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In Sessional papers No. 2, Appendices to the report of the Minister of Public works ... 1873 page number 10 is upside down, page 72 ½ is inserted between pages 72-73 and pages 104A-104H are inserted between pages 104-105 and page 95 is incorrectly numbered page 35.

In Sessional papers No. 3, Report of the Postmaster General ... 1873 starts at page 3 and page 424 is incorrectly numbered page 4.

1891

SESSIONAL PAPERS.

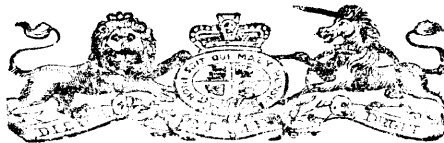
VOLUME 2.

FIRST SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1874.



VOLUME VII.

PRINTED BY I. B. TAYLOR, 29, 31, & 33, RIDEAU STREET, OTTAWA.

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LIST OF SESSIONAL PAPERS,

VOL. VII.—SESSION 1874.

ARRANGED ALPHABETICALLY.

	No.		No.
Accounts, Public.....	1	Mails, River du Loup, &c.....	65
Agricultural Report.....	9	Manitoba Wood Limits.....	75
Allan Steamships.....	47	Marine and Fisheries.....	4
Amherst Harbor.....	62	Militia Report.....	7
Banks.....	13	Mill and Factory Machinery.....	18
Baptisms, &c.....	11	Miscellaneous Statistics.....	1
Barrack Ground, Chatham.....	37	Monteagle.....	31
Blair, Benjamin.....	79	Montreal, Collector of Customs.....	46
Bossé, Hon. Joseph Noel.....	56	Montreal Harbor Commissioners.....	52
British Columbia—Trans-con. Communication..	51	Mouchette, Emile.....	43
„ Indian Affairs.....	74	Munro, Mr.....	27
Capital Offences.....	26	Naturalization Treaties.....	54
Census.....	B	New Brunswick Common School Law.....	40
Chicoutimi and Saguenay.....	50	North-West Difficulties.....	22
China—Trans-Pacific Steamship Company.....	66	„ Territories—Indian Treaties.....	70
City of Halifax.....	64	Penitentiaries, Annual Report.....	42
Collector of Customs, Montreal.....	46	Perry, Stanislaus Francis.....	69
Consolidated Fund Expenditure.....	23	Portage Island.....	38
Court of Appeal, P. Q.....	57	Port Burwell Harbor.....	63
Dominion Police.....	19	Port Stanley Harbor.....	49
Dominion and Provincial Notes.....	71	Post Office Report.....	3
Election Court.....	14	Prince Alfred Steamship.....	30
Election Districts.....	59	Prince Edward Island Winter Steamer.....	48
Escheats and Forfeitures.....	36	„ Lighthouses.....	67
Estimates.....	1	Provincial Legislation.....	25
Farrer, E. J.....	77	Public Accounts.....	1
Freeman's Patent Tent.....	61	Public Service Appointments, &c.....	29
Geological Survey of Canada.....	12	Public Work's Report.....	2
Governor General's Foot Guards.....	34	Railway Cars.....	60
Harbor Commissioners, Montreal.....	52	Robertson, Mr.....	27
Indian Branch, Department of the Interior.....	17	Royal Commission.....	73
Ingonish Harbor.....	41	Secretary of State.....	8
Inland Revenue.....	6	Six Nation Indians.....	68
Insurance.....	24	Spring Floods, St. Lawrence.....	76
Intercolonial Railway.....	32	St. John, N.B.....	21
Jenkins, Edward.....	28	St. Peter's Canal.....	33
Judges of the Superior Court, N.S., B.C., &c.....	45	Statutes of the Dominion.....	15
„ „ Quebec.....	72	Storm Signal Stations.....	35
Librarian's Report.....	10	Superannuation.....	16
Lunatic Asylum, Quebec.....	39	Trade and Navigation.....	5
Machinery Imported.....	58	Unforseen Expenses.....	20
		Webb, John.....	78
		Welland Canal.....	53
		Windsor and Annapolis Railway.....	55
		Yale and Kootenay District.....	44

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME B.

- B** CENSUS :—Report of the Census of the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, taken in the month of April, 1871 ; Vol. 2.

CONTENTS OF VOLUME No. 1.

- No. 1..** PUBLIC ACCOUNTS OF THE DOMINION OF CANADA :—For the fiscal year ended 30th June, 1873.
 ESTIMATES :—Sums required for the service of the Dominion of Canada, for the year ending 30th June, 1875.
 ————— SUPPLEMENTARY :— For the year ending 30th June, 1874.
 ————— For the year ending 30th June, 1875.
 MISCELLANEOUS STATISTICS OF CANADA for the years 1869-70-71-72.

CONTENTS OF VOLUME No. 2.

- No. 2..** PUBLIC WORKS :—General Report of the Minister of, for the year ended 30th June, 1873.
No. 3.. POSTMASTER GENERAL :—Report of, for the year ended 30th June, 1873.

CONTENTS OF VOLUME No. 3.

- No. 4.** MARINE AND FISHERIES :—Sixth Annual Report of the Department of, for the year ended 30th June, 1873.
 ————— Schedule of Papers for the Department, for the year ended 30th June, 1873.
 ————— Statement of Expenditure of Trinity House, Quebec.
 ————— do do do Montreal.
 ————— Statement of Expenditure and Receipts in connection with Harbor Police at Quebec and Montreal.
 ————— Statement of Expenditure and Collection in connection with Harbor Improvements.
 ————— Statement of Expenditure in connection with the construction of Light-houses, Lightships, Steam Fog Whistles, &c.
 ————— Statement of Expenditure in connection with the maintenance of Lighthouses, Lightships, Steam Fog Whistles, &c.
 ————— Statement of Expenditure and Receipts in connection with sick, disabled, shipwrecked and distressed Mariners.
 ————— Statement of Receipts and Expenditure in connection with the "Decayed Pilot Fund," Quebec.
 ————— Statement of Receipts and Expenditure in connection with the "Decayed Pilot Fund," Montreal. [*Not printed.*]

CONTENTS OF VOLUME No. 4.

- No. 5.,** TRADE AND NAVIGATION, DOMINION OF CANADA :—Tables of, for the year ended 30th June, 1873.

CONTENTS OF VOLUME No. 5.

- No. 6.. INLAND REVENUES OF DOMINION OF CANADA :—Report, Returns and Statistics of, for the year ended 30th June, 1873.
- First Report of the Commissioner of Inland Revenue on the Inspection of Weights, Measures and Gas, for January, 1874.
- RECEIPTS OF REVENUE :—Return shewing Receipts and Revenue to the 21st day of April, 1874 ; and also a comparative statement of the said Receipts for the first 20 days of April in the years 1873 and 1874 ; together with the quantities of excisable goods in Bond on the 1st and 15th days of April in 1873 and 1874, and on the 1st day of July, 1873.
- No. 7.. MILITIA :—Report of the State of the Militia of the Dominion of Canada, for the year 1873.
- No. 8.. SECRETARY OF STATE FOR CANADA :—Report of, for the year ended 30th June, 1873, and from the 1st July, 1873, to 31st December, 1873.

CONTENTS OF VOLUME No. 6.

- No. 9.. AGRICULTURE :—Report of the Minister of Agriculture of the Dominion of Canada, for the calendar year 1873.
- Return to Address, Copies of all the Reports made by the Commissioners to the Commissioners to the Vienna Exhibition. [*Not printed.*]
- Supplementary Return to Address, Copies of all the Reports made by the Commissioners to the Vienna Exhibition.
- No. 10.. LIBRARY OF PARLIAMENT :—Report of the Librarian on the state of.
- No. 11.. BAPTISMS, MARRIAGES AND BURIALS :—General Statement of, for certain Districts in the Province of Quebec. [*Not printed.*]
- No. 12.. GEOLOGICAL SURVEY OF CANADA.—Report of Progress of, by Alfred R. C. Selwyn, F.G.S., Director, for 1872–73. [*Not re-printed in Sessional Papers.*]
- No. 13.. BANKS :—List of the Shareholders of the several Banks of the Dominion of Canada in compliance with the Act 34 Vic., cap. 5, sec. 12. [*Not printed.*]
- No. 14.. ELECTION COURT :—General Rules of the Election Court for the Montreal Division, under the provisions of the Act 36 Vic., cap. 28, sec. 32.
- General Rules of the Election Court for the Quebec Division, under the provisions of the Act 36 Vic., cap. 28, sec. 32 :—and
- General Rules of the Election Court for the Province of Nova Scotia, under the provisions of the Act 36 Vic., cap. 28, sec. 32.
- General Rules of the Election Court for the Province of New Brunswick, under the provisions of the Act 36 Vic., cap. 28, sec. 32.
- Correspondence respecting the establishment of an Election Court in the Province of Nova Scotia.
- Writ of Prohibition, with Petition annexed, which have been served upon Mr. Justice Torrance, Mr. Justice Beaudry, &c., acting under the Controverted Elections Act, 1873, as Election Judges. [*Not printed.*]
- No. 15.. STATUTES :—Official Return of the distribution of the Statutes of the Dominion of Canada, 36 Victoria, 1st Session of the 2nd Parliament, 1873, under the provisions of the Act 31 Vic., cap. 1, Sec. 14. [*Not printed.*]
- No. 16.. SUPERANNUATION :—Statement of all allowances and gratuities granted under the Act 33 Vict., cap. 4, with a statement of the cases in which (since last Return) additions have been made to the actual number of years' service of persons employed in the Civil Service, who have been superannuated. [*Not printed.*]
- No. 17.. INDIAN BRANCH, DEPARTMENT OF THE MINISTER OF THE INTERIOR :—Report of, for the year ended 30th June, 1873.
- No. 18.. MILL AND FACTORY MACHINERY :—Return to Address of Mill and Factory Machinery imported into Canada with duty paid thereon since 1867.
- No. 19.. DOMINION POLICE :—Return (under 31st Vict., cap. 73, sec. 6), of the average number of Dominion Police employed during each month of the fiscal year 1872-73 ; and of the cost of pay and the travelling expenses expended in respect thereof. [*Not printed.*]

- No. 20.** UNFORSEEN EXPENSES :—Return of sums paid and charged to Unforseen Expenses (under Orders in Council) from the 1st July, 1873 to date, under authority of the Act 36 Vict., cap, 26. [*Not printed.*]
- No. 21.** ST. JOHN, N.B. :—Comparative Statement shewing the quantity and value of the principal articles of merchandize, imported and entered for consumption, with the duty collected thereon at the Port of Saint John, in March 1873 and March 1874. [*Not printed.*]
- Return to Address, Comparative Statement of duties paid on imports at the Port of Saint John, N.B., for the first fifteen days of the month of April of the years 1873 and 1874. [*Not printed.*]
- No. 22.** NORTH WEST DIFFICULTIES :—Return to Address, all despatches between the Government and the Lieutenant-Governor of Manitoba, and the Police Magistrate of that Province, on the subject of the murders alleged to have been committed by American citizens in the North West Territories, and on the alleged establishment of trading posts by them within those Territories.
- Return and Supplementary Return to Address, for copies of Proclamation dated on the 6th December, 1869, having reference to the difficulties which existed in the North West in 1869 and 1870; and of all correspondence between the Dominion Government, the Government of Manitoba, and the Imperial Government; and other communications having reference to the Amnesty in the said Proclamation. [*Not printed.*]
- No. 23.** CONSOLIDATED FUND. EXPENDITURE :—Comparative Statement of, for the nine months ended 31st March, 1873-74.
- No. 24.** INSURANCE :—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, sec. 14.
- Annual Report of the Beaver and Toronto Mutual Fire Insurance Company, for the year 1873; together with a list of Shareholders in Guarantee Stock of the said Company, on the 31st December, 1873. [*Not printed.*]
- Statement of Receipts and Expenditure of the Mutual Life Association of Canada, for the year ended 31st December, 1873. [*Not printed.*]
- No. 25.** PROVINCIAL LEGISLATION :—Return to Address, Orders in Council, and Correspondence between the Imperial and Canadian Governments, and between the Government of Canada and any of the Provinces, since March, 1873; including any instruction to His Excellency the Governor General on the subject of Provincial Legislation.
- No. 26.** CAPITAL OFFENCES :—Return to Address, Commitments for capital offences in the Dominion, since the 1st July, 1867; with the convictions or acquittals resulting therefrom, and punishments inflicted, or pardons or commutations of sentence.
- No. 27.** MUNRO, MR. :—Return to Address, Reports and other papers relating to the dismissal of Mr. Munro from the Office of Postmaster at Lanark; and of the dismissal of Mr. Robertson from the same office. [*Not printed.*]
- No. 28.** JENKINS, EDWARD, ESQ. :—Return to Address, Orders in Council, relating to the appointment of Edward Jenkins, Esq., as Emigration Agent in London, Agent General for Canada in the United Kingdom, with a copy of his Commission and instructions. [*Not printed.*]
- No. 29.** PUBLIC SERVICE APPOINTMENTS AND DISMISSALS :—Return to Address, Appointments to and dismissals from Office, in Prince Edward Island, and all petitions and papers connected therewith, since the first day of July last.
- Return to Address, Statement showing the number of Officers appointed, and of appointments in the Public Service between 1st January, and the 7th November, 1873; and the salary attached to the office; the date, and the name and residence of the person so appointed.
- Return to Address, Appointments made since 1st November, last, to the inside service of the Post Office Department, with the names, dates of appointment, and salaries.
- Return to Address, Return of all appointments made from the 1st August last until the 26th day of March instant; also all Orders in Council recommending such appointments; also all increases of salary made or recommended between the above dates; also of all dismissals from Office.
- Return to Address, Return of all the Officers in the Customs Department of Nova Scotia since 1st July last, who have received an increase of salary under the provisions of Act 36 Vic., cap. 31.

