGDON, QUEBEC.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	10	4	43	36	35	23	55	35	49	39	85	81
2	13	5	33	39	45	21	44	31	43	34	89	57
3	- 3	- 6	38	33	35	30	30	20	49	33	81	60
4	2	- 7	36	24	35	20	49	22	51	36	57	58
5	12	-14	33	24	25	15	50	34	61	30	66	48
6	17	- 1	37	29	18	9	48	34	63	30	70	46
7	29	18	38	32	27	17	41	25	56	40	70	54
8	22	5	22	13	25	15	46	30	51	31	80	63
9	- 2	-17	28	14	45	15	51	30	48	34	82	60
10	20	0	37	12	21	10	53	37	49	38	71	55
11	25	22	37	14	30	16	58	29	60	34	72	47
12	-13	-26	41	19	32	22	42	29	71	36	82	46
13	13	-20	16	2	24	15	56	24	74	42	84	49
14	8	- 5	22	0	38	10	58	26	74	47	80	62
15	- 3	-17	33	0	22	15	62	29	74	54	87	53
16	13	- 2	37	30	21	13	63	31	80	54	78	66
17	14	-15	25	14	13	- 2	51	39	80	63	78	56
18	25	19	17	10	14	- 3	60	29	79	65	85	56
19	30	20	15	4	23	5	41	35	81	59	78	57
20	30	20	25	17	32	15	38	34	76	60	74	40
21	18	2	40	23	31	25	38	32	63	49	68	53
22	28	5	47	30	41	32	64	30	68	52	63	53
23	19	13	38	17	39	29	75	35	56	42	69	48
24	17	0	35	30	36	27	77	44	60	37	80	56
25	3	-10	35	29	38	26	59	41	58	45	80	59
26	23	- 1	38	25	45	33	63	30	59	46	74	55
27	32	19	32	13	38	35	62	36	71	45	75	45
28	17	- 1	35	13	33	26	59	31	79	50	76	47
29	23	14	.	.	29	22	69	45	79	54	77	55
30	32	23	.	.	39	21	59	46	83	52	81	57
31	33	25	.	.	45	25	.	.	73	57	.	.
	16.3	2.3	32.5	20.5	31.4	18.7	54.0	32.3	65.9	44.7	76.2	53.9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
83	65	90	75	69	60	81	65	44	32	22	10	1
75	68	86	63	66	47	60	49	51	35	20	4	2
79	54	81	67	62	49	50	48	39	34	34	28	3
83	57	73	58	69	51	68	49	38	27	38	33	4
78	58	70	53	61	59	53	40	48	30	40	35	5
78	60	80	63	64	47	53	37	24	20	35	24	6
83	48	79	58	66	45	58	40	44	28	28	15	7
85	59	79	58	70	45	53	43	46	25	35	30	8
85	65	81	58	73	42	63	49	40	28	18	11	9
78	62	78	62	73	44	58	42	28	22	30	9	10
75	52	80	57	81	53	58	42	32	30	36	28	11
78	53	80	57	81	56	52	46	39	31	36	28	12
66	52	79	57	82	62	49	43	35	22	36	31	13
78	48	78	62	82	58	54	45	52	24	28	15	14
85	56	71	65	88	55	49	45	54	43	43	36	15
91	65	75	60	82	68	45	42	54	40	40	27	16
85	65	80	60	84	60	52	32	46	33	41	22	17
86	62	83	56	62	50	54	33	38	30	22	15	18
82	67	82	55	64	42	52	44	28	24	32	28	19
81	58	82	52	68	53	41	31	26	18	38	27	20
79	57	78	52	58	49	41	25	30	14	27	19	21
82	55	85	52	62	37	45	32	34	18	30	25	22
83	57	89	58	73	47	43	38	40	34	31	21	23
85	55	80	67	77	53	43	35	43	32	25	21	24
89	62	79	65	81	60	32	25	41	38	23	22	25
92	68	84	62	75	65	30	15	53	39	30	24	26
84	63	84	64	61	40	36	10	52	40	33	25	27
85	70	84	68	73	48	40	20	44	36	29	23	28
87	66	80	67	64	42	63	43	38	30	29	23	29
87	69	76	60	78	52	46	37	30	28	22	19	30
80	57	76	55	.	.	43	32	.	.	20	15	31
82.1	59.5	80.0	60.1	71.6	51.2	50.4	37.6	40.3	30.1	30.7	22.4	

TABLE LVIII MONTREAL, QUEBEC.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	12.0	4.0	39.1	27.8	32.7	22.3	46.9	36.2	49.3	41.3	83.5	63.0
2	14.8	6.3	37.7	34.4	37.8	17.4	48.1	32.8	44.7	35.5	85.0	63.4
3	6.7	-3.9	39.0	31.8	40.1	30.3	35.0	19.0	48.2	32.2	79.0	63.1
4	4.0	-4.8	33.2	24.6	35.8	18.6	43.0	20.6	54.5	36.6	67.8	56.0
5	10.2	-2.4	33.7	24.6	25.0	16.5	44.4	28.3	56.2	39.4	65.5	51.3
6	14.0	3.5	37.3	26.4	20.0	9.3	47.0	33.2	61.3	38.2	70.2	54.4
7	30.0	12.0	36.7	27.5	27.1	13.8	43.0	27.0	57.7	38.3	75.7	55.5
8	27.2	4.0	28.0	13.1	24.0	12.9	47.6	29.0	51.7	38.2	74.8	60.9
9	4.8	-13.0	33.0	13.5	44.6	15.7	55.1	32.1	50.0	36.3	79.7	62.9
10	18.1	-11.4	37.0	13.7	22.0	13.2	55.7	35.6	51.2	39.3	72.1	53.2
11	27.2	12.9	38.2	18.2	30.0	12.9	56.4	34.6	63.3	39.0	65.3	50.9
12	12.9	-20.9	39.3	16.3	29.8	16.5	49.1	30.4	68.0	41.6	76.2	53.5
13	15.8	-15.2	23.8	2.1	28.3	12.0	55.7	30.0	72.5	50.4	76.2	55.3
14	18.0	-7.5	21.1	5.3	37.0	7.0	58.1	35.3	75.4	49.3	74.9	63.1
15	-1.7	-18.3	31.8	14.6	32.5	14.3	61.0	36.8	75.0	55.0	78.4	63.5
16	14.1	-2.1	37.8	28.9	23.0	9.4	63.0	40.0	76.7	54.8	73.8	64.6
17	17.0	-5.6	31.9	12.7	12.8	-4.0	57.0	38.0	76.5	61.0	74.8	58.6
18	27.0	9.6	24.0	11.3	17.8	-7.7	56.8	36.0	77.0	66.7	78.8	59.2
19	28.1	17.1	21.0	5.6	26.0	6.0	45.8	33.5	75.5	62.2	78.4	55.0
20	40.2	15.7	25.2	13.7	32.1	12.6	39.0	36.0	72.3	59.0	66.6	50.0
21	15.8	5.8	39.0	25.0	30.0	24.0	41.6	32.0	62.1	47.9	63.7	55.5
22	27.6	10.5	48.2	28.7	41.7	28.4	65.0	38.5	66.0	52.1	62.0	51.9
23	22.2	13.0	39.0	25.7	35.3	28.2	73.0	51.0	54.0	44.3	70.0	49.1
24	18.9	0.0	36.8	29.6	38.2	26.1	73.4	50.0	58.0	42.4	62.2	57.8
25	4.0	-10.6	35.3	29.4	29.7	23.0	61.4	45.2	57.4	44.5	76.5	56.8
26	20.9	-1.0	40.9	28.8	45.0	23.5	66.0	39.0	61.7	48.3	67.0	53.6
27	25.0	-9.3	34.4	18.2	37.9	34.1	61.3	41.3	65.7	46.8	70.3	52.8
28	14.7	1.2	36.5	13.0	38.7	31.0	55.4	34.0	76.3	55.0	73.6	56.0
29	23.9	10.1	.	.	31.0	25.8	61.2	43.5	78.2	58.2	75.8	59.7
30	29.7	17.1	.	.	46.0	24.2	54.2	45.3	79.0	58.7	75.0	59.9
31	30.4	25.4	.	.	46.0	30.6	.	.	72.7	61.0	.	.
	18.5	2.0	34.2	20.2	32.1	17.7	54.0	35.4	64.1	47.5	78.1	57.0

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
80·6	66·8	85·3	59·3	70·6	58·6	79·3	58·5	45·1	34·6	30·0	11·0	1
75·0	61·8	80·5	68·2	68·0	52·0	60·8	47·7	49·0	35·1	21·2	7·3	2
77·7	65·0	80·6	67·0	61·2	50·9	51·2	44·3	45·0	33·9	34·2	15·9	3
80·6	62·7	71·0	60·5	69·8	50·8	63·2	48·8	40·0	28·7	38·0	32·1	4
78·2	63·8	74·0	57·7	62·2	53·7	54·5	40·7	43·2	30·5	44·1	35·5	5
75·0	60·5	75·6	55·9	62·8	46·2	55·0	38·5	31·5	20·5	43·0	18·0	6
80·7	60·3	70·0	60·7	66·1	46·6	56·1	43·4	44·7	27·2	26·8	13·0	7
81·0	63·8	71·5	58·7	69·0	50·2	55·7	44·0	45·0	33·8	37·4	25·3	8
81·2	65·6	77·1	59·6	76·1	51·6	54·3	46·8	41·6	25·5	30·3	14·0	9
76·2	63·0	76·0	61·5	73·8	53·9	55·1	46·9	28·2	18·6	27·0	15·0	10
74·6	60·4	75·4	62·2	79·0	57·0	56·3	48·6	31·8	18·5	34·0	23·4	11
74·0	59·0	79·0	61·8	79·6	64·4	51·1	44·7	38·0	29·0	37·5	25·2	12
66·0	55·0	75·9	62·9	84·3	65·6	46·6	41·0	36·0	26·2	35·0	25·0	13
76·3	56·8	78·6	62·0	81·7	60·4	50·5	48·0	48·0	27·0	26·0	11·0	14
76·2	61·3	75·6	65·7	84·1	61·8	49·3	41·9	48·1	41·7	40·1	20·6	15
83·7	66·0	68·0	60·0	81·8	68·6	48·0	41·6	52·3	41·3	40·8	25·6	16
85·7	67·9	68·6	59·3	80·4	66·5	55·3	38·0	46·0	36·3	40·3	19·8	17
83·0	65·8	77·0	60·9	63·1	50·2	53·7	38·2	49·0	31·0	26·0	13·0	18
76·3	67·4	79·7	65·7	65·3	47·1	49·7	44·2	33·0	25·4	36·5	16·5	19
79·0	64·6	79·5	60·7	67·4	53·0	43·2	30·5	35·5	23·4	38·2	24·0	20
74·2	61·5	80·4	60·3	61·2	47·6	40·0	28·1	33·7	19·7	27·2	16·8	21
79·8	62·1	86·1	59·9	63·3	42·0	49·1	31·3	38·0	20·0	29·7	21·6	22
81·2	64·5	88·0	64·3	70·6	47·2	46·8	40·2	37·0	33·7	27·4	17·6	23
84·4	59·9	76·8	69·3	75·0	57·7	42·1	32·3	42·0	38·0	27·0	22·5	24
88·3	66·7	77·4	64·2	79·7	58·4	33·3	27·6	40·2	34·0	27·0	21·0	25
88·5	61·5	78·3	66·1	76·4	51·2	33·9	22·6	50·0	38·8	32·0	21·5	26
81·6	59·9	80·0	66·5	59·0	45·0	41·6	24·2	52·2	32·5	34·0	23·8	27
78·2	68·4	83·6	69·5	70·1	50·6	43·4	25·5	44·6	37·0	36·3	21·8	28
84·8	68·6	78·0	65·0	62·2	48·5	63·3	40·1	42·9	29·3	33·0	21·0	29
82·9	67·8	78·6	61·8	74·0	51·3	48·3	38·6	32·0	25·3	25·0	18·7	30
76·0	58·2	75·0	85·1	.	.	41·0	35·9	.	.	22·0	11·0	31
79·4	63·1	77·4	64·4	71·2	54·0	50·7	39·2	41·5	30·1	32·5	19·6	

TABLE LIX.—QUEBEC OBSERVATORY.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	14·0	4·0	39·0	24·0	25·0	11·0	41·0	29·0	52·0	37·0	86·0	56·0
2	16·0	1·0	27·0	22·0	33·0	11·0	42·0	33·0	45·0	35·0	91·0	52·0
3	4·0	-4·0	35·0	22·0	41·0	30·0	36·0	16·0	46·0	31·0	82·0	60·0
4	0·0	-11·0	30·0	22·0	37·0	14·0	30·0	18·0	52·0	32·0	69·0	57·0
5	7·0	-9·0	32·0	22·0	24·0	8·0	34·0	26·0	54·0	33·0	69·0	51·0
6	6·0	0·0	33·0	22·0	17·0	7·0	38·0	28·0	70·0	31·0	79·0	53·0
7	27·0	9·0	36·0	23·0	25·0	8·0	40·0	26·0	50·0	36·0	70·0	52·0
8	33·0	9·0	33·0	12·0	25·0	10·0	40·0	24·0	43·0	35·0	62·0	53·0
9	11·0	-14·0	25·0	10·0	38·0	14·0	43·0	29·0	46·0	35·0	75·0	54·0
10	14·0	-14·0	31·0	13·0	21·0	8·0	41·0	29·0	48·0	30·0	77·0	54·0
11	23·0	7·0	30·0	17·0	26·0	8·0	45·0	27·0	63·0	30·0	67·0	48·0
12	10·0	-22·0	34·0	20·0	37·0	10·0	37·0	25·0	72·0	38·0	69·0	49·0
13	0·0	-22·0	21·0	2·0	16·0	9·0	50·0	26·0	77·0	41·0	75·0	50·0
14	10·0	-14·0	19·0	3·0	27·0	10·0	57·0	33·0	70·0	48·0	76·0	59·0
15	2·0	-20·0	32·0	6·0	27·0	16·0	52·0	28·0	77·0	44·0	80·0	51·0
16	4·0	-3·0	33·0	13·0	17·0	1·0	48·0	30·0	68·0	45·0	73·0	59·0
17	9·0	-6·0	32·0	19·0	16·0	-10·0	45·0	30·0	59·0	40·0	74·0	55·0
18	26·0	0·0	36·0	16·0	12·0	-5·0	59·0	30·0	54·0	45·0	80·0	47·0
19	24·0	9·0	22·0	7·0	24·0	3·0	48·0	32·0	61·0	44·0	86·0	53·0
20	40·0	5·0	27·0	10·0	32·0	7·0	40·0	33·0	61·0	47·0	72·0	44·0
21	20·0	-2·0	37·0	13·0	27·0	9·0	41·0	29·0	64·0	41·0	61·0	50·0
22	20·0	-4·0	50·0	17·0	40·0	20·0	66·0	36·0	62·0	47·0	58·0	46·0
23	21·0	-3·0	36·0	25·0	33·0	22·0	74·0	41·0	61·0	36·0	66·0	44·0
24	15·0	-3·0	32·0	25·0	40·0	22·0	58·0	41·0	50·0	40·0	62·0	40·0
25	-2·0	-14·0	32·0	25·0	25·0	15·0	58·0	43·0	53·0	42·0	67·0	54·0
26	14·0	-15·0	42·0	26·0	35·0	24·0	62·0	34·0	53·0	43·0	72·0	44·0
27	18·0	-6·0	34·0	15·0	40·0	32·0	54·0	37·0	70·0	43·0	86·0	45·0
28	19·0	1·0	32·0	10·0	37·0	31·0	48·0	30·0	81·0	50·0	84·0	59·0
29	28·0	2·0	.	.	36·0	24·0	44·0	35·0	83·0	56·0	83·0	55·0
30	35·0	16·0	.	.	45·0	30·0	44·0	38·0	86·0	54·0	76·0	57·0
31	28·0	20·0	.	.	40·0	26·0	.	.	82·0	57·0	.	.
	16·0	-3·3	28·3	16·5	29·6	13·8	47·2	30·5	61·5	40·8	73·8	51·4

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
76·0	58·0	82·0	54·0	70·0	53·0	81·0	52·0	46·0	33·0	29·0	10·0	1
70·0	59·0	84·0	61·0	64·0	44·0	56·0	45·0	42·0	31·0	21·0	10·0	2
77·0	50·0	84·0	63·0	61·0	49·0	47·0	40·0	40·0	33·0	34·0	14·0	3
83·0	52·0	80·0	58·0	64·0	44·0	66·0	41·0	39·0	26·0	36·0	30·0	4
80·0	53·0	67·0	50·0	59·0	50·0	55·0	38·0	34·0	25·0	36·0	32·0	5
74·0	58·0	76·0	52·0	61·0	43·0	53·0	36·0	33·0	18·0	40·0	14·0	6
84·0	53·0	60·0	53·0	70·0	42·0	56·0	38·0	38·0	24·0	23·0	14·0	7
83·0	58·0	64·0	51·0	73·0	46·0	56·0	38·0	44·0	23·0	30·0	17·0	8
86·0	59·0	66·0	54·0	74·0	50·0	52·0	42·0	37·0	25·0	29·0	11·0	9
89·0	59·0	63·0	56·0	78·0	54·0	51·0	42·0	31·0	19·0	24·0	11·0	10
77·0	50·0	75·0	55·0	79·0	57·0	49·0	45·0	32·0	24·0	26·0	18·0	11
76·0	56·0	77·0	57·0	80·0	58·0	47·0	42·0	36·0	32·0	40·0	22·0	12
74·0	50·0	77·0	59·0	80·0	63·0	46·0	39·0	43·0	25·0	30·0	19·0	13
81·0	53·0	71·0	58·0	79·0	52·0	47·0	39·0	43·0	25·0	29·0	7·0	14
81·0	56·0	79·0	60·0	84·0	58·0	57·0	40·0	51·0	40·0	42·0	11·0	15
91·0	62·0	59·0	55·0	83·0	54·0	57·0	38·0	44·0	35·0	42·0	15·0	16
93·0	66·0	64·0	55·0	84·0	59·0	52·0	34·0	41·0	32·0	31·0	14·0	17
86·0	61·0	80·0	54·0	64·0	51·0	57·0	35·0	39·0	32·0	31·0	10·0	18
81·0	64·0	80·0	55·0	64·0	43·0	50·0	37·0	37·0	27·0	43·0	12·0	19
85·0	64·0	83·0	55·0	69·0	48·0	48·0	33·0	37·0	20·0	44·0	18·0	20
75·0	62·0	84·0	54·0	54·0	46·0	47·0	28·0	29·0	20·0	21·0	10·0	21
81·0	55·0	87·0	56·0	61·0	42·0	49·0	34·0	41·0	21·0	24·0	15·0	22
79·0	58·0	89·0	55·0	70·0	46·0	47·0	37·0	40·0	33·0	25·0	10·0	23
78·0	47·0	72·0	64·0	62·0	46·0	44·0	32·0	40·0	35·0	22·0	15·0	24
63·0	47·0	67·0	58·0	61·0	53·0	40·0	24·0	36·0	33·0	22·0	14·0	25
63·0	52·0	66·0	54·0	71·0	50·0	44·0	23·0	42·0	34·0	27·0	14·0	26
76·0	55·0	67·0	52·0	64·0	44·0	48·0	25·0	46·0	40·0	22·0	11·0	27
85·0	59·0	79·0	58·0	56·0	49·0	47·0	26·0	45·0	37·0	24·0	10·0	28
82·0	64·0	68·0	58·0	65·0	47·0	55·0	35·0	38·0	30·0	24·0	16·0	29
86·0	63·0	74·0	55·0	69·0	46·0	47·0	36·0	40·0	26·0	22·0	17·0	30
72·0	55·0	77·0	49·0	.	.	44·0	30·0	.	.	21·0	6·0	31
79·6	56·7	74·2	55·7	69·1	49·8	61·6	39·5	39·4	28·5	29·4	14·4	

TABLE LX.—QUEBEC CITADEL. Maximum

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	15·0	4·0	29·0	24·5	25·0	12·5	40·0	28·9	50·5	38·0	53·5	60·5
2	15·0	1·2	28·0	23·5	31·0	11·0	40·0	35·1	46·0	38·0	86·0	53·0
3	7·0	—5·8	35·0	23·5	39·0	29·9	38·0	17·5	41·5	32·5	81·0	63·0
4	—1·0	—10·3	30·0	19·5	34·5	22·5	39·0	20·2	50·0	32·5	68·0	56·0
5	7·0	—1·8	30·0	22·0	24·0	9·5	33·0	25·9	53·5	36·5	70·0	52·0
6	15·0	—3·8	34·0	22·5	16·5	3·2	37·0	30·2	54·0	38·0	73·0	54·0
7	27·5	15·0	36·0	28·4	22·5	1·2	38·0	25·9	46·0	38·0	70·0	51·0
8	29·0	18·5	33·5	13·5	20·0	2·2	38·5	28·2	43·0	36·5	62·5	50·0
9	18·5	—12·0	23·0	9·0	37·5	17·5	44·0	29·2	43·0	36·0	74·5	55·0
10	11·5	—14·5	27·5	13·9	18·0	9·0	39·0	30·9	47·0	36·5	76·5	57·0
11	23·0	11·5	27·0	15·2	24·5	7·0	42·0	30·4	58·0	32·0	65·0	48·0
12	16·0	—20·5	33·5	20·5	30·0	12·0	35·0	28·9	70·0	39·0	69·5	50·0
13	—1·0	—16·0	24·0	4·5	20·5	10·0	42·0	24·5	75·0	40·0	74·0	51·0
14	15·0	—12·5	16·0	5·0	28·0	11·0	48·0	26·9	69·0	50·0	75·0	55·0
15	4·0	.	26·0	6·0	31·0	19·5	48·0	27·2	76·0	49·0	78·0	55·0
16	6·0	0·5	32·5	14·0	21·0	3·2	42·0	29·9	66·5	46·0	72·5	60·5
17	9·0	—0·5	32·5	20·0	10·0	—9·8	44·0	30·9	56·0	42·0	73·5	58·0
18	20·0	3·2	23·0	18·0	11·5	—4·3	52·0	35·2	67·0	46·0	78·5	49·5
19	21·0	17·5	22·5	10·9	21·0	2·2	49·0	36·0	68·0	45·0	76·5	56·5
20	38·0	17·0	24·5	13·0	27·0	5·5	39·0	33·1	60·0	49·0	70·5	48·0
21	17·0	—4·3	32·0	15·5	28·0	20·5	37·5	31·4	59·5	43·0	69·5	51·0
22	20·0	6·0	41·0	23·5	39·0	26·9	58·0	29·9	63·0	48·0	61·5	49·5
23	15·5	7·5	33·5	28·4	32·0	23·0	68·0	35·2	54·5	43·0	66·0	42·0
24	18·5	2·5	32·0	25·0	33·5	23·5	71·5	38·1	50·0	42·0	62·0	47·0
25	2·5	—15·5	31·0	29·0	25·0	.	62·0	45·9	52·0	43·5	67·5	53·5
26	7·0	—10·0	35·0	23·5	38·0	23·0	61·0	33·1	53·5	43·5	68·5	46·5
27	18·0	7·5	27·0	14·0	38·5	33·1	58·0	40·1	68·0	39·5	72·5	48·0
28	15·0	—0·5	28·0	9·0	36·5	33·1	48·0	30·9	79·0	49·0	76·5	56·0
29	25·0	9·5	.	.	37·5	24·5	43·5	36·1	81·5	51·0	76·5	57·0
30	33·5	15·5	.	.	41·5	21·0	43·0	40·1	79·0	57·0	70·0	58·0
31	27·0	22·5	.	.	39·0	25·9	.	.	80·5	57·0	.	.
	16·4	1·0	29·6	17·7	28·5	14·3	45·9	31·4	60·0	42·5	72·3	53·1

and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
67.0	60.0			70.0	55.0	74.0	57.0	42.0	32.0	28.5	9.0	1
70.0	60.5	85.0	61.0	69.0	46.5	53.5	46.0	36.5	31.5	17.5	7.0	2
74.0	51.5	81.0	64.0	58.0	48.0	50.0	44.0	40.0	32.5	30.0	12.0	3
77.0	52.5	73.5	57.0	63.5	47.0	66.0	44.0	33.5	27.0	33.0	26.0	4
78.0	54.0	68.0	53.0	62.0	51.5	52.0	38.0	32.0	24.0	35.0	30.0	5
72.0	62.0	75.0	55.0	60.0	44.5	53.5	33.5	32.0	20.0	38.0	22.5	6
78.0	56.0	65.0	55.0	65.0	46.0	50.0	38.0	34.0	21.5	22.5	11.0	7
80.0	60.5	64.0	54.0	67.0	45.0	51.0	37.0	40.0	25.0	28.5	16.0	8
83.0	61.0	66.0	57.0	71.0	42.0	49.0	42.5	38.0	30.0	28.0	11.0	9
77.0	61.0	63.5	58.0	74.0	47.0	51.0	46.0	32.0	18.5	20.5	8.5	10
74.0	55.0	71.0	57.0	75.0	54.0	49.0	44.0	28.0	17.5	24.5	18.0	11
75.0	57.0	74.0	56.0	77.0	51.5	48.0	42.0	34.0	24.5	31.5	18.5	12
72.0	54.0	75.0	61.0	78.0	63.0	43.0	40.0	31.0	24.5	26.0	13.0	13
78.0	52.5	69.0	61.5	72.0	50.0	45.5	39.0	38.0	21.0	29.0		14
80.0	59.0	75.0	60.0	79.0	55.0	50.0	39.0	41.0	34.0	28.5	8.0	15
83.0	61.5	63.0	57.0	76.5	53.5	43.0	37.0	41.5	34.0	36.0	16.0	16
81.0	62.0	64.0	58.0	77.5	61.0	49.0	33.5	41.0	31.5	30.0	13.0	17
84.0	63.0	76.0	57.0	72.0	49.0	51.5	32.0	36.0	31.0	17.5	6.5	18
77.0	65.0	76.5	57.0	62.0	44.0	48.0	38.0	33.5	25.0	27.0	11.0	19
83.0	65.0	76.0	56.0	64.0	48.0	40.0	33.0	29.0	19.0	31.5	18.5	20
77.0	60.0	77.1	55.0	60.0	49.0	40.5	26.0	26.5	18.5	20.0	9.0	21
80.0	65.0	81.5	53.0	60.0	41.5	41.0	33.0	31.5	16.5	27.0	17.0	22
80.0	60.0	84.0	57.0	67.0	45.0	42.5	33.0	36.5	30.0	23.5	12.0	23
76.0	59.0	77.0	66.0	62.5	55.0	41.5	31.5	41.0	33.0	24.0	18.5	24
67.0	58.0	67.0	60.0	60.0	53.0	35.0	29.0	40.0	33.0	22.0	15.5	25
63.0	54.0	65.0	58.0	68.0	50.0	36.5	20.0	40.0	33.0	24.0	17.0	26
73.0	57.0	66.0	59.0	58.0	41.5	40.5	21.5	49.0	39.0	20.0	14.0	27
63.0	62.0	77.0	61.5	58.0	49.0	40.0	23.0	45.0	36.0	23.5	14.0	28
80.0	67.0	69.0	60.0	63.0	45.5	53.0	32.0	37.0	32.0	21.0	17.0	29
86.0	69.0	71.5	58.0	64.0	43.0	44.0	35.0	33.5	20.5	21.5	16.5	30
.	.	75.0	51.0	.	.	41.5	33.0	.	.	18.0	10.0	31
77.4	59.5	72.4	57.9	67.1	49.2	47.5	36.1	36.4	27.2	26.0	14.5	

TABLE LXI.—CRANBOURNE, QUEBEC.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	9.0	1.6	37.0	25.0	23.0	6.2	48.0	28.0	49.0	39.0	82.0	57.0
2	7.0	-2.4	35.0	30.0	33.0	4.3	41.0	23.0	44.0	35.0	86.0	59.0
3	1.5	-9.6	33.0	30.0	36.0	26.0	36.0	21.0	35.0	31.0	78.0	58.0
4	-6.0	-14.9	32.0	17.0	35.0	21.0	45.0	14.0	47.0	28.0	64.0	53.0
5	4.0	-6.5	33.0	12.0	21.0	-0.4	42.0	27.0	52.0	30.0	61.0	50.0
6	17.0	8.8	26.0	19.0	13.0	-0.4	36.0	29.0	53.0	28.0	71.0	45.0
7	23.0	17.0	31.0	26.0	23.0	-4.5	33.0	24.0	50.0	30.0	74.0	48.0
8	26.0	18.0	30.0	3.5	23.0	-2.5	39.0	26.0	44.0	32.0	72.0	60.0
9	18.0	-23.2	17.0	3.6	49.0	13.0	43.0	21.0	43.0	33.0	82.0	58.0
10	13.0	-24.2	27.0	4.5	16.0	6.8	44.0	28.0	43.0	32.0	79.0	53.0
11	20.0	9.8	37.0	5.5	22.0	-0.4	41.0	25.0	58.0	26.0	63.0	48.0
12	19.0	25.2	38.0	23.9	26.0	12.0	36.0	23.0	68.0	32.0	79.0	40.0
13	-3.0	-16.9	29.0	3.4	29.0	9.0	48.0	19.0	72.0	38.0	75.0	55.0
14	11.0	-9.0	18.0	-1.4	40.0	4.7	50.0	23.0	63.1	42.0	70.0	55.0
15	0.0	-27.6	31.0	3.7	29.0	15.0	51.0	23.0	73.0	46.0	77.0	47.0
16	2.0	-3.5	33.0	17.0	29.0	0.6	55.0	27.0	70.0	46.0	71.0	60.0
17	12.0	-4.5	32.0	16.0	10.0	-10.6	55.0	28.0	70.0	52.0	70.0	55.0
18	18.5	3.7	17.0	10.0	12.0	-8.6	53.0	28.0	76.0	53.0	77.0	44.0
19	21.0	12.0	14.0	1.6	19.0	-3.5	46.0	34.0	71.0	48.0	75.0	51.0
20	36.0	18.0	18.0	4.7	27.0	1.6	39.0	33.0	65.0	49.0	66.0	40.0
21	18.0	-10.6	32.0	12.0	34.0	14.0	36.0	29.0	64.0	35.0	55.0	48.0
22	21.0	7.8	46.0	13.0	38.0	27.0	61.5	27.0	63.0	46.0	57.0	45.0
23	16.0	6.8	47.0	20.0	43.0	24.0	71.0	34.0	54.0	34.0	62.0	39.0
24	13.0	-1.4	35.0	24.0	33.0	15.0	75.0	36.0	51.0	36.0	57.0	45.0
25	-1.0	-20.2	28.0	24.0	33.0	15.0	53.0	39.0	48.0	38.0	60.0	51.0
26	8.0	-16.9	35.0	20.0	47.0	28.0	59.0	29.0	58.0	39.0	65.0	40.0
27	23.0	0.3	30.0	2.7	46.0	33.0	55.0	32.0	65.0	39.0	71.0	40.0
28	14.0	-4.5	31.0	0.6	48.0	41.0	59.0	27.0	78.0	41.0	75.0	45.0
29	22.0	8.8	.	.	43.0	23.0	45.0	28.0	81.0	50.0	73.0	52.0
30	28.0	18.0	.	.	38.0	17.0	46.0	37.0	77.0	49.0	70.0	56.0
31	32.0	18.5	.	.	47.0	17.0	.	.	78.0	51.0	.	.
	14.6	0.0	30.3	13.2	31.1	11.2	46.1	28.0	66.1	39.0	70.6	49.9

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
68.0	55.0	83.0	49.0	64.0	49.0	76.0	36.0	37.0	32.0	26.0	6.0	1
65.0	59.0	81.5	59.0	68.0	38.0	64.0	55.0	39.5	27.0	15.0	- 2.0	2
72.0	47.0	78.0	58.0	52.0	45.0	45.0	44.0	40.0	30.0	26.5	8.0	3
75.0	45.0	64.0	55.0	60.0	43.0	62.0	39.0	30.0	20.0	32.0	25.0	4
79.0	47.0	65.0	48.0	62.0	47.0	53.0	44.0	36.0	19.0	40.0	28.0	5
74.0	55.0	66.0	50.0	62.0	36.0	48.0	36.0	35.0	17.0	43.0	20.5	6
76.0	49.0	60.0	51.0	67.0	35.0	48.0	30.0	38.0	20.0	21.0	5.0	7
97.0	52.0	68.0	55.0	69.5	41.0	49.5	28.0	47.0	24.0	28.0	13.0	8
81.0	62.0	70.0	54.0	72.0	42.0	44.0	38.0	49.0	29.0	26.0	11.0	9
72.0	59.0	63.0	56.0	73.0	45.0	53.0	43.0	30.0	15.0	16.0	3.0	10
74.0	49.0	69.0	58.0	74.5	50.0	50.0	39.0	27.0	12.0	25.0	15.0	11
71.0	49.0	74.0	58.0	76.5	49.0	48.0	38.0	30.0	22.0	28.0	11.0	12
61.0	47.0	77.0	58.0	76.0	61.0	42.0	31.0	30.0	19.0	24.0	7.0	13
76.0	42.0	77.0	57.0	69.5	45.0	42.0	32.0	41.0	16.0	23.0	2.0	14
78.0	50.0	71.0	62.0	80.0	48.0	46.0	38.0	46.0	40.0	31.0	- 1.0	15
85.0	55.0	63.5	55.0	78.5	59.0	41.0	35.0	50.0	40.0	33.0	13.0	16
88.5	62.0	66.5	55.0	79.5	62.0	44.0	27.0	41.0	30.0	31.0	8.0	17
81.0	60.0	75.0	49.0	69.5	46.0	54.0	27.0	36.0	28.0	17.0	- 2.0	18
75.0	59.0	74.5	51.0	68.5	38.0	45.0	28.0	30.0	21.0	30.6	6.0	19
78.0	62.0	75.0	49.0	62.0	43.0	39.0	26.0	25.0	15.0	32.0	13.0	20
78.0	59.0	77.0	47.0	50.0	43.0	39.0	20.0	27.0	16.0	21.0	3.0	21
76.0	50.0	81.0	50.0	55.0	37.0	42.0	25.0	33.0	12.0	25.0	18.0	22
75.0	52.0	83.0	53.0	67.0	38.0	42.0	30.0	38.0	30.0	24.0	18.0	23
71.0	49.0	80.0	59.0	66.0	53.0	42.0	29.0	41.0	33.0	23.0	13.0	24
65.0	57.0	75.0	62.0	71.0	54.0	32.0	15.0	35.0	29.0	22.0	0.0	25
63.0	55.0	67.0	52.0	66.0	51.0	33.0	10.0	43.0	33.0	24.5	4.0	26
72.0	52.0	69.5	53.5	52.0	38.0	38.0	10.0	55.0	41.0	27.0	11.0	27
83.0	57.0	76.0	60.0	66.0	39.0	43.0	19.0	45.0	33.0	31.0	11.0	28
79.5	65.0	69.5	56.0	60.0	41.0	57.0	28.0	36.0	31.0	21.0	10.0	29
82.0	64.0	68.0	54.0	68.0	36.0	40.0	32.0	32.0	2.5	22.0	9.0	30
76.0	52.0	71.0	44.0	.	.	38.0	30.0	.	.	14.5	- 1.0	31
75.1	54.1	72.3	54.1	66.8	45.1	46.4	31.0	37.4	25.3	26.0	9.2	

TABLE LXII.—FATHER POINT. Maximum

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	17·3	·	25·1	19·5	28·1	6·0	37·9	20·1	38·4	32·4	51·3	41·4
2	16·6	·	23·6	15·5	34·4	4·1	36·2	27·1	41·3	31·6	74·5	41·5
3	5·9	·	30·2	15·1	39·7	21·7	32·4	11·2	40·7	33·0	67·1	51·6
4	7·4	·	33·0	23·8	35·6	16·7	27·1	10·1	40·1	33·2	64·9	41·9
5	9·5	·	33·0	17·7	23·0	9·3	31·9	14·5	39·9	32·8	60·9	40·4
6	17·3	·	25·9	16·7	13·7	4·0	34·0	28·4	46·6	32·0	68·3	48·4
7	25·9	·	31·5	21·2	21·2	0·6	34·1	29·3	40·7	33·3	64·1	47·7
8	27·3	·	23·9	15·0	17·3	6·8	36·3	29·9	38·9	33·2	75·6	47·4
9	13·0	·	17·1	10·1	52·3	14·5	39·0	30·1	37·9	33·0	80·1	45·5
10	10·3	·	21·9	12·4	24·4	9·0	39·7	26·9	41·6	29·2	78·5	47·8
11	22·1	·	22·5	11·1	25·0	5·9	36·2	24·4	48·1	27·7	59·8	46·3
12	6·5	·	29·5	16·9	21·9	9·8	47·4	26·8	56·8	31·3	61·0	41·4
13	6·4	·	20·8	9·0	15·3	0·2	41·2	24·9	63·7	35·0	60·9	44·3
14	10·3	-15·4	20·3	6·0	27·5	-2·6	46·6	25·4	55·2	41·2	61·3	48·2
15	-5·2	-18·8	29·2	17·7	31·6	16·2	47·8	24·7	66·0	39·4	66·5	48·7
16	1·6	-14·4	27·0	17·7	18·1	-4·6	44·2	24·7	51·1	40·6	64·9	46·9
17	10·0	-12·1	28·9	16·7	5·5	-11·2	43·2	24·1	54·9	38·8	60·8	43·7
18	24·7	6·9	24·1	9·7	11·3	-11·7	45·6	26·1	44·8	36·9	68·8	45·4
19	19·9	11·4	24·7	10·4	20·9	8·1	45·2	27·4	51·0	35·3	68·4	47·4
20	38·8	10·0	24·0	9·9	26·7	4·7	36·8	30·0	52·7	35·0	64·1	43·9
21	14·3	-6·5	30·8	4·9	30·0	22·0	39·6	29·1	54·7	32·5	53·9	44·5
22	19·3	3·0	39·1	22·9	37·0	22·5	48·2	28·8	58·5	38·7	56·9	42·3
23	18·9	4·7	28·4	16·0	24·9	18·9	56·5	34·0	49·3	38·1	56·4	42·9
24	17·8	1·8	29·3	15·7	29·9	19·6	60·8	35·6	44·9	38·9	59·9	42·3
25	4·4	-13·0	28·8	24·5	22·0	5·0	44·1	33·3	47·8	38·6	55·3	44·0
26	6·4	-10·2	29·0	12·5	39·2	20·1	50·8	30·5	50·4	37·8	59·3	43·3
27	8·9	-3·6	20·2	0·6	43·9	28·7	43·1	30·4	55·6	38·0	68·9	42·2
28	10·9	-11·3	27·2	5·2	41·9	29·9	46·9	32·3	61·4	46·3	64·7	46·8
29	24·1	8·7	·	·	43·4	22·9	55·1	31·9	61·3	47·1	81·5	50·0
30	30·9	20·6	·	·	36·0	21·7	49·8	33·3	67·7	51·1	66·4	52·5
31	21·7	22·8	·	·	32·0	20·0	·	·	66·6	42·4	·	·
	15·3	-0·8	26·8	14·0	27·8	10·9	42·6	26·8	50·6	36·6	64·8	45·4

and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
70·9	52·4	65·5	48·2	64·9	53·0	66·4	44·9	38·1	32·8	23·6	5·4	1
66·9	47·9	75·9	49·0	67·2	46·1	47·5	40·5	40·9	32·2	19·6	13·3	2
65·7	45·1	76·7	52·2	57·3	42·5	48·5	39·8	40·5	33·8	31·3	13·3	3
80·7	44·7	64·0	51·0	59·6	46·0	63·8	46·1	35·6	30·4	32·3	22·9	4
64·8	51·3	59·7	49·9	55·0	45·1	51·0	39·5	32·6	27·2	40·1	24·7	5
72·9	49·0	56·1	49·0	56·6	38·0	44·8	36·1	32·0	21·7	39·1	13·3	6
65·7	43·8	55·6	48·2	62·5	36·7	43·5	30·0	34·6	23·4	22·3	12·3	7
70·0	50·8	56·1	48·0	58·0	37·3	45·0	29·8	42·9	28·9	28·2	13·7	8
74·3	47·3	61·3	46·1	58·0	40·3	53·0	39·4	35·7	20·4	27·1	12·9	9
65·7	50·0	61·5	45·4	59·6	42·3	46·1	38·8	21·1	11·9	17·7	12·2	10
67·5	49·5	54·8	43·9	62·3	45·8	41·7	37·7	30·0	10·4	21·9	13·8	11
65·9	50·1	63·2	42·3	64·5	50·0	40·8	34·9	33·1	24·9	28·7	16·4	12
62·7	47·2	66·9	42·4	64·1	46·9	38·6	33·2	31·2	13·4	24·7	11·9	13
65·9	50·1	60·7	45·4	59·9	39·6	42·4	34·0	38·5	13·0	24·8	2·5	14
66·3	48·8	62·5	44·9	59·9	41·8	42·7	36·2	42·1	33·4	30·5	4·0	15
78·9	49·2	51·8	43·9	54·3	41·3	40·7	29·0	42·1	33·0	34·1	12·1	16
85·0	54·4	52·4	44·3	69·6	40·6	44·6	35·0	39·2	29·2	18·6	9·7	17
72·9	52·8	69·7	44·3	73·2	44·5	47·5	36·8	34·1	27·4	16·1	9·5	18
79·6	53·0	68·5	51·6	53·0	44·2	42·6	32·7	34·1	28·0	29·8	13·8	19
80·7	51·2	73·1	50·3	54·8	40·2	38·5	31·8	30·4	24·9	29·9	10·1	20
69·4	52·3	74·9	48·2	50·2	43·4	38·2	29·9	25·9	16·5	15·8	0·4	21
68·5	48·7	77·5	51·3	51·8	41·9	36·1	23·2	30·0	15·0	27·6	7·7	22
64·3	48·9	70·4	54·2	54·8	41·3	37·9	28·5	34·8	25·3	25·8	16·3	23
67·7	47·8	63·8	51·8	57·5	44·3	35·5	29·7	36·0	25·7	28·2	14·8	24
61·5	45·1	62·5	50·7	49·9	41·4	33·3	20·6	34·0	25·1	24·7	10·0	25
58·5	45·1	62·1	50·3	49·1	40·8	38·1	25·4	38·0	28·0	27·0	17·1	26
72·4	45·5	63·7	50·3	55·8	33·3	36·3	31·3	49·2	32·9	29·5	19·1	27
68·5	50·1	67·4	45·8	55·4	36·0	35·2	27·0	43·4	35·0	28·2	14·0	28
70·3	52·0	65·3	47·3	52·8	39·2	48·2	27·0	37·8	31·9	25·6	12·7	29
73·2	49·3	61·7	46·1	64·2	36·0	40·2	32·0	33·8	22·5	20·9	6·1	30
69·5	50·4	66·5	49·1	.	.	39·0	29·4	.	.	17·9	5·4	31
69·9	49·0	64·3	47·9	59·9	42·1	43·5	33·2	35·7	25·3	26·2	11·8	

TABLE LXIII.—BATHURST, NEW BRUNSWICK.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	28	8	27	18	28	18	•	•	40	32	62	41
2	18	-2	22	15	33	-3	38	12	40	33	68	45
3	12	-5	30	7	43	26	43	28	42	33	•	•
4	19	9	•	•	•	•	32	14	54	34	84	45
5	18	-10	38	22	41	14	35	24	52	33	72	44
6	•	•	26	7	21	1	40	30	•	•	73	45
7	•	•	30	20	26	-10	37	32	48	33	73	52
8	33	-12	28	16	24	3	•	•	38	32	61	50
9	30	-5	19	6	47	17	40	32	38	32	72	50
10	2	-27	22	-9	46	9	41	33	40	32	•	•
11	20	-7	•	•	•	•	40	28	50	30	74	56
12	21	-18	27	1	31	-2	39	28	62	30	59	47
13	7	-17	28	12	23	3	47	25	•	•	76	47
14	•	•	22	5	24	-7	48	19	67	32	80	50
15	16	-23	32	0	•	•	•	•	62	42	78	53
16	2	-18	28	4	30	5	53	20	52	38	69	57
17	12	-22	28	20	11	-13	42	21	55	33	•	•
18	26	-15	•	•	•	•	43	22	50	42	77	52
19	25	-4	26	7	19	-2	42	25	58	42	79	54
20	38	6	26	5	31	-5	37	30	•	•	67	46
21	•	•	29	7	35	5	47	28	61	32	68	43
22	40	-16	26	0	47	33	•	•	58	36	57	45
23	18	-3	29	5	41	21	61	38	57	33	63	42
24	16	-9	28	20	35	21	55	25	•	•	•	•
25	17	-10	•	•	•	•	49	30	44	36	73	43
26	4	-23	36	20	41	3	45	35	45	41	70	45
27	13	-9	26	2	36	28	52	36	•	•	67	42
28	•	•	35	10	42	31	49	33	78	38	75	44
29	12	-18	•	•	44	32	•	•	86	51	73	48
30	37	-5	•	•	37	30	42	32	87	55	68	50
31	40	8	•	•	42	25	•	•	68	44	•	•
	20.1	-9.5	23.0	8.5	33.7	10.8	43.8	27.2	55.1	36.5	70.7	48.0

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
°	°	°	°	°	°	°	°	°	°	°	°	1
.	.	78	47	67	51	83	35	42	30	33	8	2
.	.	87	53	.	.	56	44	42	27	.	.	3
73	55	76	58	69	57	53	41	47	38	30	15	4
74	45	86	58	67	47	60	45	.	.	37	18	5
79	45	.	.	74	44	63	41	41	26	37	20	6
73	58	73	54	.	.	63	32	36	28	43	30	7
68	47	65	58	.	.	.	.	37	20	22	16	8
.	.	64	57	67	40	52	27	47	24	33	14	9
80	48	70	52	.	.	55	32	58	32	.	.	10
80	61	65	56	71	43	52	41	35	19	29	8	11
74	56	63	57	80	50	52	45	.	.	24	5	12
77	58	.	.	85	52	49	43	37	15	30	8	13
69	58	77	57	82	55	.	.	33	19	26	12	14
83	56	72	59	82	48	.	.	44	12	27	3	15
.	.	74	62	67	42	51	34	47	35	18	-2	16
83	54	65	60	.	.	46	30	45	37	.	.	17
88	58	68	57	73	45	47	32	47	33	37	7	18
85	66	78	54	68	47	59	34	.	.	26	8	19
84	64	.	.	66	44	54	32	38	30	30	5	20
80	68	79	54	63	42	47	28	37	26	30	15	21
85	65	64	48	59	42	.	.	36	18	21	5	22
.	.	82	52	56	44	48	23	.	.	22	0	23
83	53	82	54	.	.	44	34	44	11	.	.	24
74	53	77	61	68	39	.	.	39	22	35	10	25
70	48	73	55	56	48	.	.	.	.	.	0	26
72	45	.	.	59	52	.	.	37	22	42	24	27
74	44	70	55	57	42	45	28	48	30	37	17	28
77	54	78	62	60	38	.	.	50	37	38	11	29
.	.	73	57	63	35	47	23	38	33	36	18	30
76	62	67	56	.	.	48	37	39	25	.	.	31
74	58	78	52	.	.	45	31	.	.	25	17	
77.4	55.2	73.7	55.7	67.7	45.5	53.0	33.4	41.7	25.7	31.1	11.5	

TABLE LXIV.—CHATHAM, N.B.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·4	— 2·3	25·4	18·4	31·4	8·8	37·3	12·9	49·1	36·5	74·3	40·8
2	17·9	— 0·5	24·4	16·9	33·4	— 6·3	40·5	11·4	48·7	35·8	80·3	42·8
3	13·8	— 2·1	33·4	18·9	46·3	27·5	42·3	28·1	40·1	35·5	85·1	55·0
4	13·0	— 5·0	38·5	20·3	42·3	24·5	34·4	12·9	52·3	34·8	62·3	47·9
5	26·4	— 2·0	38·3	22·2	36·3	9·0	34·1	24·5	51·9	34·8	73·1	48·5
6	21·9	—11·9	28·4	19·9	30·4	— 2·5	42·9	32·8	55·3	30·4	74·1	47·5
7	29·4	— 3·3	29·9	21·7	30·2	—12·4	41·3	32·8	39·0	33·8	71·9	50·9
8	32·1	20·4	30·4	11·4	22·2	— 0·3	37·8	31·9	38·1	32·4	69·3	49·0
9	37·1	—10·8	21·6	— 5·3	49·3	22·2	39·7	33·0	36·5	33·0	77·3	58·8
10	2·4	—21·8	27·6	— 6·3	45·1	6·8	40·3	33·0	41·3	32·0	76·5	58·5
11	24·4	— 2·0	29·9	4·3	31·4	— 0·8	40·5	26·9	49·9	31·8	76·5	50·6
12	20·8	—13·4	31·6	5·8	36·3	4·8	39·8	26·9	66·5	30·4	61·1	43·6
13	4·9	—10·3	35·3	11·0	23·2	4·8	48·1	23·9	73·5	31·8	79·3	48·2
14	16·4	—14·3	24·6	3·0	29·2	0·5	55·5	25·3	69·3	34·8	78·8	54·0
15	— 2·5	—29·6	34·4	0·7	29·4	18·9	54·3	22·9	64·3	39·1	79·8	50·8
16	2·4	—17·3	30·7	— 5·7	27·2	0·5	53·3	22·5	59·1	37·0	71·1	59·8
17	12·4	—21·5	29·6	18·4	17·9	— 6·3	58·5	22·9	55·3	36·0	72·5	55·1
18	21·4	—10·8	26·2	10·5	8·7	0·5	53·1	27·3	61·1	44·9	79·3	51·6
19	28·9	— 4·3	20·4	— 7·3	19·8	7·9	51·4	26·9	62·3	36·6	78·3	51·1
20	38·8	6·3	25·2	0·0	33·4	— 6·3	38·5	32·0	58·5	31·0	65·3	43·9
21	31·4	—11·4	30·2	—13·6	40·1	2·8	43·3	32·3	63·3	32·4	63·3	42·8
22	20·4	— 7·1	41·3	— 2·3	45·1	28·6	65·4	34·0	62·5	31·8	58·5	44·1
23	24·4	— 8·3	38·4	3·8	32·2	20·9	76·8	31·4	62·3	32·0	66·5	42·0
24	13·3	—11·9	36·5	22·9	40·3	19·2	77·9	34·6	44·1	36·0	70·8	42·0
25	13·9	—17·3	34·4	26·9	30·6	8·2	73·4	36·0	46·3	40·0	63·4	52·7
26	6·4	—24·5	37·8	13·8	42·1	22·9	45·3	38·0	45·1	41·0	70·3	42·0
27	14·4	— 2·0	27·9	— 0·3	40·5	29·1	58·5	33·5	58·3	37·5	71·1	41·9
28	14·4	—19·3	36·3	8·6	43·3	35·0	65·1	33·2	80·3	34·5	77·5	48·5
29	27·4	19·3	.	.	48·2	34·0	48·5	33·0	87·1	48·6	79·3	48·2
30	38·3	7·8	.	.	37·8	30·7	43·5	34·9	87·1	54·0	70·5	53·8
31	43·3	7·8	.	.	43·9	19·7	.	.	83·5	43·1	.	.
	20·3	— 7·2	31·0	8·5	34·4	11·4	49·4	28·4	57·8	36·2	72·7	48·7

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
70·9	51·0	80·3	47·0	65·3	52·4	78·1	50·8	40·1	30·0	27·4	7·3	1
74·3	57·0	88·1	53·8	71·3	58·5	61·3	44·0	44·1	23·4	22·2	1·7	2
75·3	48·6	77·9	55·2	67·3	50·0	53·3	40·5	54·8	38·1	28·4	5·8	3
77·3	45·0	80·7	57·5	67·1	46·8	62·8	46·0	40·1	32·1	37·7	13·9	4
87·3	44·0	73·1	55·4	76·3	43·2	62·8	43·5	42·1	24·7	35·1	16·1	5
71·3	55·0	70·3	50·0	67·1	43·0	54·3	35·3	47·3	21·9	55·3	30·1	6
69·1	47·6	64·3	56·2	70·3	38·0	53·1	27·4	42·3	19·9	30·4	11·9	7
81·5	42·2	63·3	56·0	70·5	39·2	53·3	27·5	66·3	22·9	32·2	11·7	8
79·7	58·0	68·4	52·6	73·8	43·2	59·3	32·0	60·3	33·1	30·4	19·2	9
80·1	59·0	62·8	49·5	78·3	41·0	50·5	38·0	34·4	20·0	20·4	4·8	10
81·5	59·0	68·3	52·8	81·3	50·0	53·9	46·5	32·4	19·2	24·2	— 0·7	11
81·1	60·0	75·3	56·8	84·3	51·5	51·3	47·0	34·1	16·9	28·4	18·1	12
78·2	58·4	79·3	58·2	82·3	55·0	48·3	40·4	33·2	17·3	27·3	13·9	13
79·3	56·5	69·9	58·5	68·3	47·0	54·3	36·0	41·3	11·9	29·4	1·4	14
82·3	53·2	74·1	62·5	66·8	50·5	56·3	35·1	55·1	38·0	23·2	— 5·3	15
89·9	52·8	68·3	58·0	77·3	46·0	46·1	30·5	54·3	38·0	39·8	12·3	16
88·5	58·9	75·3	58·5	85·3	58·0	48·5	32·4	49·9	34·7	17·6	5·5	17
86·3	65·0	79·3	55·5	68·3	46·0	59·3	34·0	40·7	33·6	24·2	8·5	18
85·8	62·0	84·3	54·8	65·8	42·0	59·1	31·7	34·9	30·6	33·1	4·8	19
82·1	67·8	80·5	57·1	63·8	42·5	47·5	26·7	32·6	22·9	35·3	14·0	20
84·9	63·5	80·3	46·0	69·3	42·4	49·9	20·9	34·4	17·8	22·4	3·0	21
86·1	61·8	84·3	51·2	57·1	43·2	39·3	29·8	34·4	9·6	21·4	— 2·3	22
81·1	57·0	89·3	55·5	66·3	36·8	45·2	28·0	45·3	17·7	31·2	4·8	23
73·3	51·2	79·5	56·3	73·3	43·0	46·3	22·4	41·5	23·5	32·9	16·1	24
70·4	48·0	72·3	51·8	58·3	52·5	38·3	25·9	43·3	24·8	33·9	18·4	25
74·1	45·0	66·3	56·0	61·1	54·0	43·8	22·9	37·1	28·0	42·3	24·0	26
78·3	42·8	70·3	56·8	59·5	42·1	44·1	25·9	52·1	30·8	40·3	20·2	27
79·5	54·0	79·1	61·8	62·3	34·0	42·8	24·9	53·3	38·1	38·7	12·5	28
89·3	62·4	75·5	59·0	64·3	44·8	50·3	20·9	38·5	31·0	41·1	17·4	29
71·3	66·4	66·8	55·9	66·8	34·3	49·3	34·1	35·2	19·9	26·2	19·9	30
78·7	52·4	78·1	49·8	.	.	45·1	27·8	.	.	25·0	18·4	31
79·6	55·0	75·1	55·0	69·6	45·7	51·9	33·2	43·2	25·7	30·9	11·2	