- PUBLIC SERVICE APPOINTMENTS AND DISMISSALS :—Return to Address, Orders in Council or Departmental Orders, giving an increase of salary to Employés in the Public Service, between the 1st January and the 7th November, 1873; showing the names of the persons and the date of such increase.
- Return to Address, Appointments made since the first January, 1874, to the Custom House, Montreal, with the names and previous occupation of the parties appointed; the salaries of each, with Reports or recommendations from the Collector respecting such appointments.
- No. 30.. “PRINCE ALFRED” STEAMSHIP :—Return to Address, Memorial of the Chamber of Commerce of Victoria, B.C., respecting the cancelling of the Mail contract with the owners of the Steamship, Prince Alfred, and contracting with Messrs. Malcolm, Hudson & Co., for their Steamships to call twice a month at Esquimalt, when making the voyage from San Francisco to China and Japan, and *vice versa*. [*Not printed.*]
- No. 31.. MONTEAGLE :—Return to Address, Correspondence relative to the establishment of a Post Office in Monteaale Valley, under the name of “Greenview”; and the establishment of a Post Office in the Township of Dunganon, under the name of “Brunson,” both in North Riding of the County of Hastings. [*Not printed.*]
- No. 32.. INTERCOLONIAL RAILWAY :—Return to Address, Statement regarding the progress of the work on Section 13 of the Intercolonial Railway, shewing the amount of original contract, the bonus (if any) paid to the contractor, the amount (if any) overpaid, the amount required to complete the contract, and the present condition of the work in progress on said Section.
- Return shewing the amount expended upon the South-East Pier of the Intercolonial Railway Bridge over the Tantamar River, specifying whether or not tenders were advertised for the work. [*Not printed.*]
- Statement of the amount of unpaid claims on Sections 4 and 7 respectively, of the Intercolonial Railway reported on by Mr. C. Schreiber, C.E., also a Statement of the amounts in all, paid on account thereof by the Intercolonial Commissioners and by Mr Schreiber, respectively. [*Not printed.*]
- Return to Address, All Correspondence, Reports of Railway Commissioners, Orders of Council, Accounts and Papers of every description relating to the claims connected with contracts on the Intercolonial Railway from No. 1 to No. 7 inclusive, and all payments made thereon under the authority of a Resolution passed by this House during the Session of 1873;—as well as a statement of the extra work claimed by the Contractors on the said Sections. [*Not printed.*]
- Return to Address, All Papers and Correspondence in reference to the construction of Section No. 12 of the Intercolonial Railroad, and to the claims of contractors and others in connection with such construction. [*Not printed.*]
- Return to Address, Statement of the cost of the Bridges on the Intercolonial Railway, showing the comparative cost of spars of wood and iron; with all Correspondence and Reports of the Commissioners, Engineers, and others submitted to the Government, and all Orders in Council on the subject. [*Not printed.*]
- Return to Address, 1st. A List showing all the claims filed against the contractors for Sections 8, 13, 14, 17, 18 and 19 of the Intercolonial Railway; the name of each claimant, the amount claimed by him, and the name of the contractor against whom such claim is filed, and copies of affidavits complaining of frauds committed in the carrying out of the contracts for the aforesaid various sections. [*Not printed.*]
- No. 33.. ST. PETER’S CANAL :—Return to Address, Reports, Plans and Specifications in connection with the contemplated extension of St. Peter’s Canal. [*Not printed.*]
- No. 34.. GOVERNOR GENERAL’S FOOT GUARDS :—Return to Address, Correspondence which led to the issuing of “Militia General Order,” under date of the 8th June, 1872, granting to the Governor General’s Foot Guards “the same precedence and status in the Active Militia of the Dominion, as is held by Her Majesty’s Foot Guards in the Imperial Army.”
- No. 35.. STORM SIGNAL STATIONS :—Return from the different Storm Signal Stations in the Province of Nova Scotia, showing how often the signal was received before the storm arrived, and how often after the storm had passed; also why the Storm-drum is put up, when the gale has gone by. [*Not printed.*]
- No. 36.. ESCHEATS AND FORFEITURES :—Return to Address, Copy of an Act passed by the Legislature of the Province of Ontario at its last Session, intituled: “An Act to amend the Law respecting Escheats and Forfeitures;” together with all Orders in Council, and all correspondence as to the said Act.

- No. 37. . BARRACK GROUND, CHATHAM :—Return to Address, Correspondence, &c., relating to the disposal or occupation of that Government property in the Town of Chatham, known as the Barrack Ground. [*Not printed.*]
- No. 38. . PORTAGE ISLAND :—Return to Address, Correspondence between the Government of Canada and the Imperial Government, in relation to the transfer of Portage Island, at the Entrance of Miramichi Bay, to the Government of Canada. [*Not printed.*]
- No. 39. . LUNATIC ASYLUM, QUEBEC :—Return to Address, Correspondence between the Government of Canada and the Government of Quebec, in relation to the transfer of certain properties, situated at Chambly, St. John, or elsewhere, for the establishment of the Lunatic Asylum for the Province of Quebec. [*Not printed.*]
- No. 40. . NEW BRUNSWICK, COMMON SCHOOL LAW :—Return to Address, Correspondence relating to the sum voted in the first Session of 1873, to meet the costs of an Appeal to Her Majesty's Privy Council, with reference to the constitutionality of the Common School Law of New Brunswick, passed in 1871,—and a statement of all sums paid for the purpose. [*Not printed.*]
- No. 41. . INGONISH HARBOR :—Return to Address, Showing the number of inhabitants, and the amount of the Imports of the Harbor of Ingonish South, Cape Breton, for the past year. [*Not printed.*]
- Return to Address, Account of the Expenditure and Correspondence, and Reports from Engineers, relating to the expenditure for the improvement of the Harbor of Ingonish South, Cape Breton. [*Not printed.*]
- No. 42. . PENITENTIARIES :—Sixth Annual Report of the Directors of Penitentiaries of the Dominion of Canada, for the year 1873.
- No. 43. . MOUCHETTE, EMILE :—Return to Address, Letters or other papers in connection with the appointment and dismissal of Emile Mouchette to and from the office of Way Office Keeper at Acadia-ville, West Arichat, in the County of Richmond, Nova Scotia, and correspondence relative to the appointment of his successor. [*Not printed.*]
- No. 44. . YALE AND KOOTENAY DISTRICT :—Return to Address, Correspondence between the Dominion Government and the Returning Officer of the Yale and Kootenais District; also between the Local Government or any other parties and the Dominion Government with reference to the last Election in the Yale and Kootenais District, British Columbia.
- No. 45. . JUDGES OF THE SUPERIOR COURTS OF N.S., N.B., AND B.C. :—Return to Address, Correspondence between the Government of Canada and the Judges of the Superior Courts of Nova Scotia, New Brunswick and British Columbia, touching the inequality of the salaries of the Judges of the same standing in the different Provinces.
- No. 46. . COLLECTOR OF CUSTOMS, MONTREAL :—Return and Supplementary Return to Address, Copies of all communications addressed to the Minister of Customs, &c., within three years complaining of the conduct of the late Collector of Customs at Montreal, &c., and of any correspondence relating thereto, &c. [*Not printed.*]
- No. 47. . ALLAN STEAMSHIPS :—Return to Address, shewing the date of the sailing of each of the Allan steam packet ships under contract for carrying the English mails on their voyages to and from Liverpool, and the dates of their arrival at that port, Halifax, Quebec and Portland, Maine, during the year 1873, and the first quarter of the year 1874. Specifying also the time occupied by such ships in each voyage. [*Not printed.*]
- Copy of the agreement made by the Postmaster General with the Owners of the Dominion line of steamships by which they are to carry mails to and from Liverpool to Canadian ports or Portland. [*Not printed.*]
- No. 48. . PRINCE EDWARD ISLAND, WINTER STEAMER :—Return to Address, Copy of the Advertisement for the Winter Steamer to Prince Edward Island, as well as of all Tenders received for said service. [*Not printed.*]
- No. 49. . PORT STANLEY HARBOR :—Return and Supplementary Return to Address, Copies of all documents in possession of the Government, relating to Port Stanley Harbor, other than those brought down last session. [*Not printed.*]
- No. 50. . CHICOUTIMI AND SAGUENAY, TIMBER :—Return to Address, shewing the number of pieces of timber, &c., exported each year, since the month of April, 1873, from the counties of Chicoutimi and Saguenay; particularizing the kinds of wood and localities whence the timber was shipped, &c.
- No. 51. . BRITISH COLUMBIA TRANS-CONTINENTAL COMMUNICATION :—Return to Address, Copies of all instructions given to examine into the practicability of a Mixed Land and Water Trans-Continental communication with British Columbia, and for any reports received, and for copies of any other reports on the feasibility of using the waters of the Saskatchewan River for navigation purposes.