TABLE LXV.—FREDERICTON, N.B.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19.0	5.4	29.7	18.5	28.2	1.5	42.1	20.9	54.2	42.0	86.5	50.2
2	15.0	6.5	29.3	19.5	37.0	— 6.6	35.0	20.6	50.9	37.0	81.7	53.4
3	8.0	— 2.0	34.0	15.3	44.6	27.2	46.6	30.5	46.1	35.0	94.2	52.8
4	2.0	— 6.0	33.8	11.2	40.3	22.1	40.1	25.0	53.1	35.0	76.1	57.4
5	13.8	1.0	37.0	10.1	34.5	12.4	38.5	24.1	64.2	34.2	73.4	53.2
6	20.0	3.4	35.0	15.3	25.0	— 5.6	43.1	34.5	60.2	30.0	71.1	56.9
7	31.8	10.1	30.2	6.1	34.3	—14.8	42.3	34.0	41.4	37.0	80.2	51.9
8	36.0	24.2	31.1	19.0	27.0	— 0.5	39.4	34.2	42.7	36.0	73.4	57.9
9	40.1	— 8.5	25.0	2.3	48.2	27.0	45.4	33.0	41.1	35.0	74.4	59.4
10	4.0	—19.0	24.5	—10.1	41.6	9.7	43.9	35.3	41.9	34.0	69.1	57.4
11	24.0	— 2.8	29.0	6.0	28.5	0.8	43.9	27.5	57.5	31.7	74.3	54.4
12	22.0	12.6	37.4	3.4	34.0	11.2	36.0	25.4	69.1	30.0	78.0	51.7
13	5.0	—12.1	34.0	11.2	26.0	10.7	50.2	26.0	76.1	36.5	80.2	54.9
14	18.0	—11.6	24.2	4.4	28.0	3.8	55.7	22.4	72.8	39.2	82.2	51.4
15	1.0	—25.1	32.5	3.9	34.0	20.9	61.2	26.2	68.9	44.8	81.2	49.4
16	4.0	— 4.4	38.9	0.0	24.0	— 1.5	56.9	28.3	75.6	38.0	74.6	56.4
17	10.0	—10.0	33.0	22.4	17.0	0.5	61.5	26.0	61.2	41.3	74.6	55.4
18	22.3	—14.6	27.0	8.7	11.0	4.6	61.2	35.0	62.7	47.1	82.7	51.9
19	27.0	1.0	20.8	— 1.5	23.5	5.6	58.7	29.0	72.8	44.8	84.2	52.9
20	40.6	14.3	24.2	— 3.6	31.3	—11.8	43.1	33.0	66.2	35.2	69.6	45.0
21	28.0	— 9.0	31.2	— 8.7	40.7	10.7	44.3	34.0	64.2	31.5	66.2	47.0
22	16.0	—12.1	40.1	2.6	44.1	32.2	62.4	35.0	67.2	38.0	64.7	46.0
23	21.0	— 6.4	39.5	2.6	34.0	25.5	76.1	31.0	61.9	40.0	67.6	42.5
24	15.7	—16.8	38.1	7.7	37.3	22.4	73.1	35.0	46.1	39.3	67.3	42.0
25	11.8	—15.9	35.0	29.0	35.7	10.7	69.9	42.0	46.3	39.0	74.1	53.3
26	5.0	—29.7	42.1	21.4	43.1	22.9	53.9	38.0	48.7	42.2	70.1	45.0
27	14.0	0.4	25.0	1.5	46.1	32.0	63.0	36.0	59.5	42.0	74.1	47.2
28	10.0	—16.8	33.5	— 3.6	48.2	41.0	61.2	34.0	82.2	37.0	78.2	49.4
29	16.5	—24.6	.	.	45.1	32.5	53.7	35.0	86.7	48.7	77.5	46.5
30	33.0	10.1	.	.	38.1	28.5	57.2	42.0	84.7	50.9	73.6	51.9
31	38.7	9.6	.	.	46.1	25.8	.	.	87.3	46.9	.	.
	18.5	— 5.5	31.9	7.7	35.1	13.0	57.8	31.1	61.7	38.7	75.3	51.5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
62·7	51·9	83·2	54·9	67·3	54·9	78·0	45·5	43·1	28·0	27·5	7·0	1
76·3	56·4	84·0	54·4	68·4	54·7	61·4	49·9	49·7	26·5	18·7	4·6	2
78·2	50·9	81·7	49·9	71·3	49·9	52·2	42·5	54·5	35·2	29·0	4·0	3
79·2	43·0	80·3	56·4	66·2	47·4	51·4	29·0	39·1	29·0	36·0	14·8	4
86·4	44·4	69·6	54·0	76·9	44·9	51·5	24·9	46·1	22·4	50·7	22·4	5
70·1	54·9	75·1	52·4	64·5	44·0	55·2	32·0	46·1	23·1	55·2	30·3	6
75·1	52·4	73·7	51·4	67·2	38·0	61·3	46·5	41·1	21·4	31·0	13·6	7
80·2	47·0	64·2	57·9	70·7	41·0	64·0	42·5	53·2	19·9	30·5	12·0	8
80·2	58·4	70·1	57·9	66·2	48·9	53·4	33·0	61·2	35·2	31·0	14·8	9
84·2	58·4	62·8	57·9	78·1	44·5	50·2	43·5	36·6	21·1	22·0	7·0	10
82·4	54·7	73·1	57·1	78·8	48·4	54·8	46·5	31·5	17·9	23·3	9·5	11
82·4	58·9	79·5	58·4	82·2	49·9	53·2	47·0	32·7	16·5	31·0	20·9	12
80·0	57·4	71·1	58·4	82·5	57·9	49·7	39·0	33·7	17·9	30·0	7·7	13
80·0	57·6	73·1	61·4	70·1	49·4	51·2	31·8	44·6	12·1	26·5	0·7	14
84·2	56·4	77·7	62·1	75·3	43·0	52·2	36·1	49·2	34·4	23·5	— 0·5	15
88·2	55·9	69·7	59·9	82·7	54·4	45·6	32·5	54·8	37·5	41·2	13·8	16
86·2	57·9	79·9	58·9	83·2	62·4	48·2	28·5	52·2	29·0	38·4	8·7	17
85·2	61·4	78·4	58·4	67·2	46·5	56·3	34·3	42·6	27·0	25·3	2·9	18
82·2	59·9	82·5	53·9	63·5	44·0	58·2	29·8	37·0	28·0	35·3	— 1·5	19
77·1	63·9	80·9	58·4	66·2	42·0	44·8	25·0	30·0	23·9	35·5	14·6	20
82·2	63·4	79·2	50·9	65·2	47·4	44·1	19·6	31·0	17·9	20·4	1·5	21
89·2	62·9	84·5	48·9	58·5	44·2	37·9	30·8	32·0	12·8	24·5	0·5	22
83·4	59·1	85·2	52·6	69·6	40·1	49·2	28·0	42·6	21·9	29·0	4·1	23
76·1	52·2	86·2	58·6	67·4	44·2	48·8	22·4	41·1	26·2	36·9	17·3	24
74·1	52·9	72·3	59·9	71·4	48·9	37·0	25·5	36·0	29·0	35·0	18·1	25
75·3	47·7	64·0	56·9	76·3	51·4	41·0	20·1	41·1	29·0	35·0	16·8	26
78·0	53·7	70·1	57·9	61·7	37·8	39·9	20·1	53·2	35·0	36·0	17·0	27
72·1	53·9	77·4	61·9	63·7	34·0	46·1	23·2	49·0	38·5	32·0	10·7	28
82·2	63·9	71·4	60·9	65·2	41·5	53·7	21·4	40·1	31·0	35·0	8·0	29
71·1	63·9	72·1	53·4	66·4	35·7	50·4	37·0	34·0	24·9	26·0	7·7	30
85·2	61·4	75·4	49·9	.	.	44·6	27·0	.	.	24·2	20·4	31
79·7	56·0	75·8	56·3	70·5	46·4	50·5	32·7	42·6	25·7	31·5	10·6	

TABLE LXVI.—ST. JOHN, NEW BRUNSWICK.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	21	6	34	28	31	20	39	25	53	43	67	48
2	15	10	34	22	34	10	35	22	53	37	68	42
3	11	2	34	23	45	30	44	33	45	35	58	50
4	3	6	34	26	38	28	44	29	49	35	65	50
5	15	2	35	23	36	18	45	28	55	38	70	54
6	22	3	35	28	29	18	45	35	59	36	60	52
7	40	19	32	20	33	7	42	34	49	35	75	54
8	38	28	33	24	36	10	40	23	43	34	70	60
9	40	1	28	17	48	35	45	31	44	34	69	53
10	15	-7	26	10	40	21	44	33	40	35	64	51
11	27	8	29	20	29	13	42	31	58	33	64	50
12	24	8	36	20	35	21	37	27	57	35	72	52
13	9	-6	36	12	33	15	45	29	62	39	69	49
14	21	-2	22	7	32	7	44	28	70	40	53	48
15	6	-12	32	15	31	23	50	28	71	49	72	49
16	10	2	36	26	28	15	52	30	55	42	58	50
17	11	-2	36	28	21	11	49	32	56	44	74	50
18	23	3	32	12	14	5	55	34	51	44	.	.
19	28	13	21	6	27	6	51	33	68	46	.	.
20	40	23	25	9	32	10	47	35	57	38	.	.
21	39	10	29	12	39	22	45	39	69	36	.	.
22	34	7	35	20	40	35	63	37	58	45	.	.
23	21	15	37	18	37	26	68	35	56	46	.	.
24	32	7	36	24	38	25	63	44	48	41	.	.
25	16	-10	35	28	35	21	52	40	47	39	.	.
26	6	-13	38	28	41	28	53	42	48	40	.	.
27	29	3	27	10	48	34	64	41	54	41	70	52
28	13	2	33	13	50	44	60	36	57	42	66	54
29	29	-5	.	.	45	35	51	34	58	44	69	45
30	33	23	.	.	41	30	49	41	54	45	63	51
31	36	22	.	.	48	28	.	.	58	44	.	.
	22.8	5.4	32.1	18.9	35.9	21.0	48.8	33.0	54.9	49.8	66.5	51.2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
62	50	70	58	60	57	59	44	42	36	31	11	1
60	55	68	56	63	58	58	52	48	33	19	8	2
71	56	73	54	63	55	54	46	52	36	35	11	3
69	54	62	62	60	50	60	50	38	31	35	25	4
68	54	66	56	61	52	63	45	45	27	35	25	5
68	54	65	57	61	52	50	38	49	25	50	35	6
70	56	67	54	61	44	48	38	37	23	36	18	7
66	54	68	54	61	50	48	33	45	29	33	28	8
58	54	69	60	68	53	51	39	55	45	30	22	9
60	54	65	60	68	53	51	48	51	25	28	16	10
64	55	66	58	67	53	56	50	32	25	28	15	11
65	56	62	55	68	53	54	49	32	22	30	23	12
65	54	61	54	70	55	51	43	33	26	33	21	13
68	60	65	57	68	55	46	40	44	20	34	6	14
70	57	61	58	63	50	50	44	48	42	29	4	15
72	57	70	58	63	57	43	37	51	45	38	24	16
67	56	65	58	62	57	46	33	50	41	39	19	17
64	57	66	56	60	52	52	35	44	37	27	11	18
67	55	63	56	58	47	51	47	44	29	38	14	19
62	57	66	55	60	47	47	36	31	28	38	22	20
62	56	69	56	60	52	42	29	29	25	23	11	21
65	55	69	56	55	48	42	29	32	20	24	11	22
69	55	71	57	59	44	47	32	39	26	27	17	23
69	54	79	60	63	51	42	34	38	29	30	22	24
70	54	71	62	57	52	39	30	37	32	32	27	25
65	54	64	60	59	53	34	24	42	34	34	23	26
65	55	67	59	59	48	37	27	52	41	35	27	27
64	54	65	60	56	43	41	26	48	43	33	21	28
67	57	65	58	60	50	52	29	44	33	34	20	29
62	57	69	57	58	44	52	39	35	30	30	21	30
72	57	67	55	.	.	42	32	.	.	26	20	31
66.0	55.3	66.9	57.3	61.7	51.2	48.7	38.0	42.2	31.3	32.1	18.7	

TABLE LXVII.—TRURO, NOVA SCOTIA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	21·3	10·0	34·5	17·0	36·3	6·0	36·5	23·5	51·8	40·0	76·5	45·4
2	24·0	8·5	34·5	26·5	35·0	3·0	41·6	23·0	50·3	40·6	82·0	49·5
3	21·5	7·0	33·0	20·0	42·6	28·6	41·0	22·6	49·5	37·4	76·0	45·0
4	7·0	1·6	33·0	26·4	42·7	25·0	36·0	27·6	49·3	37·5	80·0	48·3
5	23·6	4·5	32·0	22·0	36·7	21·0	45·8	31·0	55·0	35·0	68·4	55·6
6	23·2	11·9	36·5	16·0	33·3	16·5	48·5	39·2	62·0	31·0	76·0	50·0
7	41·1	19·0	30·2	25·0	30·5	4·0	45·6	37·0	41·6	35·0	79·0	55·0
8	40·5	28·5	31·0	21·6	31·0	9·0	38·3	32·8	44·3	34·4	71·4	56·5
9	42·5	10·0	24·0	18·8	52·3	26·5	42·2	31·8	45·0	37·0	74·6	56·0
10	10·5	-0·5	20·0	2·0	50·2	25·0	37·3	33·0	41·0	36·0	77·7	57·0
11	24·6	5·0	30·0	8·0	30·5	15·0	41·3	31·0	39·0	31·0	66·3	56·4
12	28·0	-6·3	34·0	9·0	37·0	20·0	36·2	28·5	56·0	26·0	66·2	54·4
13	11·0	-8·0	35·8	24·8	34·3	20·3	36·0	27·0	64·0	29·0	66·2	58·0
14	24·8	-0·2	24·8	13·0	26·3	17·0	50·2	20·0	63·0	31·5	78·0	52·7
15	5·0	-11·5	29·2	7·0	36·0	21·0	52·8	23·0	55·5	39·0	73·0	52·0
16	14·0	4·0	34·0	6·0	33·0	20·0	49·0	24·5	61·3	30·0	76·2	50·0
17	8·5	-10·5	46·6	31·8	29·0	15·0	53·4	23·5	63·8	39·6	63·3	54·0
18	22·5	-3·0	35·8	23·3	45·7	13·8	57·0	25·0	61·5	39·5	70·2	50·0
19	24·3	-7·0	26·2	14·5	46·6	16·4	59·0	26·0	51·5	37·0	77·5	49·3
20	40·5	4·0	27·1	14·0	26·5	10·0	49·0	36·0	52·5	27·5	65·0	43·6
21	42·0	9·8	27·0	5·0	35·0	8·5	53·0	38·5	55·5	27·6	70·0	35·0
22	26·0	4·0	32·4	1·0	46·8	35·0	56·8	39·0	62·8	30·5	61·7	48·5
23	27·3	16·8	36·0	9·0	51·8	33·0	68·2	39·6	60·0	36·0	61·0	40·3
24	26·5	2·0	37·6	27·5	44·0	29·0	71·6	32·5	48·9	40·0	64·0	46·0
25	24·4	-5·5	36·3	32·0	37·0	21·0	67·5	45·4	50·0	39·0	76·0	53·0
26	4·5	-14·0	34·0	21·4	42·0	22·0	51·2	39·0	49·0	40·0	63·0	48·0
27	34·9	3·0	21·4	6·0	47·6	33·0	46·3	37·0	45·6	37·8	70·0	47·4
28	18·3	12·9	26·3	7·0	55·0	46·0	46·5	36·0	59·5	31·0	69·2	41·0
29	12·0	22·0	.	.	50·3	38·0	59·1	34·0	69·2	39·0	70·3	41·2
30	32·3	7·5	.	.	41·3	33·0	59·0	38·5	71·2	41·4	77·6	44·0
31	34·0	4·0	.	.	37·6	27·8	.	.	71·5	40·0	.	.
	33·9	1·9	31·6	16·3	39·3	21·3	49·2	31·5	54·9	39·3	71·5	46·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
72·6	45·5	78·0	44·0	70·0	46·0	70·2	45·0	44·0	35·0	32·1	16·0	1
72·5	54·0	78·2	46·0	72·1	62·5	62·0	46·8	46·5	29·0	23·0	11·5	2
67·0	54·0	77·0	48·0	72·6	56·7	55·5	46·0	58·0	43·5	32·9	9·5	3
73·2	44·0	78·6	62·0	63·8	48·0	66·0	50·0	43·5	29·0	38·8	21·0	4
74·6	42·5	69·9	51·0	73·0	42·5	68·0	51·4	43·6	23·8	46·0	20·0	5
80·5	45·2	72·0	50·0	62·5	46·8	62·6	37·2	54·0	27·0	58·4	38·5	6
72·5	54·2	76·0	48·0	64·5	33·5	51·5	30·0	37·0	20·0	39·4	18·2	7
75·0	45·2	76·2	61·3	65·8	40·0	51·2	27·0	51·6	20·6	32·3	13·0	8
70·0	56·0	72·5	59·6	71·5	50·5	55·3	30·0	59·1	42·0	34·0	19·5	9
73·6	62·0	67·2	56·0	69·2	45·0	52·4	41·6	55·0	28·4	26·0	10·6	10
79·0	63·8	73·3	58·8	69·2	42·5	54·3	47·0	35·4	28·0	28·0	5·0	11
73·6	61·0	75·0	58·0	72·5	46·0	54·2	47·5	36·0	29·5	35·0	28·0	12
80·5	63·0	76·0	56·0	71·8	48·0	58·2	43·0	33·6	25·8	30·9	21·5	13
68·8	59·8	70·7	63·0	67·0	45·2	50·1	43·4	40·0	17·0	35·0	11·7	14
74·4	54·0	79·2	64·0	61·5	40·0	53·5	35·0	52·6	39·8	23·1	-2·0	15
79·3	57·5	74·0	67·5	74·0	50·5	48·1	29·0	60·0	41·5	39·8	22·6	16
84·6	51·0	76·0	62·0	74·2	61·0	43·8	34·0	56·6	46·4	37·8	10·0	17
79·0	62·5	79·2	64·0	76·5	57·8	48·0	36·0	47·2	41·8	30·3	14·6	18
84·0	61·0	76·2	61·8	63·1	45·5	56·1	29·0	43·0	32·5	35·1	1·0	19
78·7	66·0	75·2	59·0	65·5	37·0	49·0	31·1	36·5	30·0	37·9	22·8	20
78·5	66·0	74·5	56·7	59·1	43·0	47·0	23·5	33·5	29·9	23·8	18·0	21
74·3	66·0	80·0	47·0	53·1	48·0	44·0	36·0	35·2	23·4	24·0	19·0	22
72·0	61·0	82·0	53·0	57·4	40·0	48·2	33·5	41·5	23·0	28·8	17·6	23
65·0	55·0	81·0	56·5	66·0	46·0	47·0	31·0	42·2	34·0	31·9	27·0	24
68·0	51·3	72·0	50·8	74·3	47·5	41·0	33·6	44·6	25·0	33·0	26·8	25
71·0	41·3	67·0	57·2	69·0	55·8	38·2	27·0	43·6	32·0	35·4	29·4	26
74·0	39·3	69·0	57·5	61·8	48·6	41·6	21·0	54·2	35·4	37·2	18·3	27
74·0	46·0	78·0	64·0	61·8	36·4	43·5	30·6	56·5	45·5	32·8	9·0	28
71·6	50·0	73·8	63·0	62·5	47·8	49·5	22·0	46·4	33·0	27·8	8·0	29
80·0	60·2	70·0	58·6	60·0	33·0	53·4	36·0	47·6	32·1	33·4	10·0	30
75·0	56·0	73·0	53·0	.	.	47·8	26·0	.	.	31·9	27·6	31
74·7	54·9	74·8	56·7	66·8	46·4	51·7	35·5	45·9	31·4	33·4	16·9	

TABLE LXVIII.—HALIFAX, NOVA SCOTIA,

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	24.0	5.3	34.8	26.0	34.6	20.0	46.3	25.5	48.0	39.1	90.8	48.1
2	27.0	11.2	37.0	27.5	32.5	13.5	51.4	22.2	63.2	43.0	62.5	45.2
3	20.8	10.4	33.1	26.0	42.3	29.5	44.0	29.9	46.6	39.4	78.9	44.0
4	12.4	3.8	33.1	25.3	40.0	26.8	44.9	29.5	56.2	36.5	71.9	50.0
5	27.0	7.1	42.1	24.0	36.9	20.5	46.3	31.8	62.9	37.9	78.9	52.5
6	23.0	14.5	35.0	26.2	34.7	19.9	44.1	36.1	59.9	33.9	74.9	54.1
7	41.5	19.0	33.0	24.5	34.3	13.0	41.0	34.0	45.8	35.3	64.0	50.0
8	38.5	27.0	34.5	27.5	32.7	12.8	41.3	32.4	47.1	34.7	56.4	51.6
9	42.8	10.0	30.4	19.8	52.0	32.0	46.8	32.1	47.0	36.8	58.8	47.6
10	16.9	1.0	26.8	11.0	46.0	22.4	43.0	32.9	41.2	34.1	63.4	50.5
11	30.0	13.1	34.8	14.3	33.9	18.1	44.5	30.1	48.0	32.0	69.3	54.7
12	30.8	0.0	33.2	11.0	34.9	20.0	42.9	28.5	54.9	30.9	59.8	51.6
13	14.5	3.0	35.0	18.0	34.6	21.8	41.0	27.0	69.0	31.8	67.5	53.1
14	29.5	4.0	20.4	13.0	32.0	18.9	49.8	24.0	77.7	38.0	71.6	51.8
15	14.8	-8.0	34.8	13.0	34.1	16.5	53.9	24.0	69.9	42.0	81.2	56.0
16	21.8	10.4	46.8	19.5	29.6	22.1	56.8	29.8	68.5	37.0	69.7	50.8
17	14.2	-1.0	43.8	30.5	31.3	18.2	56.4	29.5	50.0	37.0	73.6	50.9
18	26.6	2.9	33.0	22.0	41.1	16.4	62.8	28.5	50.2	36.8	76.8	52.3
19	31.5	14.0	32.6	14.0	46.8	17.5	46.7	30.0	56.8	36.9	69.8	57.8
20	42.7	17.2	29.0	12.5	35.5	16.0	46.9	35.4	64.8	34.1	70.2	44.5
21	40.2	13.8	34.0	8.5	38.1	19.1	56.9	41.1	69.9	32.0	70.1	43.0
22	29.0	12.1	39.9	11.0	46.0	37.5	56.4	36.8	69.8	40.0	72.9	47.5
23	29.8	19.2	41.0	24.0	50.5	33.2	62.6	37.1	53.5	41.9	69.8	43.1
24	28.0	11.0	41.2	29.6	54.5	29.8	54.3	37.6	47.9	39.9	65.3	48.4
25	24.8	-4.2	38.0	32.0	36.9	25.0	72.0	38.9	52.8	40.3	69.8	48.5
26	7.8	-10.0	35.0	20.0	40.1	27.5	51.5	39.5	50.9	40.6	73.4	51.1
27	36.2	7.6	24.1	8.0	43.0	32.0	60.2	36.1	49.4	38.5	66.4	44.4
28	25.3	-2.0	35.4	14.0	46.4	37.1	56.5	33.0	70.4	36.8	72.4	40.8
29	20.0	-7.5	.	.	41.8	34.3	49.8	36.8	79.0	47.0	77.4	45.4
30	34.5	13.1	.	.	47.8	33.2	46.8	36.6	75.3	45.1	72.2	47.1
31	39.7	15.6	.	.	42.8	26.2	.	.	77.2	45.1	.	.
	27.3	7.5	34.7	19.7	39.6	23.6	50.6	32.2	58.8	37.9	70.7	49.2

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
70.1	45.6	74.0	52.1	69.9	54.5	64.5	46.1	44.2	33.9	36.7	14.8	1
67.8	51.4	73.8	51.7	70.0	63.1	66.9	52.1	50.5	32.8	24.0	12.9	2
78.8	50.1	71.9	51.7	73.8	56.5	55.0	50.2	58.4	40.5	34.2	14.5	3
74.6	50.0	77.6	63.6	72.7	50.5	59.6	52.0	43.7	31.3	38.9	27.0	4
78.1	48.5	73.1	57.1	72.2	49.9	61.6	50.2	46.9	26.7	50.5	26.7	5
76.4	49.0	74.7	54.5	66.4	50.1	55.1	38.7	54.8	29.1	54.8	37.3	6
78.4	53.3	75.0	51.4	67.8	42.4	55.6	34.8	39.9	25.0	37.5	18.9	7
74.0	49.0	75.2	61.0	69.9	48.1	54.8	31.0	51.2	31.0	36.9	18.6	8
72.8	52.8	79.6	62.0	71.5	54.0	52.0	35.0	58.8	40.2	37.2	23.6	9
63.5	59.5	65.6	59.9	74.4	51.1	55.0	47.1	54.3	28.6	29.8	22.0	10
69.5	57.9	77.0	59.1	76.9	47.5	53.5	49.8	34.4	28.4	35.8	20.0	11
67.4	55.9	74.3	55.8	80.6	53.0	59.0	48.0	37.8	29.1	37.5	29.0	12
67.0	56.1	76.1	55.5	78.2	57.4	60.6	44.6	34.9	26.0	37.8	26.0	13
71.0	60.8	70.2	60.6	72.5	52.0	52.7	40.5	44.3	19.0	39.8	11.8	14
79.0	56.6	73.1	64.0	70.1	48.6	55.8	36.4	54.7	42.8	33.3	7.4	15
82.6	58.2	70.3	63.3	77.9	52.8	47.8	34.6	58.5	47.5	43.0	27.5	16
78.9	55.0	77.4	62.2	78.5	61.7	46.8	34.6	54.8	46.1	40.4	20.0	17
72.7	58.8	78.9	61.9	73.0	56.0	52.9	34.0	49.2	44.7	32.5	18.0	18
70.9	57.1	78.3	61.1	70.1	47.5	61.7	35.5	38.6	25.1	38.7	14.9	19
69.9	60.9	80.4	59.1	67.3	45.6	49.8	35.8	44.8	24.4	41.0	21.8	20
72.2	61.3	80.0	57.4	61.5	49.0	48.2	31.0	45.0	31.1	23.5	17.6	21
69.5	60.0	75.5	55.0	60.0	45.7	44.9	40.5	45.1	33.0	25.0	17.4	22
78.4	60.0	82.6	58.3	66.4	42.0	51.0	35.6	38.1	31.4	28.9	17.0	23
71.9	57.5	88.2	55.5	71.9	47.6	48.4	40.7	34.0	29.1	32.8	21.1	24
72.4	52.4	76.6	59.2	69.4	51.2	38.2	33.3	40.2	30.8	34.0	29.0	25
70.1	46.2	63.9	58.0	70.2	54.6	40.6	29.3	43.9	35.6	34.9	28.8	26
67.7	48.5	73.2	59.1	64.3	48.9	43.3	26.0	50.0	41.0	41.2	28.0	27
75.0	50.9	74.1	63.5	60.6	39.9	45.3	29.6	56.4	43.3	38.6	24.0	28
73.8	58.0	69.9	63.7	66.3	48.4	49.9	27.2	52.2	36.1	40.9	19.2	29
76.8	60.4	76.1	57.3	64.9	41.6	54.1	37.0	51.1	32.6	31.7	22.0	30
77.1	58.2	78.8	54.2	.	.	48.9	30.0	.	.	32.0	26.2	31
73.2	54.8	75.3	58.4	70.3	50.4	52.7	38.4	47.0	33.2	36.3	21.4	