- No. 52.. HARBOR COMMISSIONERS, MONTREAL:—Return to Address, Correspondence between the Government and the Harbor Commissioners of Montreal; with letters of dismissal of Messrs. Delisle, Workman, Hudon and Ryan from said Commission; also any letters and telegrams on the same subject between the Honorable Messrs. Mackenzie, Dorion, and the Honorable John Young, one of the Harbor Commissioners of Montreal. [*Not printed.*]
- No. 53.. WELLAND CANAL:—Return to Address, Correspondence (if any) between the Government and the Engineers in charge of the Welland Canal, during the last two years, as to the amount of damages sustained by land owners along the Grand River in the Counties of Haldimand and Monck; also copies of all Reports (if any), as to the valuation and payment of said damages. [*Not printed.*]
- No. 54.. NATURALIZATION TREATIES:—Message communicating copy of a Despatch from the Secretary of State for the Colonies, dated 3rd September, 1873, in reply to an Address to Her Majesty on the subject of Naturalization Treaties.
- No. 55.. WINDSOR AND ANNAPOLIS RAILWAY:—Return to Address, Minute of Council, authorizing the recent increase of tariff upon the Windsor and Annapolis Railway; and communications between the Government, the Windsor and Annapolis Railway Company, the Local Government of Nova Scotia, or any individual relating thereto; Also for a return of the tariffs upon various lines of Railway in Nova Scotia, viz., Windsor and Annapolis Railway, Intercolonial, and line between Windsor and Halifax. [*Not printed.*]
- No. 56.. BOSSÉ, HON. JOSEPH NOEL:—Return to Address, Copies of all accounts transmitted to the Dominion Government by the Honorable Joseph Noel Bossé, for travelling expenses, &c., while holding the Criminal, Superior or Circuit Courts with a detailed statement of the sums paid. [*Not printed.*]
- No. 57.. COURT OF APPEAL:—Return to Address, Correspondence between the Federal Government, and the Government of Quebec, in relation to the re-organization of the Court of Appeal in the Province of Quebec, from 1st January, 1871. [*Not printed.*]
- No. 58.. MACHINERY IMPORTED:—Return and Supplementary Return to Address, showing the quantity and character of machinery admitted into Canada free of duty under the Order in Council, admitting free machinery not manufactured in the Dominion. [*Not printed.*]
- No. 59.. ELECTION DISTRICTS:—Return to Address, Return prepared from the records of the Elections to the present House of Commons, showing the number of votes polled for each Candidate in the different Electoral Districts, during the late General Elections, &c.
—Return to Address, Return of all sums paid to defray expenses of the late Elections to this House in the different Electoral Districts throughout the Dominion.
- No. 60.. RAILWAY CARS:—Return to Address, Showing number of Railway Cars, that have been imported from the United States by Canadian Railway Companies since the 1st January, 1873; also their value and the duties paid.
- No. 61.. FREEMAN'S PATENT TENT:—Return to Address, Correspondence relating to Freeman's Patent Tent Spring (the right to manufacture which has been purchased by the Dominion Government). [*Not printed.*]
- No. 62.. AMHERST HARBOR:—Return to Address, Reports and plans relating to Amherst Harbor and Havre aux Maisons. [*Not printed.*]
- No. 63.. PORT BURWELL HARBOR:—Return to Address, Correspondence between the Government and the Port Burwell Harbor Company, with reference to making said Port a Harbor of Refuge; with any representations made by owners of vessels, &c., in relation thereto. [*Not printed.*]
- No. 64.. CITY OF HALIFAX:—Return to Address, Reports of the Minister of Public Works, Orders in Council, and correspondence with the Imperial Government, or any other parties touching the extension of the railway into the City of Halifax. [*Not printed.*]
- No. 65.. MAILS, RIVER DU LOUP, &c:—Return to Address, for
1st. Notices calling for Tenders for the transport of mails between River du Loup in the Province of Quebec and Edmonston in the Province of New Brunswick, for the four years, beginning on the 1st April or 1st May, 1868;
2nd. Tenders received for the transport of such mails;
3rd. Correspondence between the Postmaster General, &c., and the parties tendering, &c.;
4th. Correspondence having reference to the continuance of the said contract after the fixed period for which it had been given in 1863, together with copies of the contract. [*Not printed.*]
- No. 66.. CHINA TRANS-PACIFIC STEAMSHIP COMPANY:—Return to Address, Memorials from the Chamber of Commerce, Victoria, B. C., in connection with the offering of a subsidy or other inducements to the ships of the China Trans-Pacific Steamships Co., running between San Francisco, Japan and China, to call at Esquimaux, British Columbia. [*Not printed.*]

- No. 67.. PRINCE EDWARD ISLAND LIGHTHOUSES :—Return to Address, Papers and Minutes of Council relating to the building of Lighthouses in Prince Edward Island, since the 1st day of July last.
- No. 68.. SIX NATION INDIANS :—Return to Address, Shewing any claims that may have been made by the authorities of town of Brantford to any portion of the lot of land near the Mohawk Institution, now in possession of the New England Company in trust for the Six Nation Indians, at the Grand River, Ontario; also copy of instructions, if any, to Mr. Gilkison, relative to the said lot, with copy of any Report from the said Superintendent and what decision the Government has arrived at.
- No. 69.. PERRY, STANISLAUS FRANCIS :—Return to Address, Despatches from the Administrator of the Government of the Province of Prince Edward Island to His Excellency upon the subject of the resignation of the seat of Stanislaus Francis Perry, the Speaker and a Member of the House of Assembly of Prince Edward Island, together with all legal opinions and documents therewith enclosed. [*Not printed.*]
- No. 70.. INDIAN TREATIES, N. W. TERRITORIES :—Return to Address, Copies of all Acts passed, and all appointments made by the Council for the N. W. Territories; together with all recommendations made by the said Council to the Dominion Government, in reference to the Indian Treaties, and Indian matters in the North West Territories. [*Not printed.*]
- No. 71.. DOMINION AND PROVINCIAL NOTES :—Return to Address, Shewing the amount of Dominion and Provincial notes issued on the 1st of January and the 1st of July in each year, from 1868, with the amount of such notes at each period held by the Chartered Banks as reserve, and the amount of specie held by the Receiver General at each period, &c.
- No. 72.. JUDGES OF THE SUPERIOR COURT, QUEBEC :—Return (in part) to Address, Copies of all accounts, &c., transmitted (from 1st July, 1867,) to the Dominion Government by each of the Judges of the Superior Court for the Province of Quebec, for all travelling and hotel expenses, in any place other than that in which such Judge had orders to reside, &c.; and statement of the several sums paid in conformity with such accounts.
- No. 73.. ROYAL COMMISSION :—Return to Address, Statement of all the expenses connected with the issuing of the Royal Commission entrusted with the examination of the charges made by the Hon. L. S. Huntington against the late Administration—to contain the amounts paid and the persons to whom paid.
- No. 74.. BRITISH COLUMBIA, INDIAN AFFAIRS :—Return to Address, Report of the Superintendent of Indian Affairs of British Columbia, for 1873; and all papers connected with the Indian Affairs of the said Province for 1873; also a Return shewing who recommended the appointment of Mr. Lenahan to the office of Assistant Indian Commissioner in the said Province, &c. [*Not printed.*]
- No. 75.. MANITOBA WOOD LIMITS :—Return to Address, Return of all leases and sales of wood limits in Manitoba and the North West; the dates of the leases or sales, together with the terms, and the names of the lessees or purchasers. [*Not printed.*]
- No. 76.. SPRING FLOODS, ST. LAWRENCE :—Return to Address, Report of the Commissioners named to enquire into the causes of the high Spring floods of the St. Lawrence, between Quebec and Montreal.
- No. 77.. FARRER, E. J. :—Return to Address, Correspondence between the Government and E. J. Farrer, one of the Editors of the *Toronto Mail*, and now an Emigrant Agent to Ireland; together with instructions issued to said Farrer when sent to Ireland; and a statement showing the salary which he receives. [*Not printed.*]
- No. 78.. WEBB, John :—Return to Address, Correspondence between the Dominion Government and the Government of the Province of Quebec, and of the Reports, &c., in the matter of the offer made by Mr. John Webb, of Cap Santé, Manufacturer, for the purchase of a certain point of land, in order to establish manufacturing establishments on it. [*Not printed.*]
- No. 79.. BLAIR, BENJAMIN :—Return to Address, Contract entered into with Benjamin Blair, for conveyance of Mails between Granville and Wallace, in the County of Cumberland, Nova Scotia, in September, 1873, and subsequently annulled by the Postmaster General. [*Not printed.*]

GENERAL REPORT

OF THE

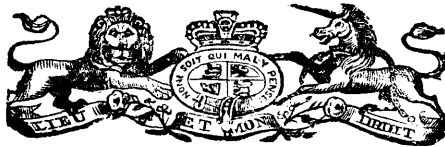
MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE,

1873.

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST
VICTORIA, CHAPTER TWELVE, SECTION INETEN.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.



[OTTAWA :

PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET.

1874.

CONTENTS OF REPORT.

	PAGE.
INTRODUCTION	1
PUBLIC WORKS OF THE DOMINION	1
ROUTES OF NAVIGATION	2
ST. LAWRENCE RIVER AND LAKES :—	
Descriptive Remarks	2
Surveys for Canal Enlargement	2
Lachine Canal	3
River St. Pierre	5
Beauharnais Canal	5
Cornwall Canal	6
Williamsburgh Canals..	6
{ Farran's Point Canal.....	6
{ Rapid Plat Canal.....	7
{ Galops Canal.....	7
Welland Canal	8
New Work	9
Burlington Bay Canal	11
Tag service between Montreal and Kingston, <i>via</i> the St. Lawrence	11
MONTREAL, OTTAWA AND KINGSTON :—	
Descriptive Remarks.....	12
Table of distances	12
St. Anne's Lock	13
Carillon Canal.....	13
Chute à Blondeau Canal	14
Grenville Canal	15
Culbute Rapids.....	15
Rideau Navigation.....	16
" Table of Distances	17
" Sources of Supply	18
" Work executed	18
" Consideration on Reserves.....	19
Table of Dimensions of Locks, Montreal to Kingston	20
RICHELIEU AND LAKE CHAMPLAIN :—	
Descriptive Remarks	20
Table of distances	20
St. Ours' Lock and Dam	20
Chambly Canal.....	21
Table shewing sizes of smallest locks, Richelieu and Lake Champlain	22
Saint Peter's Canal	22
Bay Verte Canal.....	23
WORKS ON NAVIGABLE RIVERS :—	
RIVERS OF THE DOMINION :—	
River St. Lawrence.....	23
River St. Croix, New Brunswick.....	23
River St. John.....	23

River Thames, Ontario	24
Protection of Navigable Streams	24
Report of Commission.....	24
Legislation.....	24
HARBORS, PIERS, LIGHTHOUSES :—	
HARBORS OF REFUGE (ONTARIO) :—	
Port Dover.....	25
Chantry Island	25
Goderich	25
Rondeau	25
Kincardine Harbor.....	25
Présqu'île	26
HARBOR SURVEYS	26
HARBORS OF REFUGE (QUEBEC) :—	
Les Eboulements.....	26
Malbaie	26
Berthier (en bas).....	26
L'Islet	26
River Ouelle	26
River du Loup (en bas).....	26
Rimouski	26
Coteau Landing	27
PIERS AND HARBORS, MARITIME PROVINCES :—	
NEW BRUNSWICK :—	
Quaco.....	27
Richibucto	27
Stony Creek	27
Herring Cove	27
NOVA SCOTIA :—	
Brooklyn	27
Yarmouth.....	27
Little Hope Island	27
Port William	28
Margaretville	28
Oak Point.....	28
Meteghan.....	28
Great Tancook Island	28
MAGDALEN ISLANDS :—	
Amherst Harbor.....	28
SLIDES AND BOOMS :—	
General Remarks	29
RIVER SAGUENAY	29
RIVER ST. MAURICE	29
Slide Stations and distances from Three Rivers	29
River Vermillion.....	29
Slide Stations and Distances from Three Rivers.....	29
Principal tributaries of the St. Maurice	29
May freshet, 1873	30

Booms at mouth	30
Grand Piles Dam.....	30
Shawenigan	30
Grand' Mère	30
La Tuque.....	30
Iroquois Falls	30
THE OTTAWA DISTRICT :—	
General remarks.....	31
Table of Distances on Ottawa River from St. Anne's Lock	31
RIVER OTTAWA AND TRIBUTARIES :—	
List of Slide and Boom Stations	32
River des Prairies	33
River Gatineau	33
River Madawaska	34
River Coulonge	34
Black River	34
River Petewawa.....	35
River du Moine	36
RIVER TRENT AND NEWCASTLE DISTRICT :—	
Description and distances.....	36
Stations and distances.....	37
Chisholm's Rapids	37
Ranney's Falls.....	37
Campbelford:	37
Middle Falls	37
Heeley's Falls	37
Hastings	37
Whitlas' Rapids	37
Little Lake	38
Buckhorn.....	38
Bobcaygeon	38
Lindsay	38
ROADS AND BRIDGES :—	
Métapédiac Road	38
Temiscouata Road	38
Huntingdon and Port Louis Road	38
Union Suspension Bridge, Ottawa	39
PUBLIC BUILDINGS :—	
PROVINCE OF ONTARIO :—	
OTTAWA—Houses of Parliament	39
Library	39
Departmental Buildings.....	39
Public Grounds	39
Post Office Ottawa	39
Rideau Hall	39
LONDON—Custom House	40
Post Office.....	40
HAMILTON—Post Office	40
Custom House	40
TORONTO—Post Office.....	40

New Custom House.....	40
Immigrant Depot.....	40
Branch Departmental Buildings.....	40
KINGSTON—Custom House.....	40
Post Office.....	40
PROVINCE OF QUEBEC :—	
MONTREAL—New Post Office.....	41
Custom House.....	41
Immigrant Station.....	41
QUEBEC—New Post Office.....	41
Custom House.....	41
Observatory.....	41
Marine Hospital.....	41
Citadel.....	41
Cullers' Office.....	41
Immigrant Depot, Point Lévis.....	41
Quarantine Station, Grosse Isle.....	41
THREE RIVERS—Custom House.....	42
SHERBROOKE—Immigration Depot.....	42
PROVINCE OF NEW BRUNSWICK :—	
ST. JOHN—Post Office.....	42
Custom House.....	42
Savings Bank.....	42
Quarantine Station, Partridge Island.....	42
CHATHAM—Custom House.....	42
NEWCASTLE—Custom House.....	42
MIRAMICHI—Quarantine Buildings.....	42
ST. ANDREW'S—Marine Hospital.....	43
PROVINCE OF NOVA SCOTIA :—	
HALIFAX—Dominion Buildings.....	43
Quarantine Building, Lawlor's Island.....	43
PICTOU—Custom House.....	43
PROVINCE OF MANITOBA :—	
FORT GARRY—Post Office.....	43
Penitentiary.....	43
PEMBINA—Custom House.....	43
PROVINCE OF BRITISH COLUMBIA :—	
VICTORIA—Post Office.....	44
Custom House.....	44
Penitentiary.....	44
LANDS AND LEASES.....	44
ARBITRATION.....	44
RAILWAYS :—	
INTERCOLONIAL RAILWAY :—	
Eastern Section.....	44
Western Section.....	45

Distances	45
Accidents	46
Receipts	46
Expenditure	46
General Remarks	46

NORTH WESTERN COMMUNICATION :—

Line of Communication to the Province of Manitoba	48
Two Routes in United States	48
" Distances	48
Dominion Route	49
" Distances	49
Stations and Distances on the Dominion Route	49
Report of Captain Palliser on the North Country to Imperial Parliament	50
Prince Arthur Road begun	50
Fort Garry Road begun	50
Advance to Manitoba under Colonel Welseley	50
Failure of Contract for Steamboats	51
Communication improved by Launches	51
Distance from Kettle Falls to North-west Angle	51
Improvements on Prince Arthur and Fort Garry Roads	51
The Second Advance to Manitoba, 1871	51
Work Continued, 1872-73	51
Improvements River Maligne	51
Stopping Places for Emigrants	51
Wharf—Prince Arthur	51
Launches constructed at Collingwood	51
Fare from Prince Arthur to Fort Garry	31
Considerations on Dominion Route	51
Number of Passengers over Route	52
Total outlay—Fiscal Year	52

PACIFIC RAILWAY SURVEY :—

Operations for Survey begun	53
Extent of Territory	53
Captain Palliser's Report	53
Formidable Difficulties to be encountered in the Location	53
How difficulties must be met	53
North Shore of Lake Superior	53
Explorations North of Lake	54
Line between River Nepigon and Lake of the Woods	54
Established Starting Point of Railway	54
Route from Lake Nipissing to Red River	54
Distances to Red River from Eastern Terminus	54
Distances of Route through Canadian Territory, and partly through the United States, compared	54
Western Section of the Work	54
Yellow Head Pass and North Saskatchewan	54
Lines across Mountains to the Coast	55
SURVEYS :—	
Howe's Sound	55
Moose Lake	55
Tête Jaune Cache	55

Operations Projected, Vancouver's Island	55
" Red River and Lake Superior	55
Mr. Fleming's Reconnaissance	55

BRITISH COLUMBIA TELEGRAPH :—

Telegraph Stations and Distances	56
The Western Union Telegraph	56
Telegraph to the Kispyox	56
Telegraph Lines in the Dominion, and dates of construction	56
Assumed by Dominion Government	57
Repairs and Restorations since effected	57
Difficulty of Working Line	57
Obstructions to Line	57

CORRIGENDA.

—
R E P O R T.

- Page 6, line 21, *for* "September," *read* "December."
10, line 5 (from bottom), *for* "lifts of 14 feet," *read* "lifts of 12 and 14 feet."
12, first column of table, *for* "1871," *read* "1872."

A P P E N D I X.

- Page 28, line 9 (from bottom), *for* "steam pipes," *read* "steam pumps."
181, *read* "Burlington Bay Canal, opened April 12."

REPORT

OF THE

MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1873.

To His Excellency the Right Honorable Sir Frederick Temple, Earl of Dufferin, Viscount and Baron Clondeboye of Clondeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clondeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of The Most Illustrious Order of St. Patrick, and Knight Commander of The Most Honorable Order of the Bath, Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit the Annual Report of the Department of Public Works, for the fiscal year ending 30th June, 1873, a duty imposed on the Minister of this Department by Statute 31st Victoria, Chap. 12, Sec. 19.

The Report itself will lay before your Excellency a record of the transactions and general expenditure, with the cost of maintenance of the various Public Works, during the above fiscal year.

Appendix No. 1, pages 4-6, sets forth in detail this expenditure. It is followed by the Annual Reports of Superintendents, with general and special Reports from the Departmental Engineers.

The works under the control of the Department, are as follows : —

THE CANALS.

WORKS ON NAVIGABLE RIVERS.

HARBORS AND PIERS.

SLIDES AND BOOMS.

ROADS AND BRIDGES.

PUBLIC BUILDINGS.

GOVERNMENT RAILWAYS.

NORTH-WEST COMMUNICATION.

PACIFIC RAILWAY SURVEY.

TELEGRAPH, BRITISH COLUMBIA.

CANALS.

The Canals of the Dominion have been constructed on the following routes of inland navigation :—

1. The St. Lawrence and Western Lakes.
2. The Ottawa, to the City of Ottawa.
3. The Rideau navigation from Ottawa to Kingston.
4. The River Richelieu to Lake Champlain.
5. St. Peter's Canal, Cape Breton, N.S.

ST. LAWRENCE RIVER AND LAKES.

This navigation extends from the Straits of Belle-Ile, Newfoundland, to Duluth, at the head of Lake Superior, a distance of 2,384 statute miles.

The canals on the route are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their total length is $70\frac{83}{100}$ miles; total lockage, $536\frac{1}{2}$ feet; number of locks, 54.

The St. Mary Canal is situated on the United States' side of the Channel, and was constructed by that Government to avoid the St. Mary Rapid. It connects Lakes Huron and Superior. It is $1\frac{1}{4}$ mile long, and has 18 feet lockage.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence, at Three Rivers.

A statement of distances, and sections of navigation, from the Straits of Belle-Ile to Duluth, at the head of Lake Superior, are given in Appendix, No. 2, page 8, table A.

SURVEYS FOR CANAL ENLARGEMENT.

In the Report of 1871, mention is made of the appointment of a Commission, under the Great Seal, dated the 16th November, 1870, for the purpose of investigating the best means of attaining a thorough and comprehensive improvement of the Canal system of the Dominion. A report, dated 24th February, 1871, was forwarded by the Commissioners to the Secretary of State, in which they communicated their recommendations on the subject.

The limit of navigation, established by the Commission, between Lake Superior and tide-water, is named at 12 feet of depth, in a lock 270 feet long and 45 feet in width; the bottom of the canal to have a width of 100 feet, with at least one foot depth lower than the top of the mitre sills.

To the proposed Bay Verte Canal, similar dimensions were assigned, with 15 feet of water on the sills. The improvement of the Ottawa navigation was recommended to be confined to the distance between the junction of that river with the St. Lawrence, and

the City of Ottawa, with locks 200 feet in the chamber, 45 feet wide and 9 feet on the sills.

The necessary appropriations having been voted in Parliament during the past season, surveys have been made on the routes above mentioned to determine the best locations for the enlarged navigation. The surveys of the several canals have been accordingly carried on with much care, and are in different stages of progress. A very close examination is called for, to determine the extent of improvement required in the river itself. Between the canals there are long reaches of open navigation, and it has long been known that shoal water is found in many parts of the channel now followed, some spots proving troublesome, even with the present draught of vessels, when the water is unusually low. It was therefore imperative, as a preliminary to carrying out the recommendation of the report, accurately to determine what obstructions are to be found, and precisely to ascertain the cost of removing them. There was even a possibility that the expense would be so serious as to exact a reconsideration of the whole question. The surveys made, although still incomplete, have shown that no necessity for this extreme course exists. But a very thorough examination is necessary before the best channel can be established in the intermediate reaches, and the amount of work necessary to bring them to the requisite depth estimated. These examinations are now in progress.

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	200 feet x 45 feet.
Total rise of lockage	44¾ "
Depth of water on sills {	
at two locks	16 "
at three locks	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

This canal extends from the City of Montreal to the Village of Lachine, thereby enabling vessels to avoid the St. Louis Rapids, the first series of rapids which bar the ascent of the River St. Lawrence, at a distance of 986 miles from the Straits of Belle-Ile.

This canal closed on the 7th December, 1872, and was opened in May, 1873. The navigation has remained uninterrupted, with the exception of 36 hours on 23rd and 24th October, 1872, when it was totally stopped by an accident at Côte St. Paul Lock.

Independently of the ordinary maintenance of the revetment wall, and the locks with their gates and gearing, and the bridges, two new pairs of gates have been placed in Côte St. Paul Lock, and one pair lock gates at No. 3 lock.

The lower gates at locks 3, 4 and 5 have been provided with suspension gearing; the super-structure at the upper entrance and at the lower end of the centre pier of lock No. 4, has been renewed.

The Côte St. Paul bridge has been rebuilt, and as the strength of the new structure was made equal to the duty of carrying the Montreal City Railway Cars, five hundred dollars (\$500) was paid by the Company towards the expense of additional framing. In the basin No. 2, Montreal, the retaining walls and sluice-gates have been repaired; equally so the gates of basins Nos. 3 and 4.

Below Côte St. Paul Lock, a shoal of rock and boulders has been removed: a new pier 212 feet in length, has been constructed along north-east wing of dock, and at the same time a wharf 400 feet long has been built in front of the mills at this place.

The Special Commission, in their report, have recommended, that the present canal should be enlarged to a width at bottom of 100 feet; but when the question arises of practically giving effect to this view, other considerations at once attain prominence. The amount of traffic passing through this canal is immense, and it would make any work in the summer months, if not impossible, at least a matter of such difficulty as greatly to augment the demands of contractors. In consideration of this possible difficulty, a design has been prepared for the enlargement, taking the form of an independent cut by the side of the existing water way, with a small interval of distance between the two.

It is held that this course will in reality be the most expedient, and that it will have the direct advantage of in no way interfering with the commerce of the country.

The Department has likewise suggested that every interest will be best consulted by making the width of the canal 200 feet at bottom, from Côte St. Gabriel to Montreal Harbor.

The demand for space on this important section is very great, for it forms the first link of canal connection with the Montreal Harbor, and hence with the sea going vessel.

A question has likewise arisen with regard to the connection with Lake St. Louis at Lachine; whether it will be advisable to increase the accommodation of the present harbor, or to construct a totally independent basin, with additional dock space, higher up the stream.

No determination has yet been made by the Department on these several matters, and they are now under consideration. Their importance, however it is considered, is sufficient to justify allusion to them.

The proposition, to give 200 feet width to the Eastermost section of the Lachine Canal, is likewise suggestive of the present insufficient condition of the Montreal Harbor, with which, as has been before remarked, it is in direct connection.

For many years past, the necessity of some steps being taken for enlarging the accommodation of the Montreal Harbor has been generally recognized.

In the report of this Department for 1864, the subject was brought under the notice of your Excellency's predecessor, Lord Monck, and the question was submitted, if it were not expedient that a design should be completed, having in view the several interests, which are connected with that harbor.

It is here, that the ocean steamer discharges its cargoes to receive the produce from inland craft; and an extensive milling and manufacturing business has clustered around the canal at its approaches, adding to the necessity of a railway track, connecting with the elevators, with the warehouses and the wharves.

Steamboats and ferries, used by the travelling public, are also each year increasing in number, and are demanding additional space and accommodation. It must be therefore evident, that it is only a carefully considered design that will satisfactorily meet this complication of interests.

In the plans for the enlarged Lachine Canal, new basins were contemplated near the St. Gabriel Locks, and Nos. 1 and 2 of the works were contracted for by Mr. Bonneville.

From insufficiency of price, the work was abandoned by him and is now being carried on by the Department by time work.

With regard to the surveys for the canal enlargement, the field work is completed and the maps will shortly be in such a condition, that a plan can be determined on, when the necessary estimates of cost will be made, and the work throughout placed in a proper condition for letting.—(Appendix 3, pages 11, 12.)

RIVER ST. PIERRE, PASSING UNDER LACHINE CANAL.