TABLE LXIX.—SYDNEY, NOVA SCOTIA.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	19·6	14·0	29·6	13·7	36·0	15·0	32·9	27·0	42·5	36·5	60·3	41·4
2	31·0	13·4	32·4	27·5	34·0	7·5	37·7	27·0	42·5	34·6	61·7	36·6
3	29·9	5·4	34·0	22·7	38·8	25·2	45·8	33·3	51·0	34·7	79·6	46·4
4	8·8	1·8	33·3	19·0	39·0	25·3	36·6	30·0	53·0	36·0	63·0	50·2
5	31·4	5·9	38·0	22·3	37·5	13·1	38·0	31·6	58·9	33·4	64·8	45·4
6	27·0	10·0	31·7	23·5	25·8	11·2	41·4	34·3	63·4	30·2	72·0	44·0
7	38·8	13·4	34·7	26·5	33·0	9·1	45·2	34·0	44·0	35·3	76·9	48·7
8	39·4	30·0	29·9	14·0	29·4	17·3	39·5	31·2	42·5	36·2	61·0	43·0
9	42·5	16·0	27·7	8·7	51·4	23·4	37·8	31·0	43·0	36·0	63·5	47·5
10	16·0	5·2	23·2	—4·8	48·0	26·0	39·7	32·1	37·7	33·0	74·6	52·7
11	25·8	14·8	21·5	—11·0	27·0	13·3	38·0	31·0	39·0	32·0	76·8	57·0
12	25·0	—2·8	27·6	—12·8	33·7	9·2	33·0	28·4	53·0	32·6	62·0	49·4
13	10·3	—9·8	36·7	25·3	35·0	25·0	34·4	26·2	62·0	29·0	66·3	50·7
14	28·6	—1·5	28·4	14·7	33·8	25·2	47·8	24·0	70·0	29·7	79·0	57·1
15	5·6	—7·6	26·0	13·6	39·3	28·5	49·4	24·1	54·2	39·2	70·3	49·6
16	18·8	—4·0	37·7	15·0	39·3	19·4	42·8	24·4	53·4	34·4	76·8	49·4
17	12·6	—15·0	43·0	19·7	35·0	12·0	45·9	27·2	55·0	34·4	69·9	48·6
18	19·7	—15·5	35·5	23·0	41·7	20·8	45·2	25·2	46·3	33·0	63·0	48·3
19	23·4	—2·4	28·8	22·8	44·0	18·3	55·4	23·7	45·0	35·7	75·5	51·7
20	40·5	0·5	37·2	15·3	29·8	7·4	38·8	30·7	47·0	34·0	60·6	46·7
21	39·6	—0·2	30·1	3·2	36·4	4·7	55·1	35·0	49·8	37·3	61·3	44·6
22	22·0	—4·7	29·7	1·7	56·6	32·0	53·0	30·3	53·0	33·0	65·1	47·3
23	31·0	6·6	35·9	28·8	45·8	30·8	62·3	27·6	59·7	28·4	60·0	45·7
24	23·8	—4·7	41·9	31·4	42·0	27·0	67·8	31·3	48·4	38·0	65·0	46·7
25	18·4	—3·0	35·9	31·0	28·4	18·4	45·6	34·8	52·0	40·4	66·6	50·0
26	1·4	—14·8	30·9	14·0	35·0	18·0	45·9	35·0	45·0	40·0	60·0	41·4
27	20·0	—14·8	16·3	1·8	40·1	22·4	44·6	33·4	49·0	35·4	64·8	38·2
28	13·0	—17·6	25·0	10·2	45·7	37·3	48·7	35·0	64·6	37·1	69·6	35·4
29	13·3	—25·0	.	.	51·0	38·2	52·0	33·6	81·4	51·0	72·9	40·0
30	28·7	—8·0	.	.	45·3	30·8	53·0	31·0	83·0	55·5	72·9	43·3
31	34·8	4·6	.	.	37·5	28·2	.	.	83·6	46·4	.	.
	23·9	—0·1	31·5	15·0	38·6	20·7	45·1	30·1	54·0	36·2	67·9	46·6

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
69.9	45.3	68.6	45.5	73.9	50.7	69.1	44.6	43.0	33.8	36.6	21.0	1
62.6	48.0	72.9	41.0	74.3	59.0	63.1	46.4	46.7	30.0	28.0	19.0	2
71.9	50.6	75.1	54.4	71.9	63.5	51.5	40.0	56.4	41.4	31.8	18.1	3
71.0	44.0	75.8	60.2	68.1	51.7	55.9	42.1	43.2	37.6	36.4	27.0	4
69.8	39.3	76.8	54.8	71.2	44.9	65.5	53.6	42.0	32.5	39.4	18.7	5
80.0	45.2	71.0	52.0	71.0	46.0	61.0	43.7	53.3	32.0	55.0	39.0	6
64.1	50.0	73.4	48.8	62.6	38.9	50.0	39.4	36.0	29.7	42.8	23.3	7
71.5	44.0	66.6	58.8	66.0	39.0	46.3	29.9	50.2	27.1	32.4	21.5	8
65.8	54.1	66.6	58.8	67.5	44.6	49.0	27.7	58.0	41.4	37.6	21.3	9
68.4	58.6	69.7	53.2	63.0	45.4	48.8	42.3	56.4	27.4	34.0	18.5	10
77.3	60.8	62.7	57.4	74.0	39.9	50.0	43.4	37.3	27.6	28.6	10.5	11
68.0	60.0	73.5	56.7	76.7	51.6	49.0	45.3	38.2	30.5	33.6	25.2	12
70.0	58.0	78.7	58.0	73.2	59.3	50.0	41.7	35.1	28.0	30.5	25.3	13
61.0	55.0	70.1	60.1	62.7	43.0	46.3	41.3	39.6	27.0	34.1	23.0	14
61.0	54.8	73.5	61.2	61.8	37.7	52.6	38.3	52.2	38.1	25.0	18.0	15
68.1	52.4	70.3	63.6	67.0	35.3	46.0	38.0	58.0	41.3	38.3	24.3	16
81.0	51.3	76.8	62.3	73.7	58.2	45.5	37.0	55.5	43.5	37.0	19.8	17
71.6	56.7	78.0	63.7	76.2	60.2	49.0	42.0	46.0	41.0	34.5	14.4	18
80.7	61.7	78.0	62.4	67.0	46.4	58.4	38.4	45.0	34.0	34.0	9.2	19
80.3	64.5	77.0	60.6	66.0	46.0	49.1	36.0	39.1	31.8	37.0	24.0	20
78.5	65.2	73.5	58.7	62.9	44.5	46.9	29.3	35.3	29.8	27.5	20.0	21
76.2	64.2	79.6	47.7	56.9	48.8	44.5	28.3	40.0	24.3	28.8	22.2	22
76.2	59.6	76.2	54.0	56.6	48.6	46.6	36.4	44.0	22.5	32.4	24.7	23
65.5	54.4	63.2	51.7	64.8	46.0	48.8	34.0	41.0	27.0	33.2	28.5	24
64.0	61.7	64.3	50.0	65.5	42.5	42.5	32.5	39.0	21.6	34.7	30.7	25
62.0	47.0	67.5	47.2	72.8	54.0	39.0	31.6	42.2	28.2	36.2	32.2	26
66.6	47.7	66.5	52.3	64.0	48.0	44.5	32.4	46.8	25.4	36.9	25.9	27
71.8	47.2	79.3	59.9	69.5	36.6	40.0	33.4	52.0	41.0	36.0	16.5	28
65.8	59.0	71.0	69.2	60.5	49.0	46.4	32.0	49.6	35.2	39.1	13.8	29
74.2	59.0	74.0	59.0	55.5	41.3	51.0	36.0	55.0	34.4	32.3	26.1	30
75.9	52.0	70.5	54.0	.	.	49.0	32.0	.	.	33.9	27.0	31
70.6	43.4	73.6	55.5	66.9	47.4	50.2	37.7	45.9	32.2	34.8	22.2	

TABLE LXX.—PORT HASTINGS. Maxi

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	20·2	12·4	39·4	11·7	36·1	16·3	·	·	47·2	33·5	62·7	43·4
2	18·7	8·4	37·9	23·6	36·9	21·0	38·2	24·7	46·4	32·7	78·3	50·4
3	35·1	8·1	33·4	18·7	39·2	25·1	36·9	26·6	49·2	33·8	·	·
4	10·1	3·1	·	·	·	·	37·2	29·7	50·5	35·6	68·2	43·4
5	22·8	4·4	40·3	21·3	34·3	15·7	40·9	33·6	54·4	36·6	62·3	49·4
6	25·3	14·4	32·3	26·6	27·3	15·6	45·4	37·7	·	·	64·2	47·4
7	·	·	30·2	24·4	34·3	18·6	44·8	33·7	47·2	30·5	64·2	49·4
8	41·2	14·3	30·5	14·7	35·6	16·7	·	·	45·2	32·5	63·2	49·4
9	41·9	21·7	29·7	12·9	43·6	25·6	37·9	21·4	45·9	38·6	68·7	42·4
10	28·3	6·6	27·6	10·3	52·1	27·7	39·5	24·1	42·9	28·4	·	·
11	24·0	15·0	·	·	·	·	43·2	39·7	46·9	31·4	65·2	44·4
12	23·6	-0·5	31·8	7·8	39·0	15·4	39·4	24·9	49·2	34·7	68·2	44·4
13	10·3	-1·3	35·1	25·6	35·0	24·3	45·5	30·1	·	·	67·2	49·9
14	·	·	35·1	15·6	39·5	22·4	49·2	31·7	58·2	35·1	67·7	52·4
15	10·3	-4·3	22·5	15·6	42·8	22·7	·	·	56·2	32·7	78·1	53·9
16	18·4	6·9	35·2	19·7	36·3	14·7	45·9	29·7	61·7	35·5	76·4	53·4
17	5·7	-7·3	39·7	24·4	28·5	18·6	42·1	30·1	64·7	38·6	·	·
18	28·0	2·7	·	·	·	·	45·2	29·5	62·7	32·6	69·0	49·6
19	30·3	10·1	41·5	18·9	38·5	20·3	44·5	26·1	62·7	32·8	73·2	49·1
20	32·2	18·1	39·5	19·5	25·5	16·6	41·9	29·4	·	·	68·2	43·0
21	·	·	37·6	19·5	43·5	12·7	52·9	35·2	51·8	33·6	73·4	47·1
22	28·2	8·3	30·5	10·9	49·4	28·9	·	·	49·9	33·1	65·7	45·5
23	30·0	17·6	30·5	19·7	54·3	32·4	51·1	32·9	48·9	32·8	61·0	46·6
24	25·3	5·6	31·6	20·6	39·6	29·1	50·5	32·5	51·8	35·5	·	·
25	21·3	-4·3	·	·	·	·	51·4	32·1	58·2	37·1	62·8	47·4
26	2·4	-9·3	33·4	14·7	33·5	22·1	45·9	31·6	49·4	28·3	68·3	48·8
27	32·9	-2·3	18·6	·	43·5	29·4	41·2	28·4	·	·	72·3	50·4
28	·	·	23·0	9·6	45·5	27·7	42·9	31·7	58·3	35·6	69·3	50·9
29	20·4	-7·5	·	·	45·9	32·6	·	·	72·3	54·7	68·1	50·4
30	29·3	6·9	·	·	43·5	29·4	46·5	32·6	69·8	32·5	69·1	50·9
31	34·1	12·7	·	·	39·4	26·4	·	·	75·3	48·6	·	·
	24·5	7·3	32·8	17·7	39·4	22·6	44·0	30·0	54·3	35·9	68·2	48·2

imum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
.	.	67.0	54.3	70.3	54.2	69.0	46.1	45.5	38.5	36.5	29.1	1
62.8	48.4	72.3	49.4	.	.	61.1	41.6	46.8	40.1	.	.	2
69.3	51.9	70.2	56.6	70.7	60.2	60.0	42.9	59.7	43.2	35.2	.	3
72.5	52.4	75.1	58.2	68.2	53.9	61.8	41.7	.	.	35.4	.	4
72.7	53.4	.	.	71.2	55.2	57.6	43.7	47.1	38.5	39.9	.	5
73.7	54.3	68.7	53.5	63.2	50.1	55.8	40.6	53.2	35.8	58.2	.	6
79.2	56.4	69.0	52.4	67.0	51.9	.	.	39.6	28.0	42.3	.	7
.	.	71.0	52.9	64.0	42.7	56.0	40.4	58.2	37.9	43.8	.	8
75.1	56.0	69.7	54.5	.	.	55.4	34.7	62.2	52.1	.	.	9
68.7	53.4	67.2	53.9	68.0	50.9	48.4	41.7	61.2	29.0	39.9	.	10
74.3	58.3	69.5	54.2	69.7	49.4	48.4	42.4	.	.	33.4	.	11
69.2	58.3	.	.	76.1	58.9	50.2	43.3	40.2	34.6	35.6	.	12
67.7	51.9	74.1	51.9	78.3	59.9	60.5	40.4	38.6	29.6	33.4	.	13
74.8	53.8	78.1	53.8	69.2	52.7	.	.	41.2	32.9	36.6	.	14
.	.	78.3	56.2	66.2	49.9	60.4	50.1	57.4	48.4	34.9	.	15
73.1	52.5	71.3	63.7	.	.	50.1	40.1	62.1	53.5	.	.	16
79.8	57.8	78.3	59.8	76.3	58.3	42.4	38.3	56.7	47.4	41.5	.	17
78.3	56.0	76.3	65.2	75.1	56.4	49.9	47.8	.	.	40.0	.	18
79.5	60.1	.	.	72.3	48.7	50.7	46.3	47.6	38.6	37.5	.	19
81.3	59.8	77.3	60.4	62.2	48.4	70.2	41.9	40.4	35.6	40.5	.	20
80.3	72.7	78.3	62.3	59.8	45.7	.	.	38.4	34.4	37.5	.	21
.	.	73.3	55.4	59.3	42.1	48.4	40.5	42.5	37.6	30.8	.	22
77.8	58.7	76.3	60.3	.	.	46.4	42.9	41.3	38.6	.	.	23
74.3	55.5	77.3	52.4	62.7	46.1	58.2	52.1	49.1	35.8	35.3	.	24
72.8	53.9	74.3	53.4	66.7	48.4	44.9	41.9	.	.	37.3	.	25
69.7	49.4	.	.	68.2	49.5	46.2	43.4	44.4	39.4	36.7	.	26
72.4	59.9	65.5	59.4	65.7	46.1	47.8	43.1	50.3	47.5	37.5	.	27
68.0	58.9	69.2	59.4	68.7	49.4	.	.	56.1	53.4	42.4	.	28
.	.	76.2	58.2	66.2	47.2	50.2	46.2	53.3	43.8	40.5	.	29
73.8	54.8	73.3	59.4	.	.	54.7	52.4	57.5	40.4	.	.	30
68.2	57.8	68.2	55.5	.	.	54.0	37.6	.	.	35.5	.	31
73.4	56.0	72.6	56.5	68.2	51.0	54.0	43.1	48.7	39.8	38.4	.	

TABLE LXXI.—CHARLOTTETOWN, P.E.I.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	16·7	6·2	29·5	17·9	26·6	14·1	32·2	24·9	48·3	38·9	64·0	43·1
2	26·6	8·5	30·0	16·9	29·0	6·1	32·0	22·9	47·8	34·6	71·3	46·1
3	19·7	— 2·2	26·5	17·1	39·1	25·1	34·2	24·1	45·2	34·1	79·0	50·9
4	14·2	— 3·7	31·2	20·9	39·8	26·6	30·5	27·1	50·1	38·2	75·4	49·1
5	20·4	13·0	33·7	22·1	34·0	19·6	44·0	29·2	52·9	39·0	66·2	49·2
6	19·6	5·0	33·5	23·7	31·0	16·0	49·5	24·6	54·0	35·1	72·6	51·8
7	38·0	12·1	29·0	23·9	29·8	8·7	44·0	33·7	38·8	33·1	73·5	53·9
8	35·1	27·2	27·7	16·3	28·0	13·0	35·1	30·6	38·1	34·3	73·3	55·3
9	38·8	1·2	21·9	14·1	47·0	26·1	37·1	31·0	43·0	34·3	73·8	54·0
10	6·8	— 4·9	17·4	4·6	43·9	19·7	34·7	30·8	39·9	34·1	72·1	56·4
11	22·3	4·6	20·5	— 2·4	28·1	16·1	38·0	28·9	36·9	32·6	71·1	57·2
12	20·3	5·9	30·8	15·4	32·3	17·2	34·8	27·1	54·0	31·6	69·5	54·9
13	6·0	— 5·7	35·0	22·3	27·0	14·9	33·6	27·3	60·0	33·2	69·5	55·2
14	18·2	— 8·4	21·6	11·7	29·4	13·1	47·9	27·1	60·0	38·1	73·2	53·7
15	5·5	—13·6	26·3	12·3	33·6	22·1	51·0	28·1	48·9	39·1	71·6	54·3
16	9·4	— 3·9	30·0	15·6	27·9	14·1	44·4	26·1	53·8	37·5	68·1	55·0
17	4·9	—12·8	41·5	26·1	20·8	11·1	47·5	27·3	60·0	38·1	62·0	52·4
18	20·1	— 0·8	33·4	22·1	24·0	9·6	51·0	29·1	53·6	40·2	69·0	51·2
19	24·0	7·5	25·1	12·5	28·0	13·1	54·0	29·2	50·3	32·1	74·8	55·0
20	39·0	11·8	25·2	14·1	27·0	11·2	45·1	31·2	45·0	30·1	60·7	48·1
21	37·4	4·1	23·9	4·7	36·8	11·1	51·0	35·1	57·0	36·6	63·0	43·7
22	23·5	1·2	29·2	— 1·1	42·1	31·5	51·0	33·1	50·0	35·5	63·7	44·1
23	23·5	8·1	30·0	13·1	34·3	20·1	64·1	33·1	54·8	35·2	62·8	43·2
24	22·8	2·8	34·4	29·1	32·0	23·1	67·2	38·3	48·0	37·3	66·0	47·5
25	15·5	—10·3	34·1	30·6	26·0	18·1	64·9	36·5	50·0	38·2	64·1	52·0
26	0·1	—15·4	30·4	11·3	37·0	21·2	37·5	33·6	44·0	38·1	62·0	47·9
27	21·0	— 2·4	18·0	3·1	43·0	30·0	38·2	34·2	42·0	35·5	67·0	45·8
28	4·9	—21·7	24·4	9·1	52·5	40·6	41·3	30·3	68·4	32·4	73·4	46·9
29	15·5	—26·7	.	.	47·9	36·6	47·9	29·9	75·5	48·9	72·4	50·9
30	30·5	11·1	.	.	38·4	30·1	55·7	34·0	75·8	54·9	72·8	55·5
31	35·0	11·6	.	.	31·4	22·9	.	.	79·3	43·1	.	.
	30·5	0·3	28·4	15·3	38·4	19·5	44·7	29·9	52·4	36·9	69·3	50·8

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
72.0	53.1	70.7	50.4	67.4	57.9	66.0	52.0	43.7	35.4	32.5	16.3	1
70.7	52.4	74.7	55.9	69.7	61.9	60.3	46.2	46.5	32.1	23.9	14.4	2
67.0	54.6	75.2	57.7	69.4	57.4	50.0	46.1	55.2	39.9	33.9	16.2	3
70.7	50.9	76.0	59.7	68.9	53.5	60.0	47.5	43.6	34.1	35.1	24.4	4
71.7	57.3	72.7	57.4	71.1	54.9	64.3	47.0	42.5	28.3	43.2	27.1	5
79.5	56.9	73.1	57.9	68.7	48.9	50.7	41.6	49.1	27.1	52.0	36.8	6
65.7	51.1	69.7	53.9	68.7	44.9	47.2	36.1	35.8	23.3	37.7	17.1	7
72.7	51.2	68.7	59.9	66.0	45.2	49.0	37.6	49.8	31.1	33.2	18.7	8
68.8	56.8	68.8	56.4	68.1	52.4	52.0	37.5	56.2	36.1	32.0	25.1	9
70.8	60.1	66.2	53.9	66.7	49.4	50.9	44.1	37.0	27.1	29.3	13.1	10
73.0	61.9	70.9	57.9	72.6	50.2	52.1	45.8	34.0	28.1	29.1	12.1	11
70.7	63.1	73.6	57.0	77.1	58.1	51.0	47.1	35.2	31.1	32.7	26.6	12
76.0	60.3	65.8	59.8	75.7	57.9	50.8	44.1	34.1	27.1	28.6	23.1	13
64.5	55.9	73.1	61.4	62.0	49.9	48.0	39.6	42.5	21.2	31.1	12.6	14
69.7	53.3	77.1	63.4	59.8	45.9	50.8	40.1	50.1	40.1	31.1	5.5	15
76.7	58.1	74.7	65.4	69.9	53.2	44.3	37.6	53.7	43.1	38.5	16.1	16
79.1	58.0	74.7	61.9	74.0	59.9	44.5	38.1	52.3	47.1	34.3	10.1	17
74.5	61.6	72.2	60.7	69.3	55.4	47.8	43.0	43.0	39.1	27.0	16.6	18
80.2	62.2	74.6	60.4	63.7	49.8	54.4	39.1	40.1	33.0	34.1	12.5	19
74.3	64.8	74.7	59.6	62.3	49.3	46.9	31.6	35.0	31.1	35.3	19.6	20
74.7	65.0	71.0	54.1	60.2	52.4	44.4	31.1	33.1	29.7	21.7	15.2	21
75.2	65.4	76.0	55.9	54.0	48.7	44.6	33.1	35.1	25.6	26.1	19.3	22
76.2	61.5	78.9	58.9	60.8	45.1	46.5	34.4	37.5	25.5	29.2	23.5	23
63.5	56.0	76.2	58.4	63.6	49.9	45.7	31.8	39.4	33.1	32.4	26.8	24
62.6	51.9	66.9	56.8	66.2	55.4	41.9	30.1	40.2	29.4	32.0	30.1	25
65.7	47.3	66.5	57.9	69.8	56.8	37.0	30.1	40.0	29.8	33.3	30.4	26
65.3	44.9	67.3	58.4	61.7	46.6	38.4	30.6	50.4	33.0	35.1	25.1	27
67.7	55.9	75.2	61.9	58.8	43.1	39.7	32.4	51.4	42.6	34.1	22.4	28
69.2	60.2	71.6	63.2	62.1	49.5	51.1	34.1	43.8	32.1	34.3	22.0	29
73.7	61.0	68.4	58.9	57.8	42.6	51.0	38.6	36.5	31.3	30.1	27.2	30
67.9	54.1	72.7	55.7	.	.	44.0	34.1	.	.	30.3	26.9	31
71.3	56.9	72.2	58.4	66.2	51.5	49.2	38.8	42.9	32.3	32.7	20.4	

TABLE LXXII.—GEORGE TOWN, PRINCE EDWARD ISLAND.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	°	°	30·0	20·0	32·0	16·0	36·0	25·0	45·0	36·0	62·0	44·0
2	·	·	36·0	22·0	30·0	7·0	38·0	24·0	48·0	39·0	71·0	43·0
3	·	·	32·0	18·0	43·0	27·0	42·0	25·0	48·0	36·0	82·0	51·0
4	·	·	32·0	20·0	39·0	30·0	35·0	29·0	50·0	38·0	78·0	50·0
5	·	·	38·0	24·0	40·0	20·0	47·0	30·0	58·0	39·0	69·0	50·0
6	·	·	32·0	25·0	35·0	18·0	44·0	35·0	54·0	35·0	69·0	48·0
7	·	·	34·0	24·0	30·0	5·0	42·0	34·0	41·0	38·0	71·0	55·0
8	·	·	31·0	18·0	28·0	13·0	41·0	31·0	43·0	36·0	66·0	49·0
9	·	·	26·0	11·0	50·0	18·0	43·0	32·0	46·0	35·0	69·0	48·0
10	·	·	20·0	6·0	47·0	24·0	38·0	31·0	44·0	34·0	77·0	59·0
11	·	·	24·0	11·0	26·0	16·0	42·0	30·0	40·0	31·0	74·0	59·0
12	·	·	30·0	2·0	35·0	15·0	35·0	30·0	58·0	29·0	63·0	55·0
13	10·0	6·0	38·0	26·0	31·0	16·0	38·0	28·0	62·0	31·0	70·0	53·0
14	24·0	4·0	30·0	13·0	34·0	15·0	51·0	25·0	69·0	36·0	77·0	55·0
15	6·0	12·0	27·0	9·0	37·0	26·0	51·0	27·0	53·0	39·0	72·0	52·0
16	12·0	4·0	35·0	17·0	34·0	19·0	48·0	26·0	60·0	35·0	75·0	55·0
17	6·0	12·0	43·0	27·0	28·0	15·0	48·0	28·0	55·0	36·0	63·0	53·0
18	20·0	2·0	38·0	24·0	40·0	12·0	49·0	28·0	62·0	40·0	69·0	50·0
19	23·0	9·0	29·0	14·0	43·0	16·0	49·0	32·0	51·0	36·0	78·0	53·0
20	·	·	29·0	19·0	29·0	13·0	42·0	36·0	49·0	30·0	60·0	47·0
21	46·0	5·0	28·0	7·0	35·0	16·0	59·0	35·0	57·0	35·0	64·0	40·0
22	25·0	3·0	32·0	6·0	47·0	35·0	56·0	34·0	56·0	34·0	65·0	46·0
23	28·0	13·0	31·0	14·0	38·0	32·0	61·0	32·0	54·0	32·0	64·0	42·0
24	27·0	0·0	41·0	29·0	38·0	26·0	64·0	42·0	50·0	39·0	67·0	46·0
25	26·0	6·0	41·0	32·0	32·0	19·0	55·0	40·0	52·0	39·0	70·0	52·0
26	2·0	13·0	35·0	19·0	35·0	21·0	41·0	35·0	50·0	39·0	62·0	48·0
27	27·0	6·0	20·0	3·0	39·0	29·0	40·0	33·0	47·0	36·0	69·0	44·0
28	8·0	10·0	24·0	6·0	47·0	35·0	47·0	32·0	72·0	31·0	73·0	44·0
29	15·0	19·0	·	·	51·0	36·0	48·0	31·0	82·0	50·0	75·0	48·0
30	36·0	9·0	·	·	42·0	30·0	50·0	32·0	83·0	59·0	73·0	52·0
31	36·0	11·0	·	·	35·0	27·0	·	·	83·0	50·0	·	·
	·	·	31·6	16·1	37·1	20·9	46·0	31·1	55·6	37·2	69·9	49·7