The contract for lowering the end walls of the culvert of the St. Pierre River, and for deepening the channel, was awarded in September, 1872.

The progress made during the remainder of the year was but limited; during 1873, the work has been carried on satisfactorily, and there is every prospect of its being completed at the end of the season.—(Appendix 3, pages 9, 17.)

BEAUHARNOIS CANAL

Length of canal	11 $\frac{1}{4}$ statute miles.
Number of locks	9
Dimensions of locks	200 feet \times 45 feet.
Total rise of lockage	82 $\frac{1}{2}$ „
Depth of water on sills	9 „
Breadth of canal at bottom	80 „
Breadth of canal at water surface	120 „

This canal lies on the south side of the St. Lawrence, 15 $\frac{1}{4}$ miles from the head of the Lachine Canal, and runs for some distance inland from the river, connecting Lakes St. Louis and St. Francis, and avoiding the three Rapids known respectively, as the “Cascades,” “Cedars,” and “Coteau.”

This canal was closed 2nd December, 1872. It was re-opened 1st May 1873.

The banks and structures have been put in order during the season, and the ditches thoroughly cleaned. The piers at the lower harbor, damaged by ice, have been efficiently repaired. The entrance to the lower lock chambers has been cleaned and dredged out. In several instances, the lock gates have been taken out, repaired and replaced; and throughout the canal, they have been placed in perfect efficiency.

The bridges over the weirs at locks 9 and 12 have been rebuilt, and on the several

swing bridges the planking has been renewed. Preparations have been made for rebuilding the bridge at St. Timothy. The harbor at Beauharnois, the entrance harbor at Valleyfield, with the entrances to the mill races at each end of the lower dam, at the last named place, have been enlarged and deepened by the operations of the dredge.

A large quantity of stone and refuse, has likewise been taken from lock No. 5 at Melocheville.

The canal is reported throughout generally in excellent condition.—(Appendix 3, pages 3, 10.)

CORNWALL CANAL.

Length of canal	11½ statute miles
No. of locks.....	7
Dimensions of locks.....	200 feet × 55 feet.
Total rise of lockage.....	48 „
Depth of water on sills.....	9 „
Breadth of canal at bottom.....	100 „
Breadth of water surface.....	150 „

From the head of the Beauharnois to the foot of the Cornwall Canal, a navigable interval occurs 32¾ miles, through lake St. Francis.

The Cornwall Canal enables vessels to avoid the Long Sault Rapids.

It was closed from the 8th September, 1872, till the 30th April, 1873. Owing to an accident, it was unnavigable on the 10th August, for 35 hours. During the season the embankment in some places has been raised, and the slope walls increased in height, the side drains and the culverts have been cleaned, and the structures generally maintained. (Appendix 4, page 30.)

WILLIAMSBURGH CANALS.

The Farran's Point, Rapide Plat and Galops Canals are collectively known as the Williamsburgh Canals.

FARRAN'S POINT CANAL.

Length of canal.....	¾ mile.
Number of locks	1
Dimensions of lock	200 feet × 45 feet.
Total rise of lockage.....	4 „
Depth of water on sills.....	9 „
Breadth of canal at bottom.....	50 „
Breadth of canal at water surface.....	90 „

From the head of the Cornwall canal to the foot of Farran's Point Canal, the distance on the St. Lawrence is 5 miles. This canal enables vessels ascending the river to avoid the Farran's Point Rapids; descending vessels run the rapids with ease and safety.—(Appendix 5, page 31.)

It was closed 7th December, 1872; opened 1st May, 1873.

The works have been carefully maintained throughout the season.

RAPIDE PLAT CANAL.

Length of canal	4 miles.
Number of locks	2
Dimensions of locks	200 feet x 45 feet.
Total rise of lockage.....	11½ „
Depth of water on sills	9 „
Breadth of canal at bottom.....	50 „
Breadth at surface of water	90 „

From the head of Farran's Point Canal to the foot of Rapide Plat Canal, there is a navigable stretch of 10½ miles.

This canal enables ascending vessels to avoid the Rapide Plat Rapids; descending vessels run the rapids safely.

Closed 7th December, 1872; opened 1st May, 1873.

The works here were kept in repair throughout the season, and no interruption to navigation occurred.

GALOPS CANAL.

Length of canal	7 ⁵ / ₈ miles.
Number of locks	3
Dimensions of locks.....	200 feet x 45 feet.
Total rise of lockages.....	15 ³ / ₄ „
Depth of water on sills.....	9 „
Breadth of canal at bottom.....	50 „
Breadth of canal at surface of water	90 „

From the head of Rapide Plat to the foot of the Galops canal, the St. Lawrence is navigable for 4½ miles.

This canal enables vessels to avoid the rapids at Pointe aux Iroquois, Pointe Cardinal, and the Galops.

Closed 7th December, 1872; opened 1st May, 1873.

Navigation was uninterrupted throughout the season.

The works were kept in efficient order.—(Appendix 5, page 31.)

WELLAND CANAL.

MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal.....	27 miles and 1,099 feet.
Pairs of guard gates.....	3
No. of lift-locks.....	27
Dimensions of locks.....	{ 2 locks of 200 feet x 45 feet. 24 „ „ 150 „ x 26½ „ 1 lock of 230 „ x 45 „
Total rise of lockage.....	330 „
Depth of water on sills.....	10¼ „

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to Welland River	2,622 feet.
„ from Welland Canal to Welland River <i>via</i> lock at aqueduct	300 „
„ Chippewa Cut to Niagara River	1,020 „
Number of locks—one at aqueduct and one at Port Robinson	2
Dimensions of locks	150 x 26½ feet.
Total lockage, from Welland Canal down to Welland River	17
Depth of water on sills	9 ft. 10 in.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks	2
Dimensions of locks	{ 1 of 150 x 26½. 1 of 200 x 45.
Total rise of lockage	7 to 8 feet.
Depth of water on sills.....	10¼ feet.

PORT MAITLAND BRANCH.

Length of canal.....	1¾ miles.
Number of locks	1
Dimensions of lock	185 x 45 feet.
Total rise of lockage.....	8½ „
Depth of water on sills.....	11 „

The breadth of the main line of this canal, at present, varies as follows :—

SECTION.	Distance.	Width at Bottom.	Width at Surface.
	Miles.	Feet.	Feet.
Dalhousie to Thorold	9 $\frac{1}{4}$	70	110
Thorold to Allanburgh	3 $\frac{1}{4}$	26	66
Allanburgh to Ramey's Bend	12 $\frac{1}{5}$	50	90
Ramey's Bend to Port Colborne	1 $\frac{3}{4}$	58	58
Port Colborne to outer end of West Pier	3 $\frac{3}{4}$	90	.....
Port Robinson to Chippewa, Welland River	8 $\frac{1}{2}$	.....	200
Dunnville Branch	21	26	60 to 70
Port Maitland Branch.....	1 $\frac{1}{2}$	45	85

It was closed 10th day of December, 1872 ; opened 21st day of April, 1873.

Two accidents interrupted the navigation for 2 days 10 hours, during the year. The first from the 17th to the 20th of August, caused by the sinking of a barge ; the second by the destruction of the lock gates at lock No. 2.

The Waste Weir at the Haidimand side of the Grand River at Dunnville has been completed, and has proved very efficient in the spring freshets. A new Lock-master's house at Port Colborne has also been completed, and is now occupied. During the season, the towing paths have been put in thorough order, and greater facility afforded for the passage of vessels. The swing-bridges and their approaches have been maintained and strengthened. The flooring of locks Nos. 1 and 2 has been renewed, and one of the stone wing walls at the foot of lock No. 3 rebuilt.

Twelve (12) new lock-gates have been substituted for those which were damaged, while 8 new reserve gates have been constructed and 4 more are in course of construction. During the present season there has been an excellent supply of water.—(Appendix 6, page 32.)

NEW WORK.

When it became known that the Government had determined upon the enlargement of the canals, a proposition was made to the Department to obtain a supply for the Welland Canal by lifting the water from Lake Erie to the required height.

It was contended, that the expense of lowering the bed of the canal, so that Lake Erie became naturally its reservoir, would be more costly than the establishment of steam pumps of a given power. At present, the Grand River is the main feeder of the Welland Canal, and the summit water line of the canal is above the level of Lake Erie. It was proposed to continue this system, supplementing by pumping any deficiency, in place of sinking the canal bed, so that the water can flow by the law of gravity.

The subject was reported upon by the Engineer-in-Chief at length. His conclusions were in direct opposition to the theory, on all points ; and he contended that the cost of enlargement must be incurred, by which there will be a certainty of an abundant supply of water and less lockage, the work being attainable at a known cost. He fur-

ther added that the supply and efficient working of the new canal, should, as far as possible, be placed beyond all risk of failure.

The original design of deepening the canal has accordingly been adhered to.

Both documents are given in the Appendices, 22, 23, pages 157, 164.

In September last, advertisements were issued for deepening and clearing out the feeder so as to obtain an increased supply under the present system from the Junction to Port Maitland; the bottom of the feeder to be lowered 2 feet below the depth given in the winter of 1843-44, so as to admit of 11 feet of water when the canal surface at the Junction is 20 feet higher than the mitre sills of Port Colborne Lock. The contract was awarded to Messrs. Manning & Co., and the work has been since been carried on by them.

During the season, the location surveys were continued and completed, and, in the month of November last, tenders were asked for sections 8 to 11, situated between St. Catharine's Cemetery and the Great Western Railway, and for sections 15 and 16, situate between Brown's Kilns and Mallott's Pond, and also for deepening the prism of the canal above Port Robinson, and for removal of part of the west division of the Deep Cut.

The plans of enlargement for the remaining portion of the canal are brought nearly to completion, so that tenders can be asked for at an early period.

The location surveys, incident to the enlargement, led to much comment, and an appeal was made against the location by the St. Catharine's Board of Trade. The project advocated by this body was to make the location of the canal descend the high ground in a straight line, with two ranges of locks, by which the canal would be reduced in length about five miles.

This ladder of combined locks was proposed to be formed in two divisions—one combination of 15, the other of 6 locks. The design was to make this structure in two parallel lines, so that vessels could ascend and descend simultaneously.

Other points of criticism being submitted to the Government, a Commission was appointed to examine and report upon the points under discussion. It consisted of Mr. Gzowski and Mr. S. Keefer, and the elder Mr. McAlpine, of the State of New York, was associated with them.

These gentlemen reported against any such project. They also expressed themselves unfavourably to the adoption of a line entering at Chippewa and discharging at Queenstown. Likewise, they condemned the diversion of the route from Thorold, having an exit at Niagara, and they declared that the present canal followed the natural route for its construction.

They made, however, some suggestions as to the divergence of the line at Thorold, and recommended that the height of land should be ascended by 20 locks, with 16 and 17 feet lift, instead of 24 locks with lifts of 14 feet.

The above report was referred to the Engineer-in-Chief of the Department, who maintained that it is unadvisable to make the changes proposed, and he enforced his views by elaborate argument.

By order of Council, dated 10th April, 1873, Mr. Page's design, as originally made

to the Department, was sanctioned, and authority given to carry it into effect.—(Appendix 21, page 140.)

BURLINGTON BAY CANAL.

Length of canal ½ mile
 No locks on this canal.
 Average breadth between piers 138 feet.
 Narrowest 108 „

This Canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water. It gives access to the Port of Hamilton, and to the Town of Dundas *via* the Desjardins Canal.

This canal closed on 17th December, 1872, and opened 12th April.

There has been no outlay for repairs this season.—(Appendix 7, page 34.)

TUG SERVICE.

This service has been subsidized by Government since the year 1849 (1852 excepted), with a view of maintaining a reliable line of tug steamers on the intervening navigable reaches which connect the several canals between Montreal and Kingston, on the River St. Lawrence.

The annual subsidy amounts to \$12,000, and the contractor undertakes to tow vessels, at certain fixed rates; to provide not less than nine vessels for the service; and to make two trips daily between the Lachine and Beauharnois Canals, and one trip daily on the connecting reaches of the line.

The tug service for the present year was performed by Messrs. Calvin & Breck, under a contract for three or five years, at the option of the Minister of Public Works, dating from the 1st May, 1872; subject to the approval of Parliament.