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
71.0	52.0	74.0	50.0	71.0	55.0	69.0	48.0	45.0	37.0	40.0	17.0	1
73.0	53.0	80.0	55.0	71.0	61.0	62.0	49.0	46.0	33.0	26.0	17.0	2
69.0	55.0	76.0	56.0	71.0	61.0	54.0	45.0	57.0	41.0	33.0	15.0	3
73.0	49.0	81.0	62.0	65.0	53.0	60.0	49.0	43.0	34.0	37.0	27.0	4
73.0	46.0	74.0	60.0	72.0	51.0	64.0	51.0	41.0	30.0	40.0	29.0	5
82.0	56.0	75.0	58.0	64.0	48.0	54.0	42.0	53.0	30.0	47.0	28.0	6
71.0	52.0	70.0	53.0	64.0	44.0	50.0	36.0	35.0	25.0	40.0	21.0	7
71.0	51.0	66.0	60.0	66.0	44.0	50.0	36.0	53.0	31.0	35.0	21.0	8
68.0	57.0	70.0	59.0	68.0	52.0	52.0	35.0	59.0	40.0	35.0	26.0	9
77.0	61.0	67.0	52.0	68.0	49.0	51.0	44.0	42.0	26.0	30.0	15.0	10
79.0	62.0	69.0	58.0	75.0	49.0	52.0	46.0	37.0	29.0	32.0	12.0	11
73.0	63.0	75.0	58.0	77.0	58.0	52.0	47.0	38.0	32.0	33.0	29.0	12
72.0	60.0	70.0	58.0	75.0	60.0	53.0	45.0	35.0	26.0	33.0	25.0	13
67.0	57.0	71.0	61.0	64.0	49.0	50.0	43.0	42.0	32.0	32.0	21.0	14
71.0	53.0	79.0	63.0	63.0	43.0	54.0	39.0	54.0	41.0	30.0	8.0	15
76.0	56.0	73.0	66.0	70.0	52.0	47.0	39.0	60.0	46.0	37.0	25.0	16
82.0	55.0	76.0	63.0	78.0	61.0	44.0	37.0	53.0	44.0	34.0	12.0	17
79.0	60.0	77.0	61.0	74.0	57.0	49.0	40.0	46.0	39.0	32.0	20.0	18
82.0	61.0	79.0	61.0	64.0	50.0	55.0	38.0	43.0	32.0	32.0	14.0	19
79.0	65.0	79.0	60.0	63.0	47.0	51.0	34.0	38.0	31.0	37.0	22.0	20
78.0	66.0	74.0	54.0	61.0	51.0	47.0	31.0	34.0	29.0	24.0	15.0	21
78.0	67.0	79.0	54.0	54.0	49.0	46.0	35.0	37.0	26.0	28.0	20.0	22
79.0	64.0	79.0	58.0	61.0	45.0	48.0	39.0	39.0	25.0	31.0	25.0	23
66.0	55.0	80.0	59.0	65.0	45.0	49.0	31.0	41.0	31.0	34.0	28.0	24
67.0	51.0	67.0	57.0	64.0	54.0	43.0	32.0	41.0	29.0	33.0	30.0	25
69.0	45.0	66.0	59.0	70.0	55.0	39.0	32.0	42.0	33.0	35.0	30.0	26
66.0	44.0	66.0	58.0	59.0	49.0	42.0	35.0	50.0	36.0	37.0	26.0	27
71.0	52.0	78.0	62.0	61.0	43.0	41.0	32.0	56.0	46.0	35.0	20.0	28
70.0	59.0	75.0	64.0	62.0	49.0	48.0	32.0	48.0	34.0	35.0	20.0	29
78.0	59.0	72.0	58.0	59.0	41.0	52.0	39.0	40.0	33.0	33.0	26.0	30
73.0	56.0	72.0	56.0	.	.	45.0	34.0	.	.	33.0	28.0	31
73.6	56.2	74.0	56.5	66.6	50.8	50.7	39.2	44.9	33.4	34.0	22.0	

TABLE LXXIII.—HEART'S CONTENT, NEWFOUNDLAND.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	41·0	24·0	17·0	3·0	22·0	5·0	45·0	29·0	48·0	31·0	56·0	40·0
2	26·0	21·0	21·0	4·0	33·0	18·0	44·0	29·0	49·0	33·0	49·0	30·0
3	31·0	25·0	30·0	21·0	36·0	19·0	48·0	38·0	53·0	37·0	53·0	40·0
4	37·0	19·0	33·0	27·0	41·0	25·0	47·0	35·0	49·0	42·0	56·0	39·0
5	32·0	19·0	33·0	22·0	45·0	35·0	42·0	34·0	45·0	37·0	45·0	40·0
6	34·0	32·0	31·0	5·0	39·0	19·0	49·0	40·0	46·0	33·0	50·0	43·0
7	35·0	25·0	32·0	12·0	27·0	19·0	47·0	34·0	55·0	32·0	69·0	42·0
8	36·0	24·0	34·0	31·0	30·0	14·0	38·0	33·0	52·0	35·0	66·0	34·0
9	41·0	27·0	33·0	25·0	38·0	20·0	47·0	33·0	46·0	35·0	59·0	40·0
10	45·0	13·0	27·0	22·0	49·0	26·0	50·0	34·0	44·0	34·0	59·0	48·0
11	20·0	4·0	27·0	15·0	53·0	29·0	45·0	30·0	40·0	33·0	61·0	54·0
12	25·0	20·0	26·0	10·0	32·0	22·0	39·0	33·0	38·0	33·0	64·0	47·0
13	30·0	0·0	21·0	11·0	29·0	15·0	34·0	30·0	48·0	33·0	59·0	44·0
14	16·0	5·0	35·0	18·0	33·0	27·0	35·0	30·0	54·0	28·0	55·0	45·0
15	28·0	4·0	37·0	20·0	36·0	27·0	37·0	30·0	57·0	39·0	68·0	49·0
16	7·0	3·0	29·0	20·0	47·0	30·0	49·0	28·0	61·0	36·0	63·0	42·0
17	12·0	0·0	31·0	3·0	53·0	25·0	40·0	28·0	45·0	37·0	66·0	47·0
18	10·0	0·0	45·0	13·0	34·0	25·0	38·0	29·0	50·0	38·0	66·0	44·0
19	20·0	10·0	47·0	29·0	49·0	34·0	37·0	21·0	57·0	41·0	52·0	45·0
20	22·0	14·0	38·0	25·0	54·0	25·0	50·0	28·0	48·0	33·0	65·0	48·0
21	43·0	14·0	45·0	28·0	32·0	20·0	45·0	33·0	43·0	35·0	58·0	43·0
22	35·0	8·0	31·0	29·0	37·0	21·0	52·0	37·0	48·0	41·0	59·0	43·0
23	32·0	9·0	41·0	29·0	46·0	33·0	54·0	45·0	46·0	34·0	61·0	44·0
24	22·0	14·0	47·0	37·0	50·0	38·0	57·0	40·0	50·0	34·0	54·0	43·0
25	27·0	14·0	44·0	34·0	43·0	25·0	66·0	33·0	50·0	40·0	58·0	45·0
26	29·0	7·0	38·0	21·0	33·0	19·0	52·0	35·0	52·0	39·0	53·0	45·0
27	7·0	5·0	37·0	0·0	35·0	19·0	43·0	38·0	45·0	39·0	49·0	41·0
28	33·0	2·0	6·0	2·0	41·0	28·0	47·0	36·0	46·0	39·0	61·0	45·0
29	15·0	8·0	.	.	51·0	38·0	40·0	36·0	55·0	41·0	67·0	45·0
30	18·0	4·0	.	.	54·0	45·0	42·0	36·0	67·0	42·0	76·0	52·0
31	24·0	9·0	.	.	53·0	36·0	.	.	62·0	45·0	.	.
	26·4	11·2	34·8	18·6	40·5	28·4	45·3	33·1	50·0	36·4	58·5	48·6

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
73.0	47.0	65.0	52.0	66.0	56.0	50.0	36.0	45.0	30.0	55.0	34.0	1
77.0	43.0	64.0	49.0	71.0	56.0	56.0	50.0	48.0	37.0	38.0	15.0	2
65.0	51.0	65.0	51.0	70.0	62.0	60.0	38.0	43.0	33.0	31.0	15.0	3
63.0	50.0	70.0	56.0	79.0	66.0	51.0	30.0	55.0	40.0	33.0	24.0	4
65.0	49.0	66.0	48.0	69.0	54.0	58.0	43.0	44.0	36.0	35.0	24.0	5
69.0	48.0	70.0	55.0	69.0	58.0	70.0	58.0	40.0	32.0	37.0	19.0	6
72.0	53.0	72.0	57.0	69.0	46.0	68.0	45.0	53.0	31.0	55.0	37.0	7
74.0	52.0	72.0	57.0	66.0	50.0	48.0	40.0	35.0	31.0	40.0	24.0	8
70.0	50.0	70.0	57.0	62.0	44.0	45.0	39.0	45.0	34.0	31.0	25.0	9
64.0	52.0	61.0	55.0	65.0	44.0	46.0	40.0	55.0	35.0	34.0	24.0	10
70.0	60.0	65.0	53.0	65.0	54.0	50.0	45.0	37.0	23.0	30.0	22.0	11
68.0	61.0	66.0	54.0	64.0	52.0	50.0	40.0	32.0	24.0	22.0	11.0	12
67.0	58.0	65.0	52.0	74.0	52.0	46.0	40.0	33.0	24.0	35.0	26.0	13
69.0	57.0	67.0	52.0	74.0	53.0	45.0	42.0	24.0	33.0	35.0	29.0	14
67.0	56.0	74.0	56.0	62.0	45.0	47.0	44.0	41.0	22.0	37.0	28.0	15
70.0	60.0	70.0	55.0	53.0	40.0	46.0	40.0	43.0	23.0	30.0	19.0	16
66.0	52.0	62.0	54.0	51.0	47.0	45.0	39.0	51.0	31.0	38.0	12.0	17
73.0	54.0	61.0	54.0	60.0	50.0	47.0	40.0	52.0	45.0	37.0	12.0	18
75.0	60.0	70.0	59.0	65.0	59.0	46.0	40.0	56.0	44.0	37.0	17.0	19
69.0	55.0	71.0	57.0	67.0	50.0	53.0	42.0	50.0	33.0	38.0	19.0	20
75.0	62.0	75.0	59.0	65.0	45.0	47.0	34.0	40.0	35.0	34.0	30.0	21
72.0	60.0	72.0	57.0	62.0	51.0	42.0	30.0	36.0	25.0	35.0	29.0	22
71.0	58.0	72.0	58.0	67.0	50.0	45.0	38.0	34.0	27.0	38.0	29.0	23
69.0	68.0	77.0	59.0	54.0	47.0	43.0	38.0	35.0	30.0	32.0	24.0	24
67.0	50.0	81.0	53.0	65.0	42.0	42.0	32.0	37.0	34.0	35.0	31.0	25
57.0	50.0	59.0	49.0	65.0	45.0	41.0	28.0	38.0	22.0	37.0	32.0	26
55.0	47.0	65.0	49.0	56.0	50.0	34.0	29.0	45.0	25.0	38.0	33.0	27
60.0	45.0	68.0	56.0	58.0	44.0	36.0	33.0	50.0	30.0	35.0	26.0	28
66.0	53.0	65.0	55.0	53.0	35.0	39.0	29.0	50.0	39.0	32.0	18.0	29
70.0	53.0	83.0	55.0	55.0	40.0	44.0	34.0	55.0	41.0	34.0	20.0	30
73.0	57.0	84.0	59.0	.	.	50.0	39.0	.	.	30.0	25.0	31
68.5	59.5	68.0	54.9	64.0	49.6	43.3	39.1	42.3	30.3	36.1	23.6	

TABLE LXXIV.—FOGO, NEWFOUNDLAND

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	33·0	30·0	12·0	5·0	32·0	27·0	34·0	32·0	40·0	33·0	50·0	40·0
2	30·0	28·0	17·0	10·0	32·0	29·0	34·0	33·0	41·0	37·0	53·0	50·0
3	33·0	32·0	25·0	20·0	32·0	30·0	47·0	45·0	45·0	41·0	53·0	45·0
4	32·0	28·0	27·0	23·0	45·0	37·0	42·0	32·0	53·0	50·0	51·0	46·0
5	32·0	31·0	26·0	15·0	43·0	42·0	38·0	32·0	50·0	41·0	49·0	42·0
6	33·0	31·0	21·0	19·0	40·0	28·0	45·0	40·0	51·0	41·0	66·0	56·0
7	34·0	31·0	30·0	28·0	27·0	22·0	39·0	35·0	43·0	37·0	55·0	43·0
8	35·0	30·0	33·0	32·0	32·0	29·0	38·0	37·0	45·0	38·0	57·0	53·0
9	39·0	37·0	25·0	20·0	34·0	34·0	37·0	35·0	39·0	36·0	73·0	59·0
10	33·0	13·0	25·0	20·0	48·0	48·0	41·0	35·0	41·0	33·0	75·0	65·0
11	18·0	17·0	22·0	17·0	41·0	27·0	36·0	35·0	40·0	34·0	70·0	65·0
12	20·0	9·0	23·0	19·0	23·0	22·0	36·0	32·0	37·0	36·0	75·0	55·0
13	12·0	8·0	32·0	30·0	30·0	25·0	35·0	34·0	46·0	39·0	55·0	45·0
14	20·0	20·0	33·0	32·0	35·0	30·0	36·0	35·0	46·0	35·0	75·0	70·0
15	20·0	3·0	26·0	25·0	42·0	41·0	45·0	40·0	46·0	39·0	70·0	62·0
16	11·0	7·0	25·0	19·0	41·0	35·0	42·0	38·0	56·0	42·0	60·0	46·0
17	8·0	7·0	25·0	24·0	26·0	25·0	37·0	35·0	48·0	44·0	63·0	59·0
18	15·0	15·0	42·0	40·0	35·0	35·0	45·0	43·0	48·0	40·0	53·0	44·0
19	16·0	14·0	38·0	32·0	44·0	44·0	44·0	42·0	50·0	45·0	57·0	56·0
20	20·0	19·0	35·0	32·0	35·0	32·0	53·0	48·0	43·0	40·0	57·0	55·0
21	35·0	15·0	36·0	31·0	35·0	30·0	55·0	44·0	47·0	45·0	55·0	44·0
22	14·0	13·0	31·0	27·0	45·0	42·0	52·0	47·0	44·0	40·0	55·0	45·0
23	22·0	20·0	38·0	37·0	40·0	35·0	49·0	35·0	48·0	42·0	56·0	55·0
24	21·0	17·0	38·0	34·0	35·0	31·0	51·0	44·0	47·0	40·0	57·0	55·0
25	25·0	24·0	36·0	34·0	32·0	17·0	48·0	36·0	41·0	40·0	60·0	51·0
26	11·0	—3·0	31·0	22·0	30·0	22·0	42·0	40·0	43·0	40·0	55·0	51·0
27	4·0	0·0	5·0	4·0	45·0	44·0	45·0	40·0	44·0	40·0	62·0	59·0
28	5·0	3·0	13·0	11·0	42·0	40·0	40·0	36·0	54·0	42·0	59·0	50·0
29	10·0	5·0	.	.	50·0	37·0	40·0	36·0	50·0	46·0	78·0	77·0
30	11·0	10·0	.	.	51·0	41·0	40·0	36·0	59·0	54·0	74·0	71·0
31	18·0	11·0	.	.	43·0	38·0	.	.	45·0	40·0	.	.
	21·3	16·6	27·9	23·7	37·6	32·8	42·2	37·7	46·1	40·3	60·9	53·8

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
75.0	72.0	61.0	55.0	61.0	60.0	66.0	59.0	41.0	38.0	43.0	30.0	1
72.0	60.0	65.0	61.0	67.0	59.0	56.0	50.0	38.0	34.0	29.0	20.0	2
67.0	65.0	74.0	72.0	82.0	81.0	49.0	44.0	45.0	42.0	26.0	25.0	3
65.0	53.0	74.0	71.0	81.0	71.0	59.0	53.0	47.0	41.0	32.0	29.0	4
64.0	63.0	65.0	59.0	69.0	61.0	69.0	64.0	46.0	42.0	26.0	23.0	5
65.0	56.0	63.0	60.0	66.0	58.0	66.0	62.0	42.0	40.0	48.0	45.0	6
61.0	55.0	67.0	66.0	63.0	54.0	52.0	43.0	38.0	30.0	43.0	35.0	7
60.0	52.0	63.0	60.0	62.0	57.0	45.0	38.0	34.0	31.0	27.0	24.0	8
67.0	65.0	62.0	59.0	58.0	51.0	45.0	40.0	48.0	45.0	35.0	28.0	9
69.0	62.0	60.0	55.0	63.0	56.0	44.0	40.0	25.0	28.0	28.0	25.0	10
71.0	64.0	64.0	60.0	66.0	60.0	51.0	47.0	35.0	30.0	23.0	22.0	11
75.0	66.0	64.0	57.0	62.0	57.0	46.0	40.0	34.0	31.0	26.0	22.0	12
74.0	71.0	65.0	60.0	74.0	65.0	47.0	39.0	34.0	32.0	36.0	33.0	13
72.0	65.0	67.0	64.0	65.0	53.0	49.0	43.0	33.0	30.0	30.0	28.0	14
67.0	62.0	69.0	64.0	50.0	40.0	50.0	43.0	36.0	33.0	30.0	26.0	15
72.0	66.0	59.0	57.0	47.0	46.0	46.0	38.0	42.0	39.0	32.0	27.0	16
65.0	60.0	62.0	54.0	49.0	48.0	47.0	40.0	50.0	46.0	29.0	18.0	17
78.0	72.0	58.0	55.0	68.0	61.0	49.0	40.0	44.0	38.0	25.0	23.0	18
81.0	79.0	64.0	60.0	67.0	58.0	48.0	44.0	45.0	40.0	27.0	25.0	19
84.0	72.0	63.0	60.0	65.0	62.0	47.0	40.0	45.0	35.0	32.0	28.0	20
82.0	78.0	74.0	66.0	65.0	60.0	40.0	35.0	37.0	32.0	32.0	27.0	21
75.0	69.0	80.0	71.0	64.0	52.0	43.0	38.0	32.0	28.0	32.0	31.0	22
79.0	75.0	72.0	59.0	55.0	49.0	44.0	35.0	34.0	28.0	35.0	32.0	23
74.0	64.0	73.0	64.0	.	53.0	39.0	34.0	38.0	33.0	34.0	29.0	24
69.0	59.0	64.0	60.0	.	57.0	36.0	33.0	35.0	30.0	35.0	32.0	25
59.0	55.0	63.0	54.0	.	54.0	39.0	32.0	36.0	30.0	35.0	32.0	26
59.0	56.0	70.0	66.0	.	60.0	35.0	33.0	40.0	35.0	36.0	32.0	27
73.0	71.0	69.0	58.0	.	44.0	38.0	36.0	38.0	32.0	31.0	28.0	28
73.0	60.0	68.0	60.0	.	44.0	37.0	33.0	45.0	39.0	31.0	28.0	29
74.0	70.0	71.0	65.0	.	39.0	45.0	39.0	46.0	42.0	29.0	23.0	30
74.0	70.0	69.0	60.0	.	.	45.0	40.0	.	.	29.0	27.0	31
71.1	65.1	66.5	61.0	63.9	55.7	44.3	41.8	39.8	35.1	31.8	27.7	

TABLE LXXV.—ST. JOHNS, NEWFOUNDLAND.

Day.	January.		February.		March.		April.		May.		June.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
1	29·0	21·0	17·0	3·0	33·0	10·0	32·0	29·0	45·0	35·0	45·0	35·0
2	29·0	18·0	28·0	10·0	34·0	17·0	41·5	31·0	48·0	33·0	57·0	27·0
3	34·0	21·0	34·0	26·5	34·0	16·0	46·0	32·5	44·0	35·0	65·0	40·0
4	23·0	16·0	31·0	24·0	38·0	32·0	40·0	32·5	56·0	36·0	56·0	39·0
5	35·0	17·0	36·0	22·0	42·0	32·0	40·5	33·5	48·0	33·0	52·0	39·0
6	34·0	29·0	28·0	5·0	34·0	17·5	39·0	32·5	53·0	33·5	66·0	42·0
7	33·0	25·0	33·0	27·0	29·0	22·0	36·0	32·5	49·5	30·6	75·0	37·0
8	36·0	27·0	34·5	25·5	30·0	15·0	43·0	32·0	40·0	30·0	57·0	31·5
9	44·0	26·0	29·5	24·0	38·0	19·0	38·0	31·0	41·0	35·0	74·0	35·0
10	35·0	6·5	28·0	19·0	47·5	33·0	42·0	31·0	36·0	32·0	75·0	48·0
11	27·0	4·0	27·5	12·0	45·0	26·0	39·0	30·0	36·5	32·0	80·0	58·0
12	29·0	1·0	27·0	10·0	28·0	19·0	36·0	31·0	44·0	32·0	59·0	42·0
13	16·0	-1·5	27·0	18·0	37·0	14·0	36·0	30·0	59·0	30·0	58·0	40·5
14	28·0	6·0	36·5	27·0	33·0	28·0	37·0	30·0	54·0	30·0	76·0	50·0
15	23·0	4·0	30·0	20·0	45·0	29·0	43·0	27·0	54·0	36·0	75·0	47·5
16	16·0	5·0	30·0	17·0	43·0	27·0	37·0	23·0	39·0	33·0	70·0	40·5
17	16·0	1·0	35·0	13·0	34·0	22·0	39·0	28·0	50·0	36·5	61·0	50·0
18	19·0	0·5	40·0	35·0	36·0	29·0	33·0	27·0	50·0	36·5	54·0	46·5
19	22·5	12·0	37·0	28·0	44·0	30·0	43·0	22·5	55·0	36·5	70·0	46·0
20	36·0	9·0	39·0	26·0	33·0	26·0	48·0	27·5	57·0	41·5	63·0	43·0
21	42·0	14·0	39·0	30·0	34·0	20·0	51·5	30·5	52·0	32·0	65·0	42·5
22	15·0	8·0	34·0	29·0	46·5	20·0	53·0	33·5	49·5	34·0	60·0	43·0
23	27·0	15·0	40·0	30·0	48·0	36·0	64·0	33·0	51·0	34·5	58·0	43·0
24	27·0	11·0	40·0	32·5	52·0	32·0	69·0	34·5	53·0	34·0	64·0	42·5
25	32·5	21·0	38·0	32·0	33·0	23·0	43·0	30·0	55·0	40·0	62·0	43·0
26	22·0	-3·0	38·0	22·0	32·0	18·0	37·0	32·0	41·0	37·0	63·0	46·5
27	25·0	-5·5	26·0	3·0	36·5	18·0	39·0	34·0	48·5	37·0	57·0	39·5
28	34·0	12·0	15·0	1·0	43·0	27·0	38·0	34·0	54·0	38·0	71·0	41·0
29	21·0	0·0	.	.	43·0	33·0	41·5	35·0	72·5	42·5	68·0	44·0
30	24·0	1·0	.	.	54·0	39·0	50·0	34·0	74·0	55·0	80·0	52·0
31	23·0	10·0	.	.	48·0	31·0	.	.	68·0	38·0	.	.
	27·7	10·7	32·1	20·4	39·0	24·5	42·5	30·8	50·9	35·4	61·5	42·5

Maximum and Minimum Temperature, 1877.

July.		August.		September.		October.		November.		December.		Day.
Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
70.0	46.0	70.0	47.0	74.0	55.0	62.0	34.0	50.0	27.0	42.0	28.0	1
60.0	45.0	69.0	45.0	69.0	54.0	62.0	42.0	46.0	30.0	30.0	15.0	2
63.0	57.0	75.0	48.0	77.0	63.0	50.0	36.0	54.0	30.0	33.0	12.0	3
69.0	52.0	62.0	52.0	72.0	56.0	53.0	28.0	45.0	38.0	36.0	18.0	4
69.0	48.0	66.0	48.0	74.0	52.0	63.0	44.0	38.0	31.0	28.0	22.0	5
69.0	47.0	60.0	55.0	74.0	55.0	57.0	54.0	48.0	30.0	53.0	16.0	6
77.0	52.0	62.0	54.0	66.0	46.0	57.0	41.0	48.0	29.0	54.0	22.0	7
63.0	49.0	70.0	54.0	63.0	44.0	44.0	39.0	40.0	29.0	31.0	22.0	8
75.0	48.0	59.0	55.0	69.0	37.0	46.0	38.0	55.0	35.0	33.0	20.0	9
68.0	53.0	63.0	53.0	63.0	44.0	48.0	40.0	57.0	26.5	34.0	24.0	10
83.0	60.0	57.0	52.0	61.0	52.0	51.0	42.0	32.0	23.0	31.0	17.0	11
83.0	67.0	62.0	53.0	73.0	48.0	44.0	40.0	32.5	29.0	32.0	10.0	12
70.0	64.0	63.0	53.0	78.0	60.0	45.0	40.5	33.5	28.0	36.0	28.0	13
73.0	64.0	73.0	57.0	64.0	49.0	46.0	43.0	32.0	23.0	38.0	28.0	14
74.0	58.0	60.0	52.0	55.0	43.0	45.5	37.0	41.0	24.0	36.0	21.0	15
68.0	56.0	57.0	52.0	53.0	42.0	42.0	37.0	45.0	35.0	38.0	17.0	16
74.0	55.0	59.0	54.0	62.0	46.0	44.0	37.0	57.0	40.5	35.0	17.0	17
84.0	59.0	59.0	53.0	74.0	53.0	45.0	40.0	55.0	47.0	39.0	27.0	18
78.0	62.0	72.0	57.0	72.0	56.0	49.0	40.0	55.0	38.0	30.0	18.0	19
87.0	57.0	75.0	57.0	67.0	48.0	49.0	37.0	40.0	34.0	35.0	24.0	20
83.0	68.0	67.0	56.0	67.0	44.0	41.0	31.5	35.0	30.0	34.0	29.0	21
80.0	65.0	76.0	55.0	60.0	50.0	42.0	29.0	39.0	27.0	38.0	29.0	22
73.0	63.0	72.0	55.0	55.0	48.0	47.0	37.0	35.0	29.0	35.0	27.0	23
75.0	55.0	85.0	60.0	61.0	41.0	45.0	34.0	36.0	31.0	34.0	26.0	24
57.0	52.0	60.0	53.0	62.0	37.0	41.5	30.0	37.0	29.0	36.0	30.0	25
53.0	49.0	58.0	47.0	54.0	34.0	34.5	30.0	50.0	28.0	42.0	33.0	26
62.0	46.0	70.0	45.0	62.0	50.0	34.0	29.0	55.0	29.0	35.0	32.0	27
73.0	43.0	71.0	52.0	50.0	40.0	38.0	28.0	51.0	34.0	32.0	25.0	28
75.0	50.0	70.0	53.0	54.0	34.0	47.0	29.0	50.0	40.0	36.0	21.0	29
71.0	51.0	62.0	55.0	47.0	35.0	46.0	34.0	57.0	38.5	32.0	26.0	30
77.0	59.0	72.0	59.0	.	.	50.0	27.0	.	.	35.0	28.0	31
72.1	54.8	66.3	58.9	64.4	47.2	47.4	36.4	45.0	31.4	25.9	22.9	