The following statement shows the number of towages, and the amounts received from shipowners, by Messrs. Calvin & Breck, from 1st July, 1872, to the 30th June, 1873.

UPWARDS.	From 1st July to close of Navigation, 1872.		From opening of navigation, 1873, to 30th June, 1873.		Total amount received.	
	Crafts.	Amounts.	Crafts.	Amounts.	Crafts.	Amounts.
Lachine, to foot of Beauharnois Canal	510	\$ cts. 4,943 13	168	\$ cts. 1,880 61	678	\$ cts. 6,823 74
Head of Beauharnois Canal to foot of Cornwall Canal	509	7,925 68	175	2,699 88	684	10,624 96
Head of Cornwall Canal to Kingston.	331	13,157 32	140	5,522 59	501	18,679 91
Total.....	1,350	26,025 53	483	10,103 08	1863	\$6,128 61

TUG SERVICE.—Continued.

DOWNWARDS.	From 1st July to close of Navigation, 1871.		From opening of Navigation, 1873, to 30th June, 1873.		Total amount received.	
	Crafts.	Amounts.	Crafts.	Amounts.	Crafts.	Amounts.
Kingston to head of Cornwall Canal .	274	\$ cts. 6,468 32	97	\$ cts. 2,567 85	371	\$ cts. 9,036 17
Foot of Cornwall Canal to head of Beauharnois Canal.....	348	3,209 79	139	1,373 01	487	4,582 80
Foot of Beauharnois Canal to Lachine	426	2,314 46	136	956 60	562	3,271 06
Total.....	1,048	11,992 57	372	4,897 46	1,420	16,890 03

MONTREAL, OTTAWA AND KINGSTON

This route extends from the Harbor of Montreal to the Port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals, to reach the City of Ottawa, thence by the Rideau Canal to Kingston on Lake Ontario,—a total navigation of 246½ miles.

After leaving the Lachine Canal, the works constructed to overcome the difficulties of navigation are :—

- The St. Anne's Lock ;
- Carillon Canal ;
- Chute à Blondeau Canal ;
- Grenville Canal ;
- Rideau Navigation ;

The united length of these five works is 134¾ miles ; their total lockage 533½ feet,—(356½ rise, 177 fall)—number of locks 59.

The following table exhibits the intermediate and total distances from Montreal Harbor to the principal points on this route :—

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
The Lachine Canal.....	8½	.....
From Lachine Canal to St. Anne's Lock.....	15	23½
St. Anne's Lock and Piers.....	½	23¾
From St. Anne's Lock to Carillon Canal.....	27	50¾
The Carillon Canal.....	2½	52½
From the Carillon Canal to Chute à Blondeau.....	4	56½
Chute à Blondeau Canal.....	½	56¾
From Chute à Blondeau Canal to Grenville Canal.....	1½	58½
The Grenville Canal.....	5¾	64
From the Grenville Canal to entrance, Rideau Navigation.....	56	120
Rideau Navigation, ending at Kingston.....	126½	246½

ST. ANNE'S LOCK.

Length of canal	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	190 feet x 45 feet.
Total rise of lockage	3 ,,
Depth of water on sills	{ 6 ,, at low water.
	{ 7 ,, at ordinary high water.

This work, with guide piers above and below, enables vessels to surmount the St. Anne's Rapids, between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal Harbor.

This lock closed the 29th November, 1872, and opened the 24th April, 1873.

The works have been kept in an efficient state ; some stone has been removed from the upper channel and from the shoal above the lock.

The lock pier has been raised and planked to form a towing path ; below, it has been strengthened.

As the first of the improvements of the navigation of the Ottawa River, ascending from Montreal, it was at this point that surveys were commenced.

In the report of the Canal Commission, previously alluded to, it was recommended that the River Ottawa should be deepened between Lachine and the City of Ottawa to 9 feet, with locks 200 x 45 feet with 9 feet on the sills. Surveys were accordingly undertaken to obtain the necessary data for determining the work. From the impossibility of interfering with St. Anne's Lock, as it now stands, during the season of navigation, it has been determined to construct a new canal and lock between the present structure and the north shore. The new work, including the lock, will be about 1,800 feet in length. In addition to this, a channel will require to be cut for about 1,100 feet, to connect with the natural channel on the north shore.

The maps and sections for the work across the shoal are in course of preparation, so that tenders may be advertised for. It is anticipated that the work will be ready for letting at an early date.—(Appendix 3, pages 13, 22.)

THE "CARILLON" CANAL.

Length of canal	$2\frac{1}{8}$ miles.
Number of locks	3 (two rising — one falling.)
Dimensions of locks :—Lift Lock, No 1	128 feet x $32\frac{1}{2}$ feet.
do No. 1	$126\frac{1}{2}$,, x $32\frac{1}{2}$,,
Guard Lock, No. 3	$126\frac{1}{2}$,, x $32\frac{1}{4}$,,
Total lockage	$34\frac{3}{4}$,, { $21\frac{3}{4}$ upwards,
Depth of water on sills	$6\frac{1}{2}$,, { 13 downwards.
Breadth of canal at bottom	30 ,,
Breadth of canal at surface	50 ,,

From St. Anne's Lock to the foot of the Carillon Canal, a navigable interval of twenty-seven miles, through the Lake of Two Mountains and the River Ottawa, occurs. This canal enables vessels to avoid the Carillon Rapids.

It was closed from the 1st December, 1872, to the 1st May, 1873.

The prism of the canal has been cleaned : likewise the feeder and the lower entrance have been deepened by the removal of silt and rock. The walls have been pointed and grouted. The lower gates in locks 1 and 3 have been repaired.

The towing paths, fences and public road have been kept in good order.

The portion of the wing walls in the weir has been rebuilt and the gates repaired.

Greater expense than usual was incurred this season in re-establishing the North River dam.—(Appendix 3, pages 13, 23, 25.)

CHUTE À BLONDEAU CANAL.

Length of canal	$\frac{1}{8}$ of a mile.
Number of locks.....	1
Dimensions of lock.....	130 $\frac{5}{8}$ feet x 32 $\frac{5}{8}$ feet at upper end, and 36 $\frac{1}{2}$ feet at lower end.
Total rise of lockage	3 $\frac{3}{4}$ feet.
Depth of water on sills.. ..	6 ,,
Breadth of canal at surface	30 ,,
Breadth of canal at bottom.....	30 ,,

Between the Carillon and Chute à Blondeau Canals there is a navigable stretch of four miles. This canal is cut through solid rock, and has only one lock : it is only used by vessels going up the river. All down vessels run the rapids, and avoid the canal.

Closed 1st December, 1872 ; opened 1st May, 1873.

A portion of the south wing wall of this lock has been rebuilt.

The two canals last named are of a character in no way to admit of enlargement ; and even, if their present mode of construction suggested the policy of adapting them, the condition of trade would not admit of interference with them during the season of navigation. Surveys were accordingly carried on to establish the best mode of overcoming the difficulties at this point. The present design is to construct a dam at the foot of the Carillon Rapids of sufficient height to turn both falls—the Carillon Rapids and the Chute à Blondeau—into a reach of smooth water. The dam will extend across the river, a width of 1,800 feet, having a timber slide.

The side canal will be $\frac{3}{4}$ of a mile long, with two locks of the established dimensions.

Tenders were received until the 3rd of February last, and the offer of Mr. R. P. Cooke was accepted. A quantity of timber has been delivered, and preparations have been made for prosecuting the work in the season of low water.—(Appendix 3, pages 14, 23.)

THE GRENVILLE CANAL.

Length of canal	5 $\frac{3}{4}$ miles.
Number of locks	7.
Dimensions of locks—Lift Lock No. 5 } Combined...	130 $\frac{2}{3}$ feet x 32 $\frac{1}{2}$ feet.
“ “ No. 6 } do ...	128 $\frac{1}{3}$ “ x 32 $\frac{1}{3}$ “
“ “ No. 7 } do ...	128 $\frac{1}{3}$ “ x 31 $\frac{5}{8}$ “
“ “ No. 8 } do ...	128 “ x 32 $\frac{1}{8}$ “
“ “ No. 9	107 $\frac{2}{3}$ “ x 19 “
“ “ No. 10	106 $\frac{5}{6}$ “ x 19 $\frac{1}{4}$ “
Guard Lock, No. 11	200 “ x 45 “
Total rise of lockage	45 $\frac{3}{4}$ “
Depth of water on sills	6 $\frac{1}{2}$ “
Depth of water on sill of Lock No. 11	9 “
Breadth of canal at bottom.....	20 to 30 feet.
Breadth of Canal at surface of water.....	25 to 60 “

From the head of the Chute à Blondeau to the foot of the Grenville Canal, there is a navigable section of 1 $\frac{3}{8}$ miles.

This canal is situated about sixty miles below the City of Ottawa, and enables vessels to avoid the Long Sault Rapids.

Closed 18th December, 1872; opened 1st May, 1873.

With the exception of the new lock and bridge at Grenville, the works are in a dilapidated state, and in view of the new work required to enlarge this canal, they have been simply kept in working order. Previous to the canal being opened for traffic, the bottom was cleaned and the banks repaired.

Of the projected works of this canal, the reach above the Guard Lock has been deepened, to have 6 feet of water at the low level. Lock No. 11—a new structure—with the swing bridge, has been satisfactorily completed, and Locks 9 and 10 are now in progress. The latter are in course of construction on the south of the present locks, which will hereafter be used as regulating weirs. The gates were built by day's labour. The work of enlarging and deepening about 5 miles of the canal is in progress.—(Appendix 3, pages 14, 24, 27.)

CULBUTE RAPIDS.

A survey was made in July and August, 1872, to establish the best means of overcoming the Culbute and L'Islet Rapids, having a fall from 18 to 20 feet in the North Channel of Allumette Island, near the western end.

It is proposed to place two locks at the foot of L'Islet Rapids, with 6 feet water on the sills, 200 x 45 feet in size. A dam, 224 feet long, will be constructed from the Upper Lock to an island in mid-channel. A second dam, of 95 feet in length, will extend to a second island, whence a connection is made with Allumette Island by a dam

210 feet in length : a reach of quiet water is thus gained on the level of the commencement of the Culbute.

Tenders were called for this work on the 27th June last.

The construction of this canal will open up navigation between Havelock, about 8 miles above "Portage du Fort," and the foot of the Joachim Rapids, a distance of 80 miles. This navigation passes by the North Channel between the mainland and the Islands of Calumet and Allumette. The break of 8 miles caused by the series of rapids descending to Portage du Fort, with the Chat's Rapids, will be the only interval of water not navigable from Aylmer, 8 miles above Ottawa, to the western end of the Deep River.—(Appendix 3, page 15.)

RIDEAU NAVIGATION.

Length of canal	126 $\frac{1}{4}$ miles.	
Number of locks	{	In going from Ottawa to Kingston. 33 ascending, 14 descending.
Total lockage	446 $\frac{1}{4}$ feet	{ 282 $\frac{1}{4}$ rise, and } at high water. 164 fall.
Dimensions of locks	134 ,,	x 33 feet.
Depth of water on sills	5 ,,	(navigable depth through Canal, 4 $\frac{1}{2}$ ft.)
Breadth of Canal at bottom {	60 ,,	in earth.
	54 ,,	in rock.
do at surface of water	80 ,,	in earth.

The Rideau navigation connects the River Ottawa at the City of Ottawa, with the eastern end of Lake Ontario, at Kingston.

The following table gives the distances of the intermediate stations between the City of Ottawa and Kingston :—

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each Station, in miles.	
			No.	Lift at	No.	Length.		Height.
				Low Water.				
		Miles.		Ft. In.		Ft.		
1	Ottawa	0	8	82 0	3	230	18	
2	Hartwell's	4½	2	22 0	.....	1,320	33
3	Hogsback	5½	2	13 6	1	1,616	14	
4	Black Rapids.....	9½	1	10 0	1	100	28	
5	Long Island.....	14¾	3	27 0	3	320	60	
6	Burritt's.....	40¾	1	10 6	1	300	12	
7	Nicholson	43¾	2	15 2	1	850	68	
8	Clowes	44½	1	10 6	1	240	14	
9	Merrickville ..	46¾	3	25 0	1	500	9	
10	Maitland's.....	55	1	4 9	1	481	16	
11	Edmonds	59½	1	10 10	1	150	6	
12	Old Slys.	60½	2	15 6	1	270	8	
13	Smith's Falls	61½	4	33 9	2	343	8	
14	First Rapids, or Poonamalie	64	1	7 9	1	250	20	
15	Narrows	83½	1	4 0	1	600	24	
	Total rise at low water			292 3				
16	Isthmus	87½	1	Fall. 4 0	.....		
17	Chaffey's.....	92	1	12 6	.....		
18	Davis	94½	1	9 0	1	300	15	
19	Jones' Falls.....	97½	4	60 0	1	300	60	
20	Brewer's Upper Mills..	108½	2	19 0	1	200	20	
21	do Lower Mills.....	110	1	14 2	1	200	12	
22	Kingston Mills.....	120½	4	46 8	1	6,042	14	
23	Kingston	126½						
	Total fall at low water.....			165 4				
	Total.....		47		24	15,472	16.46	

The summit level of the Ottawa is at upper Rideau Lake. But several of the descending reaches, are also supplied by the waters which can be made tributary to them. The following description gives the sources of supply.

The route to the east, passes by the Rideau River. Within this extent no reservoirs of supply are found, so that the whole duty of keeping the navigation to its level, is thrown upon the reserves, which are given in detail below.

They may be divided into three systems, viz. :—

The waters supplying the summit level.

The waters supplying the eastern descending level.

The waters supplying the south-west descending level.

SUPPLYING SUMMIT.

Wolfe Lake System, discharging into Summit Level.

SUPPLYING EASTERN DESCENDING LEVEL.

River Tay system, discharging into Rideau Lake.

SUPPLYING SOUTH-WEST DESCENDING LEVEL.

Devil Lake system, discharging into Mud Lake.

Buck Lake system, discharging into Mosquito Lake, and thence into Mud and Indian Lakes.

Rock Lake system, discharging into Lake Openacon.

Loughboro' Lake system, discharging into Lake Openacon.

Round Tail system, discharging into Cranberry Lake.

THE FOLLOWING ADJACENT WATERS ARE TOTALLY DISTINCT FROM THE RIDEAU NAVIGATION.

The River Mississippi, which discharges into the River Ottawa, in the Township of Fitzroy,

The River Napanee, Mill Haven Creek and Collins' Lake, which discharge into Lake Ontario.

Mr. F. A. Wise assumed engineering charge of this work, on 1st October, 1872, succeeding Mr. Slater, who resigned the position.

During the season, the following works have been executed :—

The public road over the pond at Kingston Mills, has been repaired, and the embankment faced with stone.

An office for the Toll Collector has been constructed.

The lock sluices have been renewed.

At Brewer's Lower and Upper Mills, at Jones' Falls, at the Narrows, owing to the leakage of gates, and the consequent waste of water, the locks were unwatered where necessary, repaired, and new bottoms put in. The sills and aprons were put in order. Where holes had been caused by leakage, they were filled in, and made water tight.

At Brewer's Upper Mills, the lower lock gates were removed.

Throughout, the locks have been repaired, and where necessary, restored.

The several dams have been strengthened.

At Ottawa, some additions had been made at the lock-master's house, and new quarters constructed for the lock laborers.

A new swing bridge has been constructed over the lock at Lower Brewer's, but is not yet quite completed.

The basin at Ottawa, has also been enlarged.

The canal is in a fair state of repair. Many of the lock gates, however, are old, and will shortly require renewal. Several of the structures also, are in an unsatisfactory state, and require to be carefully watched.

Some important considerations present themselves with regard to the water supply of this navigation. Until the end of the month of August, the level is very seldom below the requirements of the navigation, and no difficulty is experienced in passing through any of its artificial connections. But generally, by this time, the drought of summer has led to its attendant evaporation, and low water is found in many localities. This condition extends over the month of September and part of October, until the fall rains have increased the volume of the streams. At this period, recourse is necessary to the reservoir of supply, so that the level can be maintained. The emergency extends over seven to eight weeks. The dams, to which these remarks particularly refer, are Bob's Lake Dam, and Chaffey's Dominion Dam. It generally however, happens, that when this outlying supply is required, the body of water anticipated is not available; for, hitherto, having been under the control of the millers, it has been made subservient to their particular emergencies, and generally, it is found that most of the reserve has been run off through the mill-race. Another source of waste is caused by men engaged in lumbering operations, who, for their own purposes, or through indifference, keep the sluices often open, by which much waste ensues. No one has, hitherto, been placed in charge of the dams, and much of the difficulty experienced arises from this absence of proper supervision. The whole of these waters require to be placed under the charge of the Engineer of the canal; and an Inspector, under his orders, should be detailed to the one duty of watching the dams, and of regulating the discharge through the lateral sluices. This officer should be held responsible for their condition, and no interference should, in any way, be allowed in the discharge of his duties. The position will require to be filled by a man of intelligence and judgment, entirely above any suspicion of being influenced by the parties requiring water; and the experience of such an officer will enable him, after one or two years, to judge whether any special legislation is required in the matter. Until some measure of this character be taken, so that the surplus water be available, it is feared that the September navigation of the Rideau will always be attended with difficulty.

On the other hand, with proper attention and system, no impediment of the character complained of ought to arise.—(Appendix 8, page 35.)

TABLE showing the dimensions of the locks on the present canals in the Montreal, Ottawa, and Kingston line of navigation ; also the size of the largest vessels which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of Water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville....	106 $\frac{5}{8}$	19	5 $\frac{1}{2}$	95	18 $\frac{1}{2}$	5	100
Rideau.....	134	32	5	110	31 $\frac{1}{2}$	4 $\frac{1}{2}$	250

RICHELIEU AND LAKE CHAMPLAIN.

This navigation, commencing at Sorel, at the confluence of the St. Lawrence and Richelieu rivers, 46 miles below Montreal, and 114 miles above Quebec, continues along the River Richelieu to the Basin of Chambly, where it takes the Chambly Canal to St. John's, and again follows the River Richelieu to Lake Champlain, of which the Richelieu is an outlet. The distance being 81 miles in the territory of the Dominion.

At Whitehall, on the southern end of Lake Champlain, the Champlain Canal is entered, and a connection obtained with the River Hudson, by which the City of New York is directly reached. The distance being 330 miles in the United States' Territory to New York.

The artificial works in the Dominion are, the St. Ours Lock and Dam and the Chambly Canal.

The following table shows the distance, total and intermediate, into which this navigation from Sorel to New York is divided.

Sections of Navigation.	Intermediate Distances in Miles.	Total Distances.
Sorel to St. Ours Lock		14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to Province Line	23	81
Boundary Line to Champlain Canal	111	192
Champlain Canal to Junction with Erie Canal	64	256
Erie Canal from Junction to Albany	9	265
Albany to New York	146	411

ST. OURS LOCK AND DAMS.

Length of canal	$\frac{1}{8}$ mile.
Number of locks.....	1

Dimensions of lock	200 feet × 45 feet.
Total rise of lockage	5 „
Depth of water on sills	7 „ at low water.
Length of Dam in Eastern Channel	300 „
do do Western Channel	600 „

At St. Ours, fourteen miles from Sorel, the Richelieu River is divided by a small island into two channels. The St. Ours lock, of cut stone, and an earthwork dam, are in the eastern channels; in the western channel a large dam has been built of cribwork, filled with stone.

These works give a navigable depth of seven feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

St. Ours Lock and Dam was closed from 1st of December, 1872, to 1st May, 1873. The river was opened earlier than this date, but the spring freshets of April completely inundated the locks, and vessels passed over the dam, until the water fell. The consequence was that the pier forming the entrance was damaged, and considerable repairs had to be made to it. The lower gates will likewise require some attention, as they work unsatisfactorily.

A collector's office has been built, which, at the same time, furnishes shelter at night for the lockmen on duty.—(Appendix 3, pages 12, 18.)

CHAMBLY CANAL.

Length of canal	12 miles.
Number of locks	9
Dimensions of locks :—	
Guard Lock, No. 1, at St. John	122 feet × 23½ feet.
Lift „ No. 2	124 „ × 23⅞ „
„ „ Nos. 3, 4, 5, 6	118 „ × 23 to 23⅞ feet.
„ „ Nos. 7, 8, 9, combined	125 „ × 23¾ feet.
Total rise of lockage	74 „
Depth of water on sills	7 „
Breadth of canal at bottom	36 „
„ „ surface	60 „

Succeeding the thirty-two miles of free navigation between St. Ours Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu—is the Chambly Canal, built to avoid the rapids between St. John's and Chambly, a distance of 12 miles.

This canal was closed 2nd December, 1872, and was opened 25th April, 1873.

The prism has been cleaned throughout, and the slope walls repaired.

Many of the wing walls have been partially rebuilt, and in some places the tow-path has been raised.

New outside ditches have also been dug, and the banks raised and protected with stone.

The western high bank, the sides of which had a tendency to fill up the canal, has been protected with stone.

The lock gates have been throughout repaired, and where necessary replaced. The by-washes and culverts in some instances have been rebuilt, and the bridges examined and maintained.

Guide fenders have been placed at five of the bridges.—(Appendix 3, pages 12, 22.)

TABLE showing the size of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Lock, in feet.			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal	110	18	7	102	17½	6	210
U. S.—Champlain Canal .	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	230

ST. PETER'S CANAL.

Length of canal, about 2,400 feet.

Breadth ,, at bottom 26 feet.

One tidal lock, 4 pairs of gates.

Dimensions 26 × 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This work connects St. Peter's Bay, on the southern coast of Cape Breton, with the Bras D'Or Lakes. It crosses an isthmus half a mile long, and gives access to and from the Atlantic Ocean.

Closed 16th December, 1872; opened 15th April, 1873.

During the season much material has been removed from the slope, and the retaining wall repaired. The swing bridge has been painted and some minor repairs executed.—(Appendix 2, page 38.)

 BAY VERTE CANAL.

The preliminary survey, under the orders of the Chief Engineer, by Mr. Baillairgé, the principal Assistant Engineer, with the design of the latter for a full tide canal, assuring a perfect supply at each tidal period, together with the location of Mr. Keefer, C.E., and his scheme for a half-tide canal, with his mode of supply, have been referred to the Engineer in Chief. Additional examinations have been ordered by Mr. Page, and they will be immediately commenced. It is anticipated that they will be so far perfected, that a Special Report will be made of the whole subject at the next meeting of Parliament, by Mr. Page.

 WORKS ON NAVIGABLE RIVERS.

DOMINION RIVERS.

The following rivers are under the control of the Dominion Government :—

- The St. Lawrence (to the head of Lake Superior.)
- „ Ottawa.
- „ St. Croix, New Brunswick
- „ Restigouche do
- „ St. John do
- „ Tignish do
- „ Missiguash, boundary line between New Brunswick and Nova Scotia
- „ Fraser, British Columbia.
- „ Red, Manitoba.

RIVER ST. LAWRENCE.

Surveys are still in progress to determine the work necessary to increase the capacity of the Saint Lawrence throughout to the depth recommended by the Canal Commission : many spots being less in depth than the channel recommended, viz. :—to admit vessels drawing twelve feet of water.

RIVER ST. CROIX, N. B.

No steps have been taken towards the expenditure of the sum voted for this improvement, \$25,000. As these waters form the boundary with the United States, a conference has been held with General Thom, Engineer, representing that Government, as to the proper mode of improving the river.

RIVER ST. JOHN.

The Oromocto shoals have been dredged, and the channel deepened. Operations are now going on to improve the channel between Fredericton and Andover, a distance of

110 miles. Both the eastern and western landing slips of the ferry at St. John have been deepened. The southern point of the Navy Island Bar has been also dredged. These several obstructions have been to a considerable extent, removed.—Appendix 14, page 52.

RIVER THAMES, ONTARIO.

The mouth of this river, discharging into Lake St. Clair, has been dredged, and the channel generally improved.

PROTECTION OF NAVIGABLE STREAMS.

The Commission appointed to enquire into the alleged obstruction to navigable streams and rivers in the Province of Quebec and Ontario, by slabs, sawdust, edgings and other refuse of saw mills, have reported to the effect.

First.—That a Bill be introduced into the House of Commons, by which it would be enacted that the throwing into any lake, river or stream whatever, of any refuse from sawmills, except sawdust, shall be strictly prohibited, under severe penalties, to be fixed on, and that such prohibition shall be enforced from the date of the passing of such Bill.