TABLE LXXVI.—Percentage of Cloud in each month, and for the year 1877, at certain Stations in the Dominion of Canada.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
ONTARIO.													
<i>W. and S. W. District.</i>													
Windsor.....	64	41	56	43	34	48	44	56	34	65	74	75	53
Granton.....	62	43	67	36	25	40	31	36	28	59	67	57	46
Simcoe.....	56	52	64	60	43	50	44	45	36	60	67	69	54
Brantford.....	74	60	69	50	52	52	52	65	47	75	70	78	62
Woodstock.....	62	62	64	43	42	51	43	53	39	69	71	67	55
Aylmer.....	61	41	59	55	35	41	37	46	31	62	67	.	.
Galt.....	.	.	.	.	.	.	.	.	.	.	76	66	.
Hamilton.....	52	48	62	41	34	39	31	41	34	61	64	59	47
Mean of District.....	61	50	63	44	38	46	40	49	36	64	69	67	52
<i>N. and N. W. District.</i>													
Prince Arthur's Landing.....	.	.	.	.	.	.	53	46	51	64	73	72	.
Little Current.....	70	54	59	41	39	47	41	49	61	71	70	79	57
Point Clark.....	78	62	69	45	43	63	49	46	46	78	78	71	61
Stratford.....	67	56	66	42	38	47	39	51	42	70	71	68	55
Goderich.....	70	46	75	45	41	48	43	50	42	77	77	72	57
Gravenhurst.....	63	52	64	35	36	46	37	44	38	72	71	64	53
Seely.....	73	52	69	40	55	54	43	59	42	79	81	76	60
Beatrice.....	65	50	60	33	39	55	35	50	43	70	74	73	54
Barrie.....	78	57	68	39	41	44	37	41	42	66	77	68	55
N. Gwillimbury.....	38	37	44	27	30	31	29	37	29	35	45	35	35
Mean of District.....	67	52	64	39	40	48	41	47	44	68	72	68	54
<i>Central District.</i>													
Newmarket.....	70	53	62	33	33	42	33	47	32	69	72	66	51
Rampton.....	53	45	54	40	41	44	28	37	16	53	59	61	44
Toronto.....	69	60	72	45	50	51	43	56	47	76	75	76	60
Welland.....	61	48	65	46	40	39	43	40	44	61	64	70	52
Mean of District.....	66	51	63	41	41	44	37	45	35	65	67	68	52

TABLE LXXVI.—Percentage of Cloud in each Month, &c.—*Continued.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
<i>ONTARIO.—Continued.</i>													
<i>E. and N.E. District.</i>													
Cornwall.....	77	62	74	44	60	53	45	55	47	75	76	77	62
Peterborough.....	63	54	66	39	46	44	41	39	43	54	66	74	52
Belleville.....	53	44	52	43	53	51	41	56	43	61	66	67	63
Fitzroy Harbor.....	72	51	62	39	50	44	40	48	40	69	61	69	54
Pembroke.....	73	57	57	35	54	49	33	47	47	70	81	82	57
Rockliffe.....	71	53	53	32	41	47	36	45	48	69	70	76	53
Port Perry.....	66	58	69	40	45	44	42	49	42	62	70	72	55
Norwood.....	65	54	63	35	40	45	43	46	35	58	67	64	51
Mean of District.....	68	54	62	38	49	47	40	48	43	65	70	73	55
Mean for Ontario.....	66	52	63	41	42	46	39	47	39	66	69	69	53
<i>QUEBEC.</i>													
Montreal.....	72	60	67	45	65	55	53	63	45	69	76	74	62
Huntingdon.....	63	50	55	37	40	41	45	49	38	63	64	67	51
Quebec.....	58	67	61	40	53	61	46	64	40	63	72	65	58
Cranbourne.....	73	64	63	42	43	52	52	59	39	66	77	58	57
Chicoutimi.....	66	68	59	35	60	53	.	.	52	65	78	77	.
Father Point.....	85	78	71	56	65	65	45	79	55	57	78	66	67
Mean for Quebec.....	69	64	63	43	54	54	58	63	45	64	74	68	60
<i>NOVA SCOTIA.</i>													
Halifax.....	60	62	69	61	61	55	65	62	47	60	67	60	61
Sydney.....	56	63	71	69	57	59	73	66	51	73	72	74	65
Digby.....	74	63	65	52	51	48	52	42	33	51	64	60	55
Truro.....	68	72	81	71	67	67	69	67	57	69	78	80	70
Baddeck.....	50	63	70	63	52	43	62	65	44	63	65	60	58
Windsor.....	64	68	75	60	61	49	.	.	.	65	72	65	.
Mean for Nova Scotia.....	62	65	72	63	58	54	64	60	46	64	70	66	62

TABLE LXXVI.—Percentage of Cloud in each Month.—*Continued.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
NEW BRUNSWICK.													
St. John	49	59	61	54	57	66	67	67	54	56	67	50	59
Bathurst.....	42	54	51	51	51	31	29	44	39	49	49	44	45
Dalhousie.....	59	71	61	46	59	57	40	63	64	54	61	49	57
Fredericton	56	66	63	55	62	61	56	61	48	59	64	47	58
Chatham.....	63	77	64	59	59	66	57	73	59	59	64	57	61
St. Andrews.....	42	47	55	47	45	48	54	49	35	51	55	44	48
Mean for New Brunswick.....	52	62	59	52	56	55	51	59	50	55	60	49	55
PRINCE EDWARD ISLAND.													
Charlottetown	50	68	69	62	54	54	62	58	51	70	73	74	62
Georgetown	47	61	66	55	55	40	57	52	38	65	67	72	56
Mean for Prince Edward Island	48	65	67	58	54	47	59	55	45	68	70	73	59
MANITOBA.													
Fort Garry.....	40	33	38	37	66	67	37	38	43	55	57	62	48
Winnipeg	37	29	34	39	56	61	32	33	43	44	55	63	44
Emerson.....	.	.	.	.	.	.	37	30	33	50	55	52	.
Mean for Manitoba	38	31	36	38	61	64	35	34	40	50	56	59	45
BRITISH COLUMBIA.													
Spence's Bridge.....	53	38	51	37	48	50	44	32	53	42	43	27	43
Esquimalt.....	67	57	60	28	46	46	37	28	52	53	70	70	51
New Westminster.....	68	.	.	47	57	52	54	35	67	56	78	82	.
Mean for British Columbia.....	63	47	56	56	50	49	45	32	57	50	64	60	52
NEWFOUNDLAND.													
St. John.....	75	86	84	68	72	71	70	80	63	72	71	80	74
Chapel.....	71	69	71	64	61	62	77	67	53	66	75	78	68
Fogo	78	80	67	80	79	57	59	75	66	80	74	88	74
Bay St. George.....	.	.	.	65	62	.	69	50	50	50	.	.	.
Mean for Newfoundland.....	75	78	74	69	69	63	69	68	58	67	73	82	70

TABLE LXXVII.—Average Amount of Sky Clouded in the several Provinces of the Dominion of Canada in each Month, and in the Year 1877.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
Ontario—													
W. and S.W. District.....	61	50	63	44	38	46	40	49	36	64	69	67	53
N. and N.W. District.....	67	52	64	39	40	48	41	47	44	68	72	68	54
Central District.....	68	51	63	41	41	44	37	45	35	65	67	68	52
N.E. and E. District.....	68	54	62	38	49	47	40	48	43	65	70	73	55
Ontario.....	66	52	63	41	42	46	39	47	39	66	69	69	53
Quebec.....	69	64	63	43	54	54	58	63	45	64	74	68	60
Nova Scotia.....	62	65	72	63	58	54	64	60	46	64	70	66	62
New Brunswick.....	52	62	59	52	56	55	51	59	50	55	60	49	55
Prince Edward Island.....	48	65	67	58	54	47	59	55	45	68	70	73	59
Manitoba.....	33	31	36	38	61	64	35	34	40	50	56	59	45
British Columbia.....	63	47	56	56	50	49	45	32	57	50	64	60	52
Newfoundland.....	75	78	74	69	69	63	69	68	58	67	73	80	70

TABLE LXXVIII.—Rainfall, in inches, in each month, and in the year 1877, at the several Stations in the Dominion of Canada, the Stations in Ontario being divided into Districts.

	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Year.
ONTARIO.													
<i>West and South-West District.</i>													
Windsor.....	0 03	0 00	0 10	1 91	1 00	3 31	0 88	6 93	0 44	3 30	2 82	0 77	21 29
Port Stanley.....	0 01	0 05	2 46	2 64	0 65	2 09	4 72	5 96	0 58	4 27	4 79	0 95	29 17
Granton.....	R	0 24	2 32	2 06	0 96	3 56	2 34	4 48	0 76	3 91	3 99	1 07	24 72
Woodstock.....	0 30	0 00	1 48	1 03	1 25	2 61	1 32	3 32	0 74	3 49	5 01	0 72	21 27
Galt.....	.	.	.	.	.	.	.	.	.	.	4 85	0 61	.
Simcoe.....	0 37	0 04	3 75	2 46	0 87	3 08	2 74	6 00	0 56	4 98	4 67	0 92	30 44
Aylmer.....	0 03	0 00	2 98	2 45	0 64	3 34	3 95	5 42	2 84	4 76	5 87	.	.
Port Dover.....	0 35	0 13	2 65	1 70	0 61	2 97	2 09	4 23	0 98	3 78	4 31	0 98	24 78
Brantford.....	R	R	2 65	3 01	0 81	2 49	1 54	2 10	0 91	3 68	4 43	0 42	22 04
Hamilton.....	0 00	0 00	1 09	1 80	0 35	1 44	3 40	2 25	1 19	1 61	3 67	0 05	16 85
Mean of District.....	0 14	0 05	2 16	2 12	0 79	2 77	2 55	4 52	1 00	3 16	4 44	0 72	25 02
<i>North and North-West District.</i>													
Prince Arthur's Landing.....	.	.	.	.	.	.	2 44	3 40	4 49	2 28	0 98	1 03	.
Little Current.....	R	0 20	0 10	0 97	0 18	2 26	2 88	0 90	1 65	4 28	5 11	2 68	21 21
Parry Sound.....	0 17	0 10	1 84	1 25	1 87	1 93	2 46	1 87	1 65	4 91	4 29	1 65	23 99
Presqu'Isle.....	2 50	0 50	3 67	0 50	0 65	1 74	2 20	2 30	3 40	4 50	2 47	1 70	24 13
Saugeen.....	0 03	0 00	1 10	1 16	0 24	2 44	1 57	4 51	2 38	3 90	4 54	1 45	23 32
Point Clark.....	0 03	0 00	0 73	1 36	0 46	2 36	2 68	3 34	0 75	3 65	4 06	0 78	20 20
Kincardine.....	0 20	0 00	1 00	1 30	0 10	3 07	2 79	2 90	1 28	3 48	4 02	1 30	21 44
Goderich.....	0 18	0 00	1 30	1 07	1 06	3 55	1 87	4 11	0 79	4 66	3 87	1 63	24 09
Goderich Lighthouse.....	0 20	0 50	2 25	2 40	1 75	3 65	3 35	3 90	1 90	4 85	4 30	1 25	30 30
Stratford.....	0 17	0 12	2 20	2 06	1 19	2 35	1 54	4 54	0 83	3 72	4 54	0 69	23 95
Orillia.....	R	R	R	1 56	1 00	0 81	4 77	3 70	1 64	3 47	4 57	1 23	22 74
Stayner.....	0 00	R	1 06	2 02	0 48	0 97	1 37	3 41	1 52	3 34	3 35	1 03	18 55
Gravenhurst.....	0 20	0 22	2 36	1 37	2 00	0 82	3 66	3 52	1 75	4 22	4 99	2 28	27 34
Seely.....	0 15	0 10	1 11	1 35	1 25	2 16	3 13	3 83	2 03	5 17	3 32	3 90	27 49
Beatrice.....	0 19	0 14	2 72	1 17	1 36	2 34	3 62	2 92	2 10	5 01	4 17	1 22	26 96
Barrie.....	0 00	R	1 53	1 26	1 17	1 12	1 77	3 86	0 42	2 63	2 11	0 44	16 31
North Gwillimbury.....	0 00	R	1 53	1 82	1 28	1 84	2 46	2 23	0 02	2 15	4 03	0 31	17 67
Georgina.....	0 00	0 00	1 65	1 68	0 96	2 08	2 73	1 77	0 21	1 66	4 01	0 45	17 20
Mean of District.....	0 12	0 11	1 54	1 43	1 00	2 09	2 63	3 17	1 60	3 27	3 82	1 39	22 62

TABLE LXXVIII.—Rainfall in each Month, and in the Year 1877.—*Con.*

	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Year.
<i>ONTARIO—Con.</i>													
<i>Central District.</i>													
Brampton.....	0·00	0·00	0·21	0·41	.	.	.	.	.	.	.	.	.
Newmarket.....	R	0·00	0·85	1·77	0·35	1·89	2·10	2·93	0·61	2·55	4·17	0·04	17·26
Toronto.....	0·03	0·00	2·45	2·27	1·35	0·90	2·72	3·16	0·42	2·64	5·45	0·50	21·89
Welland.....	.	.	0·69	1·74	.	1·99	2·39	3·75	0·08	3·89	2·47	0·38	.
Port Dalhousie.....	0·00	0·00	3·72	3·19	0·62	1·80	1·76	2·62	0·64	1·91	3·36	0·84	20·46
Mean of District.....	0·01	0·00	1·58	1·88	0·77	1·64	2·24	3·12	0·44	2·75	3·86	0·44	18·73
<i>North-East and East District.</i>													
Cornwall.....	R	0·28	2·21	2·07	0·45	2·51	3·27	1·19	2·44	3·08	3·58	1·19	22·27
Peterborough.....	0·04	0·00	0·36	1·59	4·53	1·10	2·58	0·89	0·80	2·40	3·67	0·45	18·37
Port Perry.....	0·03	0·00	1·53	4·22	0·71	1·64	3·03	1·92	1·08	2·50	3·68	0·33	20·67
Lakefield.....	.	.	0·29	4·45	1·50	1·34	2·94	3·70	1·46	2·41	.	.	.
Norwood.....	0·01	0·00	1·25	1·46	1·13	0·95	5·01	1·40	2·68	1·71	4·25	0·35	20·47
Belleville.....	0·18	0·08	2·02	1·43	1·16	2·16	3·12	1·99	0·45	3·47	6·13	1·39	23·58
Kingston.....	0·05	0·08	3·66	2·24	0·72	1·79	3·87	0·47	1·14	4·14	5·68	1·34	25·18
Brockville.....	0·22	0·10	0·20	2·03	1·40	2·35	3·14	1·99	2·06	2·42	4·97	1·14	22·02
Fitzroy Harbor.....	0·20	0·21	1·25	1·18	0·45	2·01	2·88	3·89	1·11	2·74	3·23	0·98	20·13
Pembroke.....	R	0·15	2·49	1·16	2·06	2·69	3·14	4·82	2·27	4·07	4·28	1·60	28·73
Rockliffe.....	R	0·00	0·80	0·92	1·27	1·52	2·64	3·65	2·42	3·03	2·95	0·42	19·62
Mean of District.....	0·07	0·09	1·48	2·07	1·40	1·82	3·24	2·36	1·63	2·91	4·24	0·92	22·23
Mean for Ontario.....	0·08	0·06	1·69	1·87	0·99	2·08	2·67	3·29	1·17	3·30	4·09	0·87	22·16
<i>QUEBEC.</i>													
Huntingdon.....	R	0·30	2·95	3·14	0·48	3·14	2·48	2·01	2·75	4·61	3·76	2·09	27·71
Montreal.....	0·12	0·34	2·73	1·98	0·62	2·35	3·65	3·50	1·50	3·19	4·31	1·17	25·46
Brome.....	R	R	R	2·49	1·90	2·69	3·63	5·35	2·40	3·64	1·38	1·55	25·03
Danville.....	0·00	0·00	0·75	1·63	1·25	2·64	1·05	6·91	2·43	2·32	3·80	1·45	24·23
Quebec (Observatory).....	0·20	0·00	1·00	2·61	0·67	3·93	0·53	2·91	2·41	3·34	3·28	1·10	21·98
Quebec (Citadel).....	R	0·60	0·46	1·03	1·67	2·75	2·66	4·72	2·30	3·17	4·27	R	23·03
Father Point.....	0·14	0·00	1·86	1·18	2·10	2·87	1·48	4·19	2·56	2·43	1·65	0·85	21·51
Cranbourne.....	0·10	0·21	1·15	1·05	3·03	3·38	3·90	5·31	1·77	3·29	2·66	0·93	26·78
Carleton.....	.	.	.	.	4·00	1·48	.	.	.	.	.	.	.
Chicoutimi.....	0·00	0·00	0·77	1·53	2·10	2·94	.	.	2·82	1·86	0·26	R	.
St. Prime.....	.	.	.	.	0·87	0·81	1·95	.	2·97	1·87	2·02	.	.
Mean for Quebec.....	0·06	0·11	1·30	1·85	1·70	2·63	2·37	4·36	2·39	2·97	2·76	1·02	23·52

TABLE LXXVIII.—Rainfall in each Month, and in the Year 1877.—*Con.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
NEW BRUNSWICK.													
St. John	0.45	0.12	6.97	3.05	2.73	0.68	3.79	3.52	1.65	2.64	6.36	1.92	33.88
Chatham.....	0.24	0.01	1.73	3.35	4.31	1.62	1.88	7.48	4.06	5.58	3.52	1.19	34.97
Fredericton.....	0.32	0.15	4.64	2.66	2.50	1.27	2.81	6.43	1.80	2.31	5.72	1.47	32.08
Bathurst.....	0.00	0.00	1.63	1.39	6.50	1.02	0.85	6.45	2.62	2.20	1.61	0.52	24.79
Dorchester.....	0.82	0.95	5.77	2.15	5.30	1.07	2.47	4.22	3.62	6.43	5.76	2.11	40.67
Dalhousie.....	0.00	0.00	2.68	3.39	4.15	2.35	1.94	3.56	3.82	2.67	3.93	1.16	29.65
St. Andrews.....	0.02	0.12	3.95	2.31	1.99	1.18	2.73	2.69	1.38	1.97	4.42	1.04	23.80
Grand Manan.....	.	.	.	.	3.74	.	.	3.98	.	3.99	3.26	.	.
Mean for New Brunswick.	0.26	0.05	3.91	2.61	3.90	1.31	2.35	4.79	2.71	3.47	4.32	1.35	31.03
NOVA SCOTIA.													
Halifax.....	0.84	1.02	7.43	3.64	4.02	3.84	4.71	3.54	3.16	6.62	8.68	3.03	50.53
Truro.....	0.22	0.72	6.74	1.40	2.76	2.58	1.72	2.72	4.22	4.96	6.41	0.89	35.34
Beaver Bank.....	R	R	3.31	2.15	3.27	3.24	2.87	4.90	2.66	4.37	8.52	1.05	36.34
Sydney.....	0.89	0.97	5.03	3.34	4.86	1.80	3.93	1.71	3.37	5.21	7.89	1.57	40.57
Glace Bay.....	1.02	0.29	4.66	4.02	4.49	1.50	3.74	1.80	2.72	3.87	6.35	1.55	36.01
Cow Bay.....	1.32	1.30	2.27	3.55	2.78	2.11	2.66	1.22	1.57	2.27	6.23	1.53	28.81
Port Hastings.....	0.00	1.25	7.40	1.08	5.90	5.10	4.70	3.00	4.20	7.53	3.50	0.45	44.11
Baddeck.....	0.00	1.02	5.73	3.11	3.57	0.55	5.05	3.87	4.39	4.66	4.87	0.91	37.75
Windsor.....	0.06	1.32	6.71	1.95	4.42	2.13	.	.	.	2.92	4.87	0.99	.
Mean for Nova Scotia.....	0.54	0.88	5.48	2.69	4.01	2.54	3.67	2.85	3.29	4.71	6.37	1.33	38.36
NEWFOUNDLAND.													
St. John.....	0.53	4.21	2.36	4.34	2.29	2.34	4.51	4.83	3.25	5.94	5.80	2.11	42.48
Channel.....	.	.	.	4.70	2.65	3.36	7.91	2.16	4.14	2.41	6.93	1.10	.
Bay St. George.....	.	0.70	.	.	.	.	3.12	.	1.41	2.15	.	.	.
Fogo.....	0.00	1.06	0.65	1.20	0.80	1.61	1.28	2.68	2.16	6.20	4.80	7.80	30.24
Heart's Content.....	1.62	4.83	3.78	5.92	3.71	3.09	8.02	3.41	3.67	6.38	9.75	5.93	60.11
Placentia.....	.	.	.	.	.	.	7.19	4.56	2.64	7.48	8.48	1.41	.
Mean for Newfoundland.....	0.72	2.70	2.26	4.04	2.96	2.60	6.41	3.53	2.88	5.09	7.15	3.67	43.41

TABLE LXXVIII.—Rainfall in each Month, and in the Year 1877.—Con.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
PRINCE EDWARD ISLAND.													
Charlottetown.....	0 14	0 18	3 78	2 11	3 11	0 98	2 92	2 16	4 67	5 79	4 27	0 99	31 10
Georgetown	0 08	0 12	3 70	1 93	2 69	1 77	3 35	2 18	4 32	5 29	5 58	0 78	32 79
Mean for P.E. Island	0 11	0 15	3 74	2 02	2 90	1 38	3 13	2 17	4 50	5 54	4 92	0 89	31 95
MANITOBA.													
Fort Garry.....	0 00	R	0 00	0 47	5 12	7 12	3 24	0 83	2 02	0 78	0 32	2 14	23 04
Winnipeg.....	0 00	0 23	R	0 63	4 77	7 69	1 92	0 95	1 63	1 03	0 36	0 92	20 13
Little Britain	0 00	0 00	0 00	0 10	5 50	4 22	1 55	0 58	2 53	1 05	0 20	1 28	17 01
Emerson.....	.	.	.	.	.	.	1 35	0 92	1 16	0 73	0 35	0 58	.
Mean for Manitoba.....	0 00	0 08	R	0 40	5 13	6 34	2 02	0 82	1 84	0 90	0 31	1 23	19 17
BRITISH COLUMBIA.													
Spence's Bridge.....	0 55	1 38	0 33	0 38	1 41	0 75	1 25	1 07	2 37	0 01	1 12	0 76	11 38
Esquimalt.....	3 35	2 23	3 46	0 14	0 58	0 65	0 22	0 24	2 45	3 13	6 64	2 77	25 91
New Westminster.....	6 53	4 95	7 32	3 86	1 79	2 55	0 93	2 78	6 12	4 83	9 67	5 81	57 14
Mean for British Columbia	3 48	2 87	3 70	1 46	1 26	1 32	0 80	1 36	3 65	2 66	5 81	3 11	31 48
NORTH-WEST TERRITORY.													
York Factory.....	.	.	.	.	6 60	.	.	.	.	.	.	.	.

TABLE LXXIX.—Quarterly Rainfall at the several Stations, with the fall of Snow in each month, and the total precepitation of Rain and Melted Snow, expressed in inches, during the year 1877.

	Winter.	Spring.	Summer.	Autumn.	Year.	Depth of Snow in Inches.								Total Precipitation.		
						Jan.	Feb.	March	April.	May.	Oct.	Nov.	Dec.		Year.	
ONTARIO.																
<i>West and South-West District.</i>	Windsor.....	0·13	6·22	8·25	6·89	21·29	20·0	S	28·6	.	.	.	S	S	48·6	26·15
	Port Stanley...	2·59	5·38	11·26	10·01	29·17	25·0	0·8	28·0	S	.	.	0·1	0·4	54·3	34·60
	Granton.....	2·56	6·58	7·58	8·00	24·72	8·0	5·0	44·0	S	S	.	6·0	6·0	69·0	31·62
	Woodstock.....	1·78	4·89	5·38	9·22	21·27	16·5	5·6	30·3	S	.	0·2	1·0	0·6	54·2	26·69
	Galt.....	.	.	.	.	.	.	.	.	.	.	.	1·5	1·6	.	.
	Simcoe	4·16	6·41	9·30	10·57	30·44	16·0	5·0	20·5	0·5	.	.	.	.	42·0	34·64
	Aylmer.....	3·01	6·43	12·21	.	.	22·7	0·5	31·5	0·1	.	.	0·6	.	.	.
	Port Dover ...	3·13	5·28	7·30	9·07	24·78	19·1	4·6	20·0	.	.	.	3·8	0·3	47·8	29·56
	Brantford ...	2·65	6·31	4·55	8·53	22·04	15·6	5·0	20·5	S	.	.	2·0	0·5	43·6	26·40
	Hamilton	1·09	3·59	6·84	5·33	16·85	24·8	3·3	16·8	.	.	.	0·4	S	45·3	21·38
Mean of District.	2·35	5·68	8·07	8·92	25·02	18·6	3·3	26·7	0·1	.	.	1·5	1·0	51·2	30·14	
<i>North and North-West District.</i>	P. A. Landing.	.	.	10·33	4·29	.	.	.	.	.	.	.	8·2	3·7	.	.
	Little Current..	0·30	3·41	5·43	12·07	21·21	6·0	2·5	10·0	S	S	.	5·0	S	23·5	23·56
	Parry Sound ...	2·11	5·05	5·98	10·85	23·99	22·7	3·6	35·8	.	.	.	7·6	5·2	74·9	31·48
	Presqu'Isle.....	4·67	2·89	7·99	8·67	24·13	22·5	6·7	60·0	.	.	.	11·0	7·0	106·5	34·78
	Saugeen.....	1·13	3·84	8·46	9·89	23·32	18·4	6·1	24·0	0·1	0·2	.	8·8	6·5	64·1	29·73
	Point Clark.....	0·76	4·18	6·77	8·49	20·20	19·1	2·9	26·4	S	S	.	3·0	3·0	54·4	25·64
	Kincardine.....	1·20	4·47	6·97	8·80	21·44	24·0	0·5	39·6	.	.	.	2·8	7·0	73·9	28·83
	Goderich.....	1·48	5·68	6·77	10·16	24·09	12·0	2·8	24·5	0·7	S	.	4·0	1·5	45·5	28·64
	Goderich L. H..	2·95	7·80	9·15	10·40	30·30	25·0	4·3	34·5	1·0	0·5	.	8·5	4·2	78·0	38·10
	Stratford.....	2·49	5·60	6·91	8·95	23·95	17·1	4·2	41·2	S	.	.	3·1	4·0	69·6	30·91
	Orilla.....	R	3·36	10·11	9·27	22·74	12·5	4·3	34·3	S	.	.	18·5	11·5	81·1	30·85
	Stayner.....	1·06	3·47	6·30	7·72	18·55	16·5	2·5	37·0	S	S	.	8·0	10·8	74·8	26·03
	Gravenhurst ...	2·78	4·14	8·93	11·49	27·34	11·5	2·0	24·1	.	S	.	13·8	6·5	57·9	33·13
	Seely.....	1·35	4·76	8·99	12·39	27·49	25·5	4·0	37·5	.	S	S	9·5	3·0	79·5	35·44
	Beatrice.....	3·05	4·87	8·69	10·40	26·96	20·5	4·0	34·7	.	S	.	12·5	11·3	83·0	35·26
Barrie.....	1·53	3·55	6·05	5·18	16·31	10·0	3·0	28·0	0·3	0·2	.	12·0	4·8	58·3	22·14	
N. Gwillimb'y..	1·53	4·94	4·71	6·49	17·67	12·5	2·5	21·0	S	S	.	10·5	1·0	57·5	23·42	
Georgina.....	1·65	4·72	4·71	6·12	17·20	12·2	2·1	23·4	1·6	.	.	2·0	6·0	47·3	21·93	
Mean of District.	1·77	4·52	7·40	8·98	22·67	16·9	3·4	33·9	0·2	0·1	.	8·3	5·4	68·2	29·49	

TABLE LXXIX.—Quarterly Rainfall at the several Stations, &c.—Continued.

	Winter.	Spring.	Summer.	Autum.	Year.	Depth of Snow in Inches.										Total Precipitation.	
						Jan.	Feb.	March.	April.	May.	Oct.	Nov.	Dec.	Year.			
ONTARIO.—Con.																	
<i>Central District.</i>	Brampton	0·21	.	.	.	9·0	3·5	22·0	0·0	0·0	S	S	0·5	35·0	.		
	Newmarket	0·85	4·01	5·64	6·76	17·26	16·0	0·0	21·0	.	.	.	3·8	0·8	40·8	21·34	
	Toronto	2·48	4·52	6·30	8·59	21·89	13·4	2·9	19·1	.	.	.	1·6	0·3	37·3	25·62	
	Welland	6·22	6·74
	Port Dalhousie.	3·72	5·61	5·02	6·11	20·46	27·0	3·0	19·5	0·0	0·0	0·0	S	S	49·5	25·41	
Mean of District.	1·59	4·29	5·80	7·05	18·73	16·4	2·3	20·4	0·0	0·0	S	1·4	0·4	40·9	22·82		
<i>North-East and East District.</i>	Cornwall	2·49	5·03	6·90	7·85	22·27	25·6	1·5	16·3	1·5	0·0	2·0	3·9	2·3	53·1	27·58	
	Peterborough ..	0·36	7·22	4·27	6·52	18·37	7·0	0·0	24·5	S	S	S	2·0	1·1	34·6	21·83	
	Port Perry	1·56	6·57	6·03	6·51	20·67	13·1	1·0	24·0	0·0	0·0	0·0	0·0	S	38·1	24·48	
	Lakefield	7·29	8·10	
	Norwood	1·53	3·54	9·09	6·31	20·47	24·0	S	15·5	0·2	0·0	S	S	S	39·7	24·44	
	Belleville	2·28	4·75	5·56	10·99	23·58	22·2	0·4	22·4	0·5	0·0	0·1	2·8	3·6	52·0	28·78	
	Kingston	3·79	4·75	5·48	11·16	25·18	24·9	S	27·6	1·3	0·0	0·0	2·3	5·2	61·3	31·31	
	Brockville	0·52	5·78	7·19	8·53	22·02	40·9	1·6	23·3	0·5	0·0	0·0	3·9	4·0	74·2	29·44	
	Fitzroy Harbor.	1·66	3·64	7·88	6·95	20·13	10·5	1·5	22·4	0·0	0·0	S	2·7	1·0	38·1	23·94	
	Pembroke	2·64	5·91	10·23	9·95	28·73	14·5	0·3	25·3	0·0	S	2·0	4·3	2·8	49·2	33·65	
Rockliffe	0·80	3·71	8·71	6·40	19·62	8·1	0·9	26·8	S	0·0	1·5	6·7	5·4	49·4	24·56		
Mean of District.	1·64	5·29	7·23	8·07	22·23	19·1	0·7	22·8	0·4	S	0·6	2·9	2·5	49·0	27·13		
Mean for Ontario	1·84	4·94	7·12	8·26	22·16	17·8	2·4	26·0	0·2	S	0·1	3·5	2·3	52·3	27·39		
QUEBEC.																	
Hurlingham	3·25	6·76	7·24	10·46	27·71	31·0	3·5	7·0	4·0	0·0	5·0	2·0	S	52·5	32·96		
Montreal	3·19	4·95	8·65	8·67	25·46	22·1	3·6	22·4	10·2	0·0	5·4	5·1	4·3	74·3	32·84		
Brome	R	7·08	11·38	6·57	25·03	19·0	S	3·5	3·0	S	2·0	1·0	8·0	36·5	28·68		
Danville	0·75	5·52	10·39	7·57	24·23	24·9	14·0	6·0	3·0	S	4·5	6·3	11·6	70·3	31·26		
Quebec (Observ'ty)	1·20	7·21	5·85	7·72	21·98	43·5	14·5	51·7	9·0	1·0	2·0	11·7	9·8	143·2	36·30		
Quebec Citadel	0·46	5·45	9·68	7·44	23·03	.	.	.	.	.	.	.	.	.	.
Father Point	2·00	6·15	8·23	5·13	21·51	37·4	29·6	19·8	5·7	0·0	S	7·1	7·7	107·3	32·24		
Cranbourne	1·46	7·46	10·98	6·89	26·78	35·7	18·9	30·6	20·6	2·0	6·5	14·0	15·9	184·2	45·20		
Chicoutimi	0·77	6·57	—	2·12	.	14·5	25·3	22·7	3·3	2·3	1·7	22·4	17·6	109·8	.		
Mean for Quebec.	1·47	6·18	9·12	6·75	23·52	28·5	13·7	26·5	7·4	0·7	3·4	8·7	9·4	92·3	32·75		

TABLE LXXIX.—Quarterly Rainfall at the several Stations, &c.—Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Depth of Snow in inches												Total Precipitation.
						January.	February.	March.	April.	May.	October.	November.	December.	Year.				
NEW BRUNSWICK.																		
St. John	7.54	6.46	8.96	10.92	33.88	28.1	17.6	35.0	0.2	S	1.4	3.0	6.1	91.4	42.67			
Chatham	1.98	9.28	13.42	10.29	34.97	22.1	36.1	33.4	3.7	3.0	0.0	6.1	5.9	110.3	46.09			
Fredericton.....	5.11	6.43	11.04	9.50	32.08	20.7	30.2	18.8	S	0.0	1.9	1.5	8.3	81.4	40.22			
Bathurst	1.63	8.91	9.92	4.33	24.79	17.0	44.5	15.0	3.0	3.0	0.0	2.0	3.0	87.5	33.54			
Dorchester	7.54	8.52	10.31	14.30	40.67	12.0	12.0	17.5	S	S	S	8.7	14.0	64.2	47.09			
Dalhousie.....	2.68	9.89	9.32	7.76	29.65	20.3	39.3	21.5	9.7	0.0	S	4.1	9.0	103.9	40.04			
St. Andrews	4.09	5.48	6.80	7.43	23.80	28.6	15.1	21.7	S	0.0	1.0	0.0	5.3	71.7	30.97			
Mean for N.B.....	4.22	7.82	9.85	9.14	31.03	21.3	27.8	23.3	2.4	0.9	0.6	3.6	7.4	87.3	39.76			
NOVA SCOTIA.																		
Halifax.....	9.29	11.50	11.41	18.33	50.53	33.1	8.0	12.3	1.7	0.0	2.3	S	14.4	71.8	57.80			
Truro.....	7.68	6.74	8.66	12.26	35.34	27.6	10.8	13.4	1.1	0.0	2.1	4.2	23.5	82.7	43.61			
Digby.....	.	.	.	.	.	34.0	4.0	11.5	S	0.0	0.0	0.0	8.0	57.5	.
Beaver Bank	3.31	8.66	10.43	13.94	36.34	.	.	.	.	.	.	.	.	.	.
Sydney	6.89	10.00	9.01	14.67	40.57	21.7	16.4	23.8	7.0	1.6	2.5	0.2	29.2	102.4	51.18			
Glace Bay.....	5.97	10.01	8.26	11.77	36.01	15.5	17.2	19.7	4.7	6.0	2.1	5.1	29.2	99.5	45.96			
Cow Bay.....	4.89	8.44	5.45	10.03	28.81	9.0	9.5	15.0	13.5	0.5	2.0	1.5	18.0	69.0	35.71			
Port Hastings	8.65	12.08	11.90	11.48	44.11	14.0	7.0	10.8	0.0	1.5	0.0	1.0	13.0	46.5	48.76			
Baddeck	6.75	7.23	13.31	10.44	37.75	.	S	13.3	1.6	0.0	0.0	S	S	.	.			
Windsor	8.09	8.50	.	8.78	.	20.1	5.3	9.0	0.2	0.0	S	0.0	8.5	43.1	.			
Mean for N.S.....	6.90	9.24	9.81	12.41	38.36	21.9	8.7	14.3	3.3	1.1	1.2	1.3	16.0	67.8	45.14			
NEWFOUNDLAND.																		
St. John.....	7.11	8.97	12.59	13.81	42.48	59.6	23.5	16.9	24.7	1.8	6.5	15.0	12.0	160.0	58.48			
Channel .....	.	10.71	14.21	10.44	.	.	.	.	.	.	S	S	S	.	.
Bay St George.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Fogo	1.71	3.61	6.12	18.80	30.24	9.0	34.0	13.5	S	S	S	S	2.0	58.5	36.09			
Heart's Content	10.23	12.72	15.10	12.96	60.11	Included in Rain.										60.11		
Placentia .....	.	.	14.39	17.37	.	.	.	.	.	.	4.1	7.3	14.9	.	.
Mean for Newf'd	5.68	9.00	12.82	15.91	43.41	34.3	28.7	15.2	12.4	0.9	2.7	11.2	7.2	112.6	54.67			

TABLE LXXIX.—Quarterly Rainfall at the several Stations, &c.—Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Depth of Snow in inches.								Year.	Total Precipitation.
						January.	February.	March.	April.	May.	October.	November.	December.		
P. E. ISLAND.															
Charlottetown	4.10	6.20	9.75	11.05	31.10	23.7	13.3	9.2	4.0	.	5.5	7.8	35.3	98.8	40.98
Georgetown.....	3.90	6.39	10.85	11.65	32.79	26.5	15.0	5.3	2.8	.	4.0	2.5	24.5	80.6	40.85
Mean for P. E. I....	4.00	6.20	10.30	11.35	31.95	25.1	14.2	7.2	3.4	0.0	4.7	5.2	29.9	89.7	40.92
MANITOBA.															
Fort Garry.....	R	12.71	6.09	3.24	22.04	4.2	2.1	10.6	7.0	0.0	1.6	3.6	1.3	30.4	25.08
Winnipeg	0.23	13.09	4.50	2.31	20.13	2.0	2.5	6.6	4.3	0.2	1.2	2.0	0.2	19.0	22.03
Little Britain.....	0.00	9.82	4.66	2.53	17.01	S	2.0	9.0	0.1	.	1.0	S	S	12.1	18.22
Emerson .....	.	.	3.43	1.66	.	.	.	.	.	.	0.0	0.5	0.0	.	.
Mean for Manitoba	0.08	11.87	4.78	2.44	19.17	3.1	2.2	8.7	3.8	0.1	1.0	1.6	0.4	20.9	21.26
BRITISH COLUMBIA.															
Spence's Bridge.....	2.26	2.54	4.69	1.89	11.38	1.0	3.0	1.8	0.0	0.0	0.0	0.0	0.0	5.8	11.96
Esquimalt.....	9.09	1.37	2.91	12.54	25.91	0.0	0.0	S	0.0	0.0	0.0	0.0	0.0	S	25.91
New Westminster...	18.80	8.20	9.83	20.31	57.14	8.0	.	.	.	.	S	0.0	0.0	.	57.94
Mean for B.C.....	10.05	4.04	5.81	11.58	31.48	3.0	1.5	0.9	0.0	0.0	0.0	0.0	0.0	5.4	32.02
N.W. TERRITORY.															
York Factory.....	.	.	.	.	.	6.1	3.3	5.8	7.7	0.3	.	.	.	.	.
Fort Macleod.....	.	.	.	.	.	.	.	.	.	.	.	6.5	S	.	.

TABLE LXXX.—Number of days on which Rain fell in each month and in the Year 1877, at the Stations in Table LXXVIII.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
ONTARIO.													
<i>W. and S.W. District.</i>													
Windsor.....	1	0	5	5	6	10	5	14	5	14	11	9	85
Port Stanley	2	2	7	7	11	18	14	15	7	13	16	9	121
Granton.....	2	2	5	8	7	15	15	12	9	14	13	6	108
Woodstock.....	3	0	6	10	8	15	8	12	5	16	16	7	106
Galt.....	.	.	.	.	.	.	.	.	.	9	16	9	.
Simcoe	3	1	5	3	3	9	6	7	2	5	5	8	57
Aylmer.....	2	0	7	9	5	16	11	14	7	13	15	.	.
Port Dover.....	2	2	10	10	7	16	12	16	6	13	16	9	119
Brantford.....	1	1	6	10	9	15	6	5	8	17	15	11	104
Hamilton.....	0	0	4	6	5	14	11	12	9	14	12	2	89
Mean of District.....	1·8	0·9	6·1	7·6	6·8	14·2	9·8	11·9	6·4	12·8	13·5	8·7	100·5
<i>N. and N.W. District.</i>													
Prince Arthur's Landing..	.	.	.	.	.	.	11	14	12	11	4	6	.
Little Current.....	1	1	1	3	3	8	8	5	3	8	9	7	57
Parry Sound.....	2	2	4	6	8	13	7	12	15	21	14	15	119
Presqu'île.....	1	2	3	2	3	7	5	6	12	14	11	6	72
Saugeen.....	1	0	3	9	6	13	10	11	13	20	13	10	109
Point Clark.....	2	0	5	8	6	17	14	14	10	18	13	6	113
Kincardine	3	0	3	8	6	14	9	13	11	15	16	8	106
Goderich.....	1	0	6	9	5	14	12	16	9	16	12	8	108
Goderich Lighthouse.....	2	1	4	9	5	13	17	15	9	12	13	6	106
Stratford.....	2	1	5	5	6	13	9	12	7	11	13	5	89
Orillia	1	3	4	6	11	12	11	12	15	19	9	11	114
Stayner	0	1	2	6	5	10	10	10	8	18	11	9	90
Gravenhurst.....	2	1	4	7	8	12	9	12	11	18	14	7	105
Seely.....	1	2	5	6	12	9	9	17	11	16	12	7	107
Beatrice.....	1	1	4	5	5	9	8	11	12	18	10	8	92
Barrie.....	0	1	4	4	7	11	10	9	10	14	11	8	89
North Gwillimbury.....	0	2	4	5	5	7	11	9	1	7	8	3	62
Georgia.....	0	0	4	9	11	10	10	8	10	17	14	11	104
Mean of District.....	1·2	1·1	3·8	6·3	6·6	11·4	10·0	11·4	12·6	15·2	11·5	7·8	98·9

TABLE LXXX.—Number of days of Rain in each month, &c.—Continued.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
ONTARIO.—Con.													
<i>Central District.</i>													
Brampton	0	0	5	8	5	7	5	8	·	4	7	7	·
Newmarket.....	1	0	2	5	3	6	5	7	4	10	8	1	52
Toronto.....	2	0	7	9	10	14	11	14	8	14	16	11	116
Welland	2	·	7	5	2	9	6	8	2	7	8	4	·
Port Dalhousie.....	0	0	10	9	7	11	8	8	8	12	17	9	99
Mean of District.....	1·0	0·0	6·2	7·2	5·4	9·4	7·0	9·0	5·5	9·4	11·2	6·4	77·7
<i>N. E. & E. District.</i>													
Cornwall	1	3	6	6	10	14	10	9	8	16	13	10	106
Peterborough.....	2	1	4	6	8	5	9	6	7	8	9	3	63
Port Perry.....	1	0	2	7	6	10	11	14	6	10	13	7	87
Lakefield.....	·	1	4	4	8	7	9	8	8	12	·	·	·
Norwood.....	2	0	4	6	9	7	6	10	7	13	14	5	83
Belleville.....	3	1	6	7	10	13	12	7	7	12	13	6	95
Kingston	3	2	9	10	8	12	11	9	8	14	16	9	111
Brockville.....	3	1	4	9	10	11	15	9	6	12	14	6	100
Fitzroy Harbor	2	1	4	6	6	10	12	12	9	11	15	6	94
Pembroke	1	1	3	4	6	11	8	8	8	8	8	4	70
Rockliffe	2	0	4	7	10	15	18	20	12	20	13	9	40
Mean of District.....	2·0	1·0	4·5	6·5	8·3	10·5	10·5	10·2	7·8	12·4	12·8	6·5	93·0
Mean for Ontario.....	1·5	0·7	5·1	6·9	6·8	11·4	9·3	10·6	8·1	12·4	12·3	7·4	92·5
QUEBEC.													
Huntingdon	2	3	7	7	5	13	10	9	9	14	10	6	95
Montreal	2	7	8	12	18	16	17	20	12	18	16	8	154
Brome.....	1	4	5	8	11	11	10	13	7	15	11	5	101
Danville.....	0	0	5	7	4	9	10	14	9	8	10	2	68
Quebec (Observatory).....	1	0	4	7	5	16	10	12	10	12	14	3	94
Quebec (Citadel)	1	0	5	7	8	13	13	15	11	11	15	3	102
Father Point.....	2	0	7	8	14	14	12	17	9	11	10	2	106
Cranbourne.....	1	2	6	6	11	17	18	6	12	14	14	3	110
Carleton.....	·	·	·	·	8	4	·	·	·	·	·	·	·
Chicoutimi	0	0	5	8	15	16	·	·	10	11	10	2	·
Mean for Quebec.....	1·1	1·8	5·8	7·8	9·9	12·9	12·5	13·3	9·9	12·7	12·2	3·8	103·7

TABLE LXXX.—Number of days of Rain in each month, &c.—Continued.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
NEW BRUNSWICK.													
St. John.....	3	9	11	12	11	11	14	11	12	12	11	4	121
Chatham.....	2	1	7	13	15	13	15	21	13	12	12	2	116
Fredericton.....	4	3	12	12	17	15	15	15	11	11	14	3	132
Bathurst.....	0	0	4	4	10	4	4	9	7	8	4	2	56
Dorchester.....	4	3	10	9	12	5	6	12	9	11	12	4	97
Dalhousie.....	0	0	6	7	16	10	10	12	12	9	7	2	91
St. Andrews.....	3	2	12	10	10	12	12	13	8	13	13	4	112
Mean for N. B.....	2·3	2·6	8·9	9·6	13·0	10·0	10·9	13·3	9·7	10·9	10·4	3·0	103·6
NOVA SCOTIA.													
Halifax.....	4	4	18	17	16	16	17	17	10	17	16	12	164
Truro.....	2	4	13	10	12	13	12	14	10	15	14	6	125
Beaver Bank.....	3	3	14	9	13	11	11	12	8	11	12	3	110
Sydney.....	3	6	16	12	14	13	18	18	13	17	14	5	149
Glace Bay.....	3	2	11	7	11	5	15	11	6	8	10	5	94
Cow Bay.....	5	4	7	7	9	9	11	7	6	10	15	5	94
Pert Hastings.....	0	2	7	2	6	6	4	7	5	9	8	2	58
Baddeck.....	0	3	9	8	9	4	11	12	7	9	11	3	96
Digby.....	2	4	10	8	12	10	15	9	10	12	10	5	107
Windsor.....	2	5	13	16	16	10	·	·	·	9	10	3	·
Mean for N. Scotia.	2·4	3·7	11·8	9·6	11·7	9·7	12·7	11·9	8·3	11·7	12·0	4·9	110·4
NEWFOUNDLAND.													
St. John.....	2	9	17	13	15	16	17	23	17	18	14	5	166
Channel.....	·	·	·	8	4	6	9	5	6	2	8	2	·
Bay St. George.....	·	2	·	·	·	·	6	·	3	·	·	·	·
Fogo.....	0	4	5	3	7	14	12	15	10	7	7	4	88
Heart's Content.....	3	5	12	15	11	15	14	13	11	13	10	9	131
Placentia.....	·	·	·	·	·	·	13	12	9	10	12	4	·
Mean for Newfoundland.	1·7	5·0	11·3	9·8	9·3	12·7	11·8	13·6	9·3	10·0	10·2	4·8	109·5

TABLE LXXX—Number of days of Rain in each month, &c.—*Continued.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
PRINCE EDWARD ISLAND.													
Charlottetown.....	3	4	13	12	11	9	16	13	9	15	16	15	136
Georgetown.....	1	3	14	10	11	10	14	14	8	15	17	2	119
Mean for P.E.I.....	2·0	3·5	13·5	11·0	11·0	9·5	15·0	13·5	8·5	15·0	16·5	8·5	127·5
MANITOBA.													
Fort Garry.....	0	1	0	4	12	18	13	10	8	8	2	4	80
Winnipeg.....	0	1	1	2	14	21	10	11	7	7	4	8	86
Little Britain.....	0	0	0	1	7	14	5	4	7	3	1	5	47
Emerson.....	.	.	.	.	.	.	10	9	7	8	1	3	.
Mean for Manitoba..	0·0	0·7	0·3	2·3	11·0	17·7	9·5	8·5	7·2	6·5	2·0	5·0	70·7
BRITISH COLUMBIA.													
Spence's Bridge.....	3	6	1	4	10	11	9	6	8	1	8	6	73
Esquimalt.....	12	9	16	2	8	4	5	6	9	12	21	12	116
New Westminster.....	17	15	13	8	12	14	11	8	22	9	21	20	170
Mean for B.C.....	10·7	10·0	10·0	4·7	10·0	9·7	8·3	6·7	13·0	7·3	16·7	12·7	119·8
NORTH-WEST TERRITORY.													
York Factory.....	.	.	.	.	7	.	.	.	.	.	.	.	.
Fort McLeod.....	0	1	1	6	8	10	9	3	9	—	0	0	.

TABLE LXXXI.—Quarterly number of Days of Rain, with the number of Days of Snow, during the Year 1877.

	Winter.	Spring.	Summer.	Autumn.	Year.	Number of Days of Snow.									
						January.	February.	March.	April.	May.	October.	November.	December.	Year.	
ONTARIO.															
<i>West and South-West District.</i>	Windsor.....	6	21	24	34	85	5	1	10	0	0	0	2	3	21
	Port Stanley.....	11	36	36	38	121	17	6	21	1	0	0	6	2	53
	Granton.....	9	30	36	33	108	11	6	19	1	1	0	5	5	48
	Woodstock	9	33	25	39	106	4	4	18	2	1	1	4	1	35
	Galt .....	.	.	.	34	.	.	.	.	.	.	.	4	3	.
	Simcoe.....	9	15	15	18	57	9	1	8	1	0	0	0	0	19
	Aylmer.....	9	30	32	.	.	9	2	19	1	0	0	2	.	.
	Port Dover.....	14	33	34	38	119	13	5	18	0	0	0	4	3	43
	Brantford.....	8	34	19	43	104	15	6	17	1	0	0	6	3	48
	Hamilton	4	25	32	28	89	8	4	9	0	0	0	0	1	22
Mean of District...	8·8	28·6	28·1	35·0	100·5	10·1	3·9	15·4	0·8	0·2	0·1	3·3	2·3	36·1	
<i>North and North-West District.</i>	Prince Arthur's Ldg...	.	.	37	21	.	.	.	.	.	0	7	4	.	
	Little Current.....	3	14	16	24	57	4	3	5	1	1	0	3	4	21
	Parry Sound.....	8	27	34	50	119	18	12	17	0	0	0	5	4	56
	Presqu'Isle.....	6	12	23	31	72	13	5	18	0	0	0	3	3	42
	Saugeen	4	28	34	43	109	15	11	15	1	1	0	6	6	55
	Point Clark	7	31	38	37	113	15	10	22	2	2	0	5	4	60
	Kincardine	6	28	33	39	106	10	6	11	0	0	0	4	6	37
	Goderich.....	7	28	37	36	108	13	6	12	1	1	0	5	6	43
	Goderich Lighthouse.	7	27	41	31	106	12	8	15	1	1	0	4	7	58
	Stratford.....	5	24	28	29	89	13	4	15	2	0	0	5	3	42
	Orillia	8	29	38	39	114	10	4	17	2	0	0	5	6	44
	Stayner.....	3	21	28	38	90	12	6	15	2	1	0	4	6	46
	Gravenhurst.....	7	27	32	39	105	9	5	14	0	1	0	7	5	41
	Seely.....	8	27	37	35	107	15	5	13	0	1	1	5	3	43
	Beatrice	6	19	31	36	92	6	2	9	0	1	0	5	3	26
Barrie	5	22	29	33	89	12	4	13	2	1	0	7	6	45	
North Gwillimbury....	6	17	21	18	62	9	5	10	1	1	0	5	3	34	
Georgina	4	30	28	42	104	11	5	15	3	0	0	8	6	48	
Mean of District...	6·1	24·3	34·0	34·5	98·9	11·6	5·9	15·9	1·1	0·7	0·1	5·5	5·0	45·8	

TABLE LXXXI.—Quarterly Number of Days of Rain, &c.—Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Number of Days of Snow.							Year.		
						January.	February.	March.	April.	May.	October.	November.		December.	
ONTARIO.—Con.															
<i>Central District.</i>	Brampton.....	5	20	·	18	·	11	3	15	0	0	1	1	1	32
	Newmarket.....	3	14	16	19	52	3	0	7	0	0	0	5	2	17
	Toronto.....	9	33	33	41	116	15	6	21	0	0	0	5	7	54
	Welland.....	·	16	16	19	·	6	1	6	0	0	0	2	0	15
	Port Dalhousie.....	10	27	24	38	99	13	5	17	0	0	0	5	3	43
Mean of District...	7·2	22·0	21·5	27·0	77·7	9·6	3·0	13·2	0·0	0·0	0·2	3·6	2·6	32·2	
<i>North-East and East District.</i>	Cornwall.....	10	30	27	39	106	14	7	14	1	0	1	5	4	46
	Peterborough.....	7	19	22	20	68	6	0	8	1	1	1	3	5	25
	Port Perry.....	3	23	31	30	87	10	4	13	0	0	0	0	1	38
	Lakefield.....	·	19	25	·	·	·	·	7	·	·	·	·	·	·
	Norwood.....	6	22	23	32	83	·	1	7	1	·	1	4	3	·
	Belleville.....	10	30	24	31	95	13	3	13	1	0	1	5	3	39
	Kingston.....	14	30	28	39	111	22	6	18	2	0	0	7	5	60
	Brockville.....	8	30	30	32	100	16	8	12	1	0	0	6	3	46
	Fitzroy Harbour.....	7	22	33	32	94	6	1	11	0	0	1	3	3	·
	Pembroke.....	5	21	24	20	70	8	3	12	0	1	1	5	5	35
Rockliffe.....	6	32	60	42	140	12	4	12	1	0	2	9	12	52	
Mean of District...	7·5	25·3	28·5	31·7	93·0	11·9	3·7	11·5	0·8	0·2	0·8	4·7	4·4	38·0	
Mean for Ontario..	7·4	25·1	28·0	32·0	92·5	10·8	4·1	14·0	0·7	0·3	0·3	4·3	3·6	38·0	
QUEBEC.															
Huntingdon.....	12	25	28	30	95	10	2	7	1	0	1	14	4	39	
Montreal.....	17	46	49	42	154	21	11	16	4	0	2	8	12	74	
Brome.....	10	30	30	31	101	11	·	5	3	2	1	7	7	·	
Danville.....	5	20	23	20	68	16	9	11	4	1	2	6	9	58	
Quebec Observatory.....	5	28	32	29	94	12	10	16	3	1	3	4	10	59	
Quebec Citadel.....	6	28	39	29	102	16	11	14	4	1	2	8	7	63	
Father Point.....	9	36	38	23	106	14	16	13	4	0	1	6	11	65	
Cranbourne.....	9	34	36	31	110	21	13	17	7	6	7	13	13	97	
Chicoutimi.....	5	39	·	23	·	17	11	14	6	4	2	13	17	84	
Mean for Quebec..	8·7	30·6	35·7	28·7	103·7	15·3	10·4	12·6	4·0	1·7	2·3	8·8	10·0	65·1	

TABLE LXXXI.—Quarterly Number of Days of Rain, &c.—Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Number of Days of Snow.							Year.	
						January.	February.	March.	April.	May.	October.	November.		December.
NEW BRUNSWICK.														
St. John.....	23	34	37	27	121	14	12	11	2	1	2	4	6	52
Chatham.....	10	41	39	26	116	13	15	13	4	1	0	5	9	60
Fredericton.....	19	44	41	28	132	11	9	7	3	0	2	5	10	47
Bathurst.....	4	18	20	14	56	4	10	3	1	2	0	2	4	26
Dorchester.....	17	26	27	27	97	9	10	10	7	2	2	2	7	49
Dalhousie.....	6	33	34	18	91	4	12	13	5	0	2	3	9	48
St. Andrews.....	17	32	33	30	112	9	6	10	2	0	1	0	5	33
Mean for New Brunswick.....	13·8	32·6	33·9	24·3	103·6	9·1	10·6	9·6	3·4	0·9	1·3	3·0	7·1	45·0
NOVA SCOTIA.														
Halifax.....	26	49	44	45	164	15	13	13	4	0	2	7	18	72
Truro.....	19	35	36	35	125	16	11	12	6	0	3	4	12	64
Digby.....	16	30	34	27	107	10	8	10	1	0	0	0	9	38
Beaver Bank.....	20	33	31	26	110	10	3	6	2	0	1	0	·	·
Sydney.....	25	39	49	36	149	4	9	8	5	2	3	5	16	62
Glace Bay.....	16	23	32	23	94	9	6	7	4	2	2	4	11	45
Cow Bay.....	16	24	24	30	94	7	4	3	6	2	2	1	6	31
Port Hastings.....	9	14	16	19	58	7	3	4	0	1	0	1	5	21
Baddeck.....	12	21	30	23	96	·	2	7	2	0	0	2	2	·
Windsor.....	20	42	·	22	·	9	9	11	2	0	1	0	8	40
Mean for Nova Scotia.....	17·9	31·0	32·9	28·6	110·4	9·7	6·8	9·0	3·2	0·7	1·4	2·4	9·7	42·9
NEWFOUNDLAND.														
St. Johns.....	28	44	57	37	166	15	11	7	9	2	2	8	17	71
Channel.....	·	18	20	12	·	7	8	7	1	1	2	1	7	34
Bay St. George.....	·	·	·	·	·	·	·	·	·	·	·	·	·	·
Fogo.....	9	24	37	18	86	7	11	11	4	2	2	3	9	49
Heart's Content.....	20	41	38	32	131	15	12	5	6	1	2	2	11	54
Placentia.....	·	·	34	26	·	·	·	·	·	·	1	2	10	·
Mean for Newfoundland.....	18·0	31·8	34·7	25·0	109·5	11·0	10·5	7·5	5·0	1·5	1·8	3·2	10·8	51·3

TABLE LXXXI.—Quarterly number of Days of Rain, &c.—Continued.

	Winter.	Spring.	Summer.	Autumn.	Year.	Number of Days of Snow.							Year.	
						January.	February.	March.	April.	May.	October.	November.		December.
P. E. ISLAND.														
Charlottetown.....	20	32	38	46	136	9	8	8	6	0	4	4	15	54
Georgetown.....	18	31	36	34	119	10	7	6	2	0	3	4	10	42
Mean for P. E. Island...	19·0	31·5	37·0	40·0	127·5	9·5	7·5	7·0	4·0	0·0	3·5	4·0	12·5	48·0
MANITOBA.														
Fort Garry.....	1	34	31	14	80	4	3	8	5	0	3	5	3	31
Winnipeg.....	2	37	28	19	86	5	3	10	6	1	7	10	7	49
Little Britain.....	0	22	16	9	47	2	1	5	3	0	0	1	2	14
Emerson.....	.	.	26	12	.	.	.	.	.	.	0	1	0	.
Mean for Manitoba.....	1·0	31·0	25·2	13·5	70·7	3·7	2·3	7·7	4·7	0·3	2·5	4·2	3·0	28·4
BRITISH COLUMBIA.														
Spence's Bridge.....	10	25	23	15	73	2	2	5	0	0	0	0	0	9
Esquimalt.....	37	14	20	45	116	0	0	2	0	0	0	0	0	2
New Westminster.....	45	34	41	50	170	4	.	.	0	0	1	0	0	5
Mean for B. Columbia...	30·7	24·4	28·0	36·7	119·8	2·0	0·7	2·3	0·0	0·0	0·3	0·0	0·0	5·3
NORTH-WEST TERRITORY.														
York Factory.....	0	.	.	.	.	16	10	13	12	1	.	.	.	.
Fort Macleod.....	2	24	21	.	.	3	2	18	11	0	.	4	2	40

TABLE LXXXII.—Average Depth of Rain, in inches, in the several Provinces in the Dominion of Canada in each Month, and in the Year 1877.

		MONTHS, 1877.												
		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
ONTARIO:														
	W. and S.W. District.....	0.14	0.05	2.16	2.12	0.79	2.77	2.55	4.52	1.00	3.76	4.44	0.72	25.02
	N. and N.W. District.....	0.12	0.11	1.54	1.43	1.00	2.99	2.63	3.17	1.60	3.77	3.82	1.39	22.87
	Central District.....	0.01	0.00	1.58	1.88	0.77	1.64	2.24	3.12	0.44	2.75	3.86	0.44	18.73
	N.E. and E. District.....	0.07	0.09	1.48	2.07	1.40	1.82	3.24	2.36	1.63	2.91	4.24	0.92	22.23
	Ontario.....	0.08	0.06	1.69	1.87	0.99	2.08	2.67	3.29	1.17	3.30	4.09	0.87	22.16
	Quebec.....	0.06	0.11	1.30	1.85	1.70	2.63	2.37	4.36	2.39	2.97	2.76	1.02	23.52
	New Brunswick.....	0.26	0.05	3.91	2.61	3.90	1.31	2.35	4.79	2.71	3.47	4.32	1.35	31.03
	Nova Scotia.....	0.54	0.88	5.48	2.69	4.01	2.54	3.67	2.85	3.29	4.71	6.37	1.33	38.36
	Prince Edward Island.....	0.11	0.15	3.74	2.02	2.90	1.38	3.13	2.17	4.50	5.54	4.92	0.89	31.95
	Manitoba.....	0.00	0.08	R	0.40	5.13	6.34	2.02	0.82	1.84	0.90	0.31	1.23	19.17
	British Columbia.....	3.48	2.87	3.70	1.46	1.26	1.32	0.80	1.36	3.65	2.66	5.81	3.11	31.48
	Newfoundland.....	0.72	2.70	2.26	4.04	2.36	2.80	6.41	3.53	2.88	5.09	7.15	3.67	43.41

TABLE LXXXIII.—Quarterly average depth of Rain in the several Provinces of the Dominion of Canada, and the average depth of Snow in each month, and in the year 1877.

	Depth of Rain, in inches.				Depth of Snow, in inches.									
	Winter.	Spring.	Summer.	Autumn.	Year.	January.	February.	March.	April.	May.	October.	November.	December.	Year.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
ONTARIO:														
W. and S. W. District.....	2.35	5.68	8.07	8.92	25.02	18.6	3.3	26.7	0.1	0.0	0.0	1.5	1.0	51.2
N. and N. W. District	1.77	4.52	7.40	8.98	22.67	10.9	3.4	33.9	0.2	0.1	0.0	8.3	5.4	68.2
Central District.....	1.59	4.29	5.80	7.05	18.73	16.4	2.3	20.4	0.0	0.0	S	1.4	0.4	40.9
N. E. and E. District	1.64	5.29	7.23	8.07	22.23	19.1	0.7	22.8	0.4	S	0.6	2.9	2.5	49.0
Ontario	1.84	4.91	7.12	8.26	22.16	17.8	2.4	26.0	0.2	S	0.1	3.5	2.3	52.3
Quebec.....	1.47	6.18	9.12	6.75	23.52	28.5	13.7	20.5	7.4	0.7	3.4	8.7	9.4	92.3
New Brunswick.....	4.22	7.82	9.85	9.14	31.03	21.3	27.8	23.3	2.4	0.9	0.6	3.6	7.4	87.3
Nova Scotia.....	6.90	9.24	9.81	12.41	38.36	21.9	8.7	14.3	3.3	1.1	1.2	1.3	16.6	67.8
Prince Edward Island	4.00	6.30	10.30	11.35	31.95	25.1	14.2	7.2	3.4	0.0	4.7	5.2	29.9	89.7
Manitoba.....	0.08	11.87	4.78	2.44	19.17	3.1	2.2	8.7	3.8	0.1	1.0	1.6	0.4	20.9
British Columbia.....	10.05	4.04	5.81	11.58	31.48	3.0	1.5	0.9	0.0	0.0	0.0	0.0	0.0	5.4
Newfoundland.....	10.05	9.06	12.82	15.91	43.41	34.3	28.7	15.2	12.4	0.9	2.7	11.2	7.2	112.6

TABLE LXXXIV.—Average number of Days of Rain in the several Provinces of the Dominion of Canada in each Month, and in the Year 1877.

	MONTHS, 1877.												
	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
ONTARIO :													
W. and S. W. District.....	1.8	0.9	6.1	7.6	6.8	14.2	9.8	11.9	6.4	12.8	13.5	8.7	100.5
N. and N. W. District.....	1.2	1.1	3.8	6.3	6.6	11.4	10.0	11.4	12.6	15.2	11.5	7.8	98.9
Central District.....	1.0	0.0	6.2	7.2	5.4	9.4	7.0	9.0	5.5	9.4	11.2	6.4	77.7
N. E. and E. District.....	2.0	1.0	4.5	6.5	8.3	10.5	10.5	10.2	7.8	12.4	12.8	6.5	93.0
Ontario.....	1.5	0.7	5.1	6.9	6.8	11.4	9.3	10.6	8.1	12.4	12.3	7.4	92.5
Quebec.....	1.1	1.8	5.8	7.8	9.9	12.9	12.5	13.3	9.9	12.7	12.2	3.8	103.7
New Brunswick.....	2.3	2.6	8.9	9.6	13.0	10.0	10.9	13.3	9.7	10.9	10.4	3.0	103.6
Nova Scotia.....	2.4	3.7	11.8	9.6	11.7	9.7	12.7	11.9	8.3	11.7	12.0	4.9	110.4
Prince Edward Island.....	2.0	3.5	13.5	11.0	11.0	9.5	15.0	13.5	8.5	15.0	16.5	8.5	127.5
Manitoba.....	0.0	0.7	0.3	2.3	11.0	17.7	9.5	8.5	7.2	6.5	2.0	5.0	70.7
British Columbia.....	10.7	10.0	10.0	4.7	10.0	9.7	8.3	6.7	13.0	7.3	16.7	12.7	119.8
Newfoundland.....	1.7	5.0	11.3	9.8	9.3	12.7	11.8	13.6	9.3	10.0	10.2	4.8	109.5

TABLE LXXXV.—Quarterly average number of Days of Rain in the several Provinces of the Dominion of Canada, and the number of Days of Snow in each Month and in the Year 1877.

	Quarterly number of Days of Rain.					Number of Days of Snow.									
	Winter.	Spring.	Summer.	Autumn.	Year.	January.	February.	March.	April.	May.	October.	November.	December.	Year.	
ONTARIO :															
W. and S. W. District	8 8	28 6	28 1	35 0	100 5	10 1	3 9	15 4	0 8	0 2	0 1	3 3	2 3	36 1	
N. and N. W. District	6 1	24 3	34 0	34 5	98 9	11 6	5 9	15 9	1 1	0 7	0 1	5 5	5 0	45 8	
Central District.....	7 2	22 0	21 5	27 0	77 7	9 6	3 0	13 2	0 0	0 0	0 2	3 6	2 6	32 2	
N.E. and E. District.	7 5	25 3	28 5	31 7	93 0	11 9	3 7	11 5	0 8	0 2	0 8	4 7	4 4	38 0	
Ontario	7 4	25 1	28 0	32 0	92 5	10 8	4 1	14 0	0 7	0 3	0 3	4 3	3 6	38 0	
Quebec.....	8 7	30 6	35 7	28 7	103 7	15 3	10 4	12 6	4 0	1 7	2 3	8 8	10 0	65 1	
New Brunswick.	13 8	32 6	33 9	24 3	103 6	9 1	10 6	9 6	3 4	0 9	1 3	3 0	7 1	45 0	
Nova Scotia.....	17 9	31 0	32 9	28 6	110 4	9 7	6 8	9 0	3 2	0 7	1 4	2 4	9 7	42 9	
Prince Edward Island.....	19 0	31 5	37 0	40 0	127 5	9 5	7 5	7 0	4 0	0 0	3 5	4 0	12 5	48 0	
Manitoba	1 0	31 0	25 2	13 5	70 7	3 7	2 3	7 7	4 7	0 3	2 5	4 2	3 0	28 4	
British Columbia	30 7	24 4	28 0	36 7	119 8	2 0	0 7	2 3	0 0	0 0	0 3	0 0	0 0	5 3	
Newfoundland	18 0	31 8	34 7	25 0	109 5	11 0	10 5	7 5	5 0	1 5	1 8	3 2	10 8	51 3	

TABLE LXXXVI.—Abstract of Meteorological Observations made during the year 1876. at the Lighthouse, S.W. Point of the Island of Anticosti, Gulf of St. Lawrence, by Mr. Edward Pope, in charge of Lighthouse.

	Temperature.						Mean amount of Cloud	Number of Winds from								Mean Estimated Force of Wind.	Rain.		Snow.		No. of Days Fog.	
	8 A.M.	2 P.M.	8 P.M.	Mean.*	Highest.	Lowest.		N.	N.E.	East.	S.E.	S.	S.W.	W.	N.W.		Calm.	Amount of Rain.	Days of Rain.	Amount of Snow.		Days of Snow.
January.....	7.9	9.3	8.2	8.0	33.0	-10.0	4	1	21	5	1	0	0	57	4	3.3	.	30.0	15	0		
February.....	14.7	15.4	15.6	15.2	32.0	—	1	2	12	2	0	1	0	65	4	3.1	.	17.0	9	0		
March.....	19.9	20.4	19.0	19.4	37.0	5.0	9	4	27	2	0	1	1	44	5	2.9	.	23.0	11	1		
April.....	32.3	33.0	32.5	32.4	41.0	25.0	10	7	30	6	0	2	0	28	9	2.9	.	4.5	6	6		
May.....	40.3	40.6	40.3	40.3	53.0	30.0	10	7	37	2	4	0	1	31	1	3.3	1.22	3.0	3	4		
June.....	54.1	55.1	54.4	54.3	62.0	40.0	2	7	49	5	1	0	0	18	8	2.8	2.90	.	.	5		
July.....	55.4	57.3	55.9	55.6	67.0	49.0	5	3	9	19	9	6	3	36	3	2.4	3.72	.	.	7		
August.....	61.3	61.7	59.8	60.5	78.0	44.0	11	2	1	7	5	1	5	36	25	1.9	3.21	.	.	1		
September.....	48.9	49.5	48.8	48.9	59.0	43.0	2	4	32	0	2	1	6	32	11	2.7	2.77	.	.	1		
October.....	40.3	40.6	40.2	40.3	53.0	33.0	3	0	16	10	2	4	13	37	8	3.5	2.25	0.5	3	4		
November.....	31.7	32.6	31.7	31.7	40.0	22.0	13	5	22	2	0	0	0	41	7	2.8	1.22	6.0	7	1		
December.....	21.3	22.2	21.2	21.2	35.0	4.0	5	4	10	3	2	0	0	68	1	3.8	.	50.0	11	1		
	35.7	36.5	35.6	35.6	78.0	-25.0	75	46	266	63	26	16	29	491	86	3.0	17.29	134.0	65	31		

* The Monthly Means are derived from the Observations at 8 a.m. and 8 p.m.

TABLE LXXXVII.—Abstract of Meteorological Observations made during the year 1877, at the Lighthouse, S.W. Point of the Island of Anticosti, Gulf of St. Lawrence, by Mr. Edward Pope, in charge of Lighthouse.

	Temperature.				Mean amount of Cloud.	Number of Winds from								Mean Estimated Force of Wind.	Rain.		Snow.		No. of Days Fog.			
	8 A.M.	2 P.M.	8 P.M.	Mean.		Highest.	Lowest.	N.	N.E.	East.	S.E.	S.	S.W.		W.	N.W.	Calm.	Amount of Rain.		Days of Rain.	Amount of Snow.	Days of Snow.
January.....	8.5	9.8	9.5	9.0	32.0	—18.0	63	0	4	7	13	7	2	0	60	0	3.0	.	37.2	10	0	
February.....	17.8	20.0	18.7	18.3	33.0	6.0	57	10	2	29	1	4	1	1	36	0	3.0	.	8.0	8	0	
March.....	18.6	20.8	19.8	19.2	39.0	—5.0	50	5	4	29	5	0	0	1	49	0	3.1	1.59	3	128	9	0
April.....	35.7	37.4	36.6	36.1	48.0	25.0	46	21	11	18	5	1	3	5	19	7	2.3	2.28	5	0.5	4	1
May.....	41.6	42.8	41.7	41.6	65.0	35.0	52	17	11	26	0	2	0	3	26	8	2.1	0.90	6	.	.	6
June.....	50.0	51.1	50.2	50.1	65.0	39.0	31	2	3	33	4	0	0	14	18	10	2.3	1.25	7	.	.	1
July.....	59.3	60.2	58.8	59.0	69.0	53.0	38	3	0	21	17	5	4	11	27	5	2.3	1.10	7	.	.	7
August.....	61.4	62.1	62.2	61.8	71.0	57.0	45	4	20	19	10	2	3	15	10	10	2.0	1.60	3	.	.	6
September.....	51.8	52.4	51.3	51.6	63.0	42.0	32	6	5	12	2	1	3	30	26	5	2.4	1.35	6	.	.	4
October.....	39.8	40.4	39.9	39.8	54.0	32.0	41	1	15	12	1	2	1	4	57	0	3.8	1.78	4	8	3	2
November.....	31.7	33.0	32.5	32.1	39.0	15.0	65	3	5	4	8	7	5	6	48	4	2.7	1.61	9	16.0	5	2
December.....	22.8	23.4	23.2	23.0	35.0	3.0	46	3	2	9	2	14	1	0	57	5	2.9	0.59	2	9.0	10	0
	36.6	37.8	37.0	36.8	71.0	—18.0	47	75	82	219	69	45	23	90	433	54	2.7	14.05	52	83.5	49	29

* The Monthly Means are derived from the Observations at 8 a.m. and 8 p.m.

TABLE LXXXVIII.—Abstract of Meteorological Observations, made during the Year 1877, at the Lighthouse, Point Lepreaux, New Brunswick, by Mr. George Thomas, in charge of Lighthouse.

	Temperature.					Mean amount of Cloud.	Number of Winds from								Rain.		Snow.		Number of Days For.			
	7 a.m.	2 p.m.	9 p.m.	Mean.	Highest.		Lowest.	N.	N.E.	E.	S.E.	S.	S.W.	W.	N.W.	Calm.	Mean Estimated Force of Wind.	Amount of Rain.		Days of Rain.	Amount of Snow.	Days of Snow.
January	12.3	19.3	18.3	17.1	38.0	-10.0	56	7	9	2	2	5	10	7	39	0	3.2	0.48	2	24.0	9	0
February	20.4	29.2	24.6	24.7	40.0	9.0	51	10	8	1	4	5	9	9	20	6	1.9	0.90	6	13.5	6	1
March	26.5	30.1	28.9	28.6	45.0	7.0	61	9	12	10	9	7	9	4	16	5	2.8	4.21	11	24.5	7	1
April	36.6	43.0	38.8	39.3	51.0	27.0	58	7	17	11	12	6	4	0	3	15	1.7	2.49	11	S	1	3
May	42.9	48.3	43.0	44.3	64.0	37.0	63	7	21	4	7	3	12	8	6	13	1.9	2.86	13	.	.	2
June	50.2	55.5	51.2	52.0	61.0	42.0	56	1	1	7	8	4	21	5	14	17	1.4	1.45	9	.	.	8
July	54.3	59.2	53.5	55.1	71.0	49.0	67	1	6	5	7	16	17	6	6	17	1.2	2.61	9	.	.	15
August	56.1	61.0	57.3	57.9	68.0	52.0	70	5	6	17	5	3	5	3	10	27	1.1	3.69	12	.	.	14
September	52.6	58.8	54.1	54.9	70.0	47.0	50	6	8	5	4	8	15	4	14	11	1.8	1.01	9	.	.	6
October	42.4	49.1	45.1	45.4	58.0	25.0	58	11	15	8	12	4	5	3	19	4	2.5	3.16	12	1.5	1	1
November	37.3	41.7	39.1	39.3	53.0	24.0	63	17	9	1	9	6	16	4	12	4	2.8	4.13	10	S	2	2
December	27.1	32.6	28.6	29.2	50.0	8.0	52	15	14	0	7	2	12	1	20	7	2.6	1.47	7	4.5	6	0
.....	38.2	44.0	40.2	40.6	71.0	-10.0	59	66	126	71	86	69	135	54	179	126	2.1	28.46	111	68.0	32	53

APPENDIX No. 2.

REPORT OF THE DIRECTOR OF THE MAGNETIC OBSERVATORY, TORONTO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER 1877.

MAGNETIC OBSERVATORY,
TORONTO, January, 1878.

SIR,—In my Report for 1874, the first Report which I had the honour to make after the Observatory was placed in connection with the Marine Department, I gave a brief outline of the origin and objects of this, and of the other Colonial Observatories set in operation by the Imperial Government in 1839. In the same Report I enumerated the various instruments and their uses, and also gave a short summary of some of the facts connected with the science of magnetism which have been brought to light by the labours of this and of other Magnetic Observatories.

As sundry additions to the instrumental appliances of the establishment have been made since the publication of the Report of 1874, I have thought it desirable to again state the instruments used at the present time in the various branches of our work.

MAGNETIC OBSERVATIONS.

The *direction* of the magnetic force is defined by two angles, namely, the *declination* (called by sailors the variation of the compass), which is the angle between the plane of the astronomical meridian and the vertical plane in which the axis of the magnet lies, and the *dip* or *inclination*, which is the angle made by the axis of the needle with the horizontal plane. The numbers which express the *intensity* of the force, and the *declination* and *dip* which define its *direction*, are called the “magnetic elements,” a term used to denote the horizontal and vertical components of the force, named for brevity the “horizontal” and “vertical forces,” while the force, to distinguish it from its components, is usually called the “total force.”

For determining the values of the elements above named, the apparatus employed is as follows:—

- (1.) Declinometer and azimuth circle, for the declination.
- (2.) Dip circle and needles, for the dip or inclination.
- (3.) Vibration and deflection instruments, for the horizontal force.

The total force is commonly computed from the dip and horizontal force, but it may be found also by an independent instrument.

As the observations taken with the above named instruments occupy a considerable time, they are not adapted for the detection of changes which occupy a short time.

To observe the more minute and rapid changes, differential magnetometers are employed, viz.:—

- (1.) Differential declinometer, which shews the change that the declination has undergone between the times of readings.
- (2.) The bifilar, for measuring changes in the horizontal force.
- (3.) The balance magnetometer, for measuring changes in the vertical force.

The changes of dip and total force are derived from those of the two components of the force, but the change in the dip is also known by the induction inclinometer.

The above named differential instruments are ordinarily read seven times in each day, namely, at 6 a.m., 8 a.m., 10 a.m., 2 p.m., 4 p.m., 10 p.m., midnight.

The differential instruments when read only by the eye, but with sufficient frequency, are adequate to reveal the existence and general character of many interesting facts, but without the aid of self-recording magnetometers, it is impossible to ascertain the changes that take place in the values of the elements during the intervals between the times of reading, and whose amount and times of occurrence should be exactly known, in order that the connection between magnetic and other physical phenomena may be traced out.

The photographic self-recording magnetometers at Toronto, resemble, in their general character, those in operation at the Observatory of the Royal Society at Kew, and are mounted in an underground room where the changes of temperature are very slow and minute. These instruments have been working very satisfactorily since the beginning of the year.

METEOROLOGICAL OBSERVATIONS.

The ordinary meteorological instruments for observations by the eye, are read six times daily. In addition to these, since the early part of 1876, we have had a photographic barograph and thermograph in successful operation, and also, since the spring of 1875, an anemograph, constructed by Beck, of London. These self-recording instruments are similar to those used at the seven observatories in connection with the British Meteorological Office.

ASTRONOMICAL OBSERVATIONS.

The Observatory is not furnished with apparatus suitable for astronomical research. The astronomical observations are not made in the interests of astronomy, but are subservient to other purposes and are almost entirely confined to transits for time. The correct time determined at this establishment is necessary for our magnetical and meteorological observations. It is also the standard by which all the clocks and watches in Ontario have been regulated for more than thirty years, and for more than six years the Observatory has given time, daily, to the City, by striking all the fire alarm bells at a fixed instant (11:55 a.m.)

EXTRANEOUS WORK.

There are sundry services rendered to the public which add considerably to our work, and which, although they do not strictly form part of the duties of the staff, are naturally associated with them. The following are some of the services referred to:—

- (1.) Giving information on scientific subjects to visitors.
- (2.) Supplying information by telegraph and mail to applicants in Canada, and other countries.
- (3.) Examining instruments brought for comparison.

The operations, however, under the title of extraneous work, which have occupied the most prominent place in late years, are those of the Meteorological Office, which originated at the Toronto Observatory, and has been carried on since, to a great extent, by the labours of its staff.

BUILDINGS AND PREMISES.

No pecuniary provision was ever made for keeping the residences of the staff in repair; and, although a small part of the income of the Observatory has occasionally been applied to save the buildings from ruin, it is quite inadequate to keep them in a condition compatible with the health and comfort of the occupants, or the ultimate safety of the buildings themselves.

Your attention to this matter is respectfully solicited.

The expenses of the establishment for the fiscal year ending June, 1877, of which I enclose a summary, amounted in all to \$4,801.74.

The above is respectfully submitted.

G. T. KINGSTON,
Director.

To the Honorable

The Minister of Marine and Fisheries.

APPENDIX No. 3.

REPORT ON MONTREAL OBSERVATORY FOR THE CALENDAR YEAR
ENDED DECEMBER 31st, 1877.

MCGILL COLLEGE.

MONTREAL, 31st December 1877.

SIR,—In presenting the annual Report of the Montreal Observatory for the year just closed, I beg to state that the work throughout the year has been the same as in the past four years, namely—the collection of a series of tri-hourly observations, the duties of a telegraphic reporting station in connection with the Canadian system, providing information to the public through the press and attending to the inquiries of persons seeking special information. The object of the tri-hourly series of observations is to provide materials for the construction of interpolating formulæ whereby for the several elements, *normals* proper to every day and hour may be obtained, and hence corrections for diurnal and non-periodic variations. These corrections are required in order that comparatively scanty observations, which by themselves would be of no value, may be available for scientific investigation.

The instruments at present in use are an adjustable cistern barometer, thermometer, *wet bulb* thermometer, maximum thermometer, minimum thermometer, rain-gauge, and a self recording wind apparatus. The wind apparatus consists of an anemometer, a “wind-mill” vane and an anemograph, the latter of which is in electric connection with the two former instruments and records their movements. The anemometer is similar to that issued by the United States Signal Service Department. The object off the wind-mill vane is to avoid the extreme oscillation which is a property of the common form of vane. The anemograph is so arranged that a mark is made on a revolving drum on the completion of each mile of wind, and the direction printed at intervals of five minutes. For a detailed description of this instrument and also of the wind-mill vane, I beg to refer you to my Report for 1875.

It is much to be desired that we could complete our equipment of self recording instruments, and I hope soon to have a barograph and thermograph at work.

In order to draw definite conclusions as to the mutual dependence of the several meteorological elements, a continuous record of their condition is necessary, and instruments read only by the eye, however frequently they may be observed, are quite inadequate for this purpose.

The distribution of the yearly Government grant continues as heretofore.

I have the honour to be, Sir,

Your most obedient servant,

C. H. McLEOD,
Director of Observatory.

To the Honorable
The Minister of Marine and Fisheries.

APPENDIX No. 4.

REPORT OF THE DIRECTOR OF THE QUEBEC OBSERVATORY FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1877.OBSERVATORY,
QUEBEC, 4th January, 1878.

SIR,—I have the honor to submit my Report of this establishment for the year ended 31st December, 1877.

Not only has "Time" been given to the shipping as usual, but it has been sent to various other places that have wanted it.

The Meteorological observations have been forwarded by telegraph to Toronto three times each day.

The difference of longitude between Quebec and Trois Pistoles has been obtained by the electric telegraph, giving another point, determined with the greatest accuracy on the St. Lawrence.

I have the honour to be, Sir,
Your obedient servant,
E. D. ASHE,
Director.

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