Second.—That no opening whatever shall be permitted to be in the floors or walls of any mills now in existence, or to be erected, except those required for lighting and ventilation, and all such openings shall be fitted with gratings, well and permanently secured and fixed, the openings through such gratings not to exceed one inch square.

Third.—That an officer should be appointed under this Act, whose duty it should be to see that the provisions of this Act were strictly carried out, such officer to be empowered to summon before any magistrate of the vicinity any party he would detect, or have satisfactory evidence against of having contravened the provisions of this Act.

After all descriptions of sawmill waste, except sawdust, have been prevented by this Act from being thrown into any lake, river or stream whatever, should it be proved to the satisfaction of the Government, that the continued discharge of pure sawdust does and will impair the navigation, or create impediments thereto in any manner, the Government shall have the power in such case to exclude it in the same manner as provided against the deposit of the other refuse. Six months' notice thereof to be given to the mill proprietors.

In accordance with the above, an Act was passed during the last session of Parliament, viz. :—chap. 65 and 36 Victoria, which provides that no sawdust, edgings, slabs, bark, rubbish of any description whatsoever, shall be thrown into any navigable stream or river, either above or below the point at which it ceases to be navigable, under a penalty for the first offence of not less than twenty dollars, and for the second and each subsequent offence, of not less than fifty dollars.

It is also provided that the Governor in Council shall have the power to suspend the operation of this Act, so far as casting sawdust into any stream, stating, by proclamation, what streams or rivers and the length of time for which exemption is to be granted.

HARBORS, PIERS, LIGHT-HOUSES.

HARBORS OF REFUGE (ONTARIO.)

PORT DOVER.

This harbor is at the mouth of Patterson's Creek, on Lake Erie, and is about forty-nine miles from Port Colborne. It consists of two piers, seventy-five feet apart, dredged out to a depth of ten feet of water. The piers are respectively 1,050 feet and 990 feet in length. This harbor having fallen into an unsatisfactory condition, and there having been a generally expressed desire for its transfer to the Port Dover and Woodstock Railway Company, instructions have been given for its sale by public auction under an Order in Council.

CHANTRY ISLAND.

Situate at the mouth of the River Saugeen, on the East of Lake Huron, about 133 miles above the foot of the Lake at Sarnia.

The work, under the present contract to improve the harbor, has been successfully carried on during the past season, and is well advanced towards completion.

GODERICH.

Situate at the mouth of the River Maitland, on the east coast of Lake Huron.

The works carried on under the present contract, will be completed in a few weeks. Additional works to enlarge the harbor and extend the basin accommodation, in accordance with the plan described in the former report of the Engineer-in-Chief, will shortly be proceeded with.

RONDEAU HARBOR.

Is situated on the North shore of Lake Erie, 140 miles above Port Colborne, at the Welland Canal.

The works under contract for the improvement of the harbor, will be completed during the next season, with the exception of the light-house.

KINCARDINE HARBOR.

This harbor is situated at the mouth of the River Penetangore, Lake Huron, twenty-seven miles S. S. W. of the River Saugeen, and thirty-one miles North of Goderich.

Some slight additions have been made to the cribbing; and preparations have been made for dredging operations, to be commenced during the season.

PRESQU'ILE HARBOR.

This harbor is situated on the north shore of Lake Ontario, about seventy-eight miles above Kingston. The channel at its entrance has been dredged out.

HARBOR SURVEYS.

Surveying parties have been organized, carefully to examine the several harbors, for which appropriations have been made by Parliament; with the design of the operations being carried out during the season. They include—

- | | | |
|----|-------------------|---------------|
| 1. | Kingston | Lake Ontario. |
| 2. | Napanee..... | " " |
| 3. | Belleville..... | " " |
| 4. | Port Stanley..... | " Erie. |
| 5. | Port Albert..... | " Huron. |
| 6. | Kincardine..... | " " |
| 7. | Inverhuron..... | " " |
| 8. | Meaford | Georgian Bay. |

PIERS (QUEBEC.)

LES EBOULEMENTS.

The steamboat descent has been lowered to the height of that of Malbaie, thirteen feet, and its sides protected by planking.

MALBAIE.

Some repairs have been made to the macadamized road, damaged by the spring tides. A small amount of plank sheathing has been restored. Fenders have also been placed at the extremity of the pier.

BERTHIER (EN BAS.)

Some trifling repairs have been done to the pier.

L'ISLET.

The pier has received some trifling repairs.

RIVER OUELLE.

The road to the quay has been improved, and the pier itself thoroughly repaired.

RIVER DU LOUP (EN BAS.)

The pier has received some repairs.

RIMOUSKI.

The pier at this place has been restored where necessary.

COTEAU LANDING PIER.

This work is nearly finished, requiring about fifty cords of stone to complete the filling with the necessary plank covering.

PIERS AND HARBORS IN THE MARITIME PROVINCES.

QUACO, N. B.

A break-water 300 feet in length and 30 feet wide, with a return seaward, has been constructed on the Eastern side of the creek. It is entirely out of water at low tide, in high water the outer end is covered to the depth of twenty feet.

These works were damaged by the gale on the 30th November, 1872, a loss which fell upon the contractors. On the seaward side a sloping face has been given to the work.

RICHIBUCTO.

A contract has been signed for the construction of a breakwater, to extend from the Southern point of the "North Beach," a distance of 1,200 feet, and of a similar structure to extend north-east, on the "South Beach," a distance of 1,600 feet, so that the waters of the channel may be confined.

STONY CREEK.

A pier 300 feet in length, averaging 25 feet in width, and 30 feet in height, is in course of construction to deflect the current of the River Petitcodiac.

HERRING COVE.

About one third of the work under contract on the western side of the Cove, has been completed.—(Appendix 14, page 50.)

NOVA SCOTIA.

BROOKLYN.

A breakwater, 434 feet in length, extending to 28 feet in low water, on the eastern side of Liverpool Bay, is in course of construction, to form a harbour of refuge; although incomplete in November 1872, it afforded shelter to a number of vessels.

YARMOUTH.

Work is now in progress, and about one half of it completed for protecting the lower part of the harbor from the influence of the winds and the roll of the Atlantic Ocean.

LITTLE HOPE ISLAND.

A timber retaining wall, filled in with rock, has been constructed to protect the

exposed portion of this small island. The importance of this place is owing to its lying in the route to the United States.

PORT WILLIAM.

The breakwater on the southern side of the Bay of Fundy has been lengthened 67 feet, in order to give increased accommodation to vessels seeking shelter.

MARGARETVILLE.

The gap on the north side of the breakwater has been filled.

OAK POINT.

A solid piece of crib work, 12 feet in width, has been placed on the eastern side of the pile breakwater. Owing to the great range of tide at the mouth of the Avon, this structure is dry between half ebb and half flood.

METEGHAN.

The two breakwaters forming the harbour have been repaired, a large quantity of stone filling was deposited and the covering has been renewed.

GREAT TANCOOK ISLAND, MAHONE BAY.

A public landing and breakwater has been constructed ; it is partially composed of cribwork and partially built on piles. The accommodation it affords is but limited.— (Appendix 14, page 51.)

AMHERST HARBOR, MAGDALEN ISLAND.

This harbor is in course of being considerably improved, and it is anticipated that the works now in progress will be completed in September next. Hitherto the entrance has been exceedingly tortuous, through a passage of from 30 to 50 feet in width ; and the lateral rocks having but from 5 to 7 feet depth at low water, frequently caused great damage. The harbor itself is of some extent, with a depth of from 15 to 20 feet of water, and capable of admitting from 200 to 300 vessels. These works were commenced in 1870, but little however was done until the month of July in the following year, when several tons of submerged rock were removed. During the last season, operations have been vigorously carried on, the quantity of material removed amounting to 600 tons of rock, much of it hard and difficult to be dealt with. The prevailing winds from the north-east were also a serious impediment to the work. During the preceding year, only half of this quantity was excavated, and the explosive agent was powder ; but dynamite has since been brought into requisition, with very satisfactory results.

When the present operations are concluded, a straight channel will have been opened with a width of 150 feet, having a depth at low tide of from 9 to 10 feet, and at high tide from 13 to 14 feet. It will then be necessary to buoy out the channel, so that vessels can enter at any time of the tide, without danger.

SLIDES AND BOOMS.

The Government slides have been constructed to effect the passage of lumber, where impediments to the navigation exist, and where no canal connects the reaches of natural navigation. The booms form artificially closed bays at the entrance and discharge of the slide, to receive the timber in its descent.

The principal lumbering districts of these Provinces are situated on the Saguenay, St. Maurice, Ottawa, Trent, Georgian Bay, and on the tributaries of those waters.

RIVER SAGUENAY.

The works on this river consist of one slide 5,840 feet in length, with a boom of 1,344 feet, with dams, piers and bulkhead. They avoid the rapids, which occur where Lake St. John passes into River Saguenay.

These works cover a distance of about six miles, and are built on *La Petite Décharge*, the less of the two affluents of Lake St. John. Commenced in 1856, they were completed in 1860.

Some of the dams, with the slides and booms, require repair, and in some instances renewal.—(Appendix 13, page 49.)

RIVER ST. MAURICE.

The slides and booms on this river and the Vermillion, one of its tributaries, occur in the order here given, and at the following distances from the town of Three Rivers.

STATIONS.	FROM THREE RIVERS.
<i>River St. Maurice</i> :—	
Booms at mouth.....	0 miles.
Grès Falls	16 ”
Shawenigan	20 ”
Grand Mère	29 ”
Little Piles.....	31½ ”
La Tuque	100 ”
Plamondon's Eddy.....	106 ”
<i>River Vermillion</i> :—	
Mouth of river	116 ”
Iroquois Falls	121 ”

The principal tributaries of the River St. Maurice are the Shawenigan, Mekinak, Matawan, Petit Bostonais, Grand Bostonais, Croche, Vermillion, Tranche, Grand Pierriche and Manouan.

Towards the end of May, a freshet of these waters occurred with unusual force, reaching a height, as it is described, hitherto unknown and utterly unexpected. The rise of the river ranged from 20 to 40 feet above low water mark, varying according to the width and current of the river. This volume of water rushed onward with a velocity and force, which nothing could resist or control. In its progress, it swept away the boom at Grès Falls, setting free nearly 40,000 logs; it next destroyed a mill dam, and carried away a new mill with the deal slides, in that locality. All this wreck, together with a large quantity of drift wood, including entire trees with their roots and branches, was borne along by this sweeping flood, and dashed at last against the booms at the mouth of the river. The booms of the Shawenigan were about the same time broken up, increasing the confusion and danger by another rush of logs and débris, which also were borne down to mingle with the mass which preceded it, and to force the booms at the mouth, which at last gave way, allowing nearly 70,000 logs to be carried out into the St. Lawrence.—Appendix 12. page 45.

The works at Grand Mère, Little Piles, Grand Piles, and La Tuque more or less suffered from the freshet above described.

BOOMS AT MOUTH.

The contractors having failed in their contract, the works have been completed by the Department at the contractor's expense, and during the season sundry renewals have been made.

GRAND PILES DAM.

This work has been prosecuted with much vigor. Owing to a greater depth being required than was anticipated, it having been impossible to take soundings thoroughly in the chute with a boat, additional strength was required at the dam. The cost of the work was consequently increased.

This work was also injured by the flood above described, and some reconstruction has therefore been necessary.

SHAWENIGAN.

A new mooring pier has been constructed, and the works maintained and renewed where necessary.

GRAND D'MÈRE.

The boom has been partially renewed, and station house repaired.

LA TUQUE.

Twelve hundred feet of boom have been laid down.

IRIQUOIS FALLS.

Eleven hundred (1,100) feet of boom have been laid down. The slide at this point is almost worn out; a new one is required.—Appendix 12. page 44.

THE OTTAWA DISTRICT.

The Government works connected with the descent of timber in this district are on the following rivers :

On the Ottawa, main river	11 stations.
„ Gatineau.....	1 „
„ Madawaska.....	15 „
„ Coulonge... ..	2 „
„ Black.. ..	1 „
„ Petewawa.....	31 „
„ River du Moine.....	12 „

The following is a table of distances from St. Anne's Lock at the outlet of the River Ottawa to the mouth of its principal tributaries ; also to the stations where slides or other works have been constructed.

PLACES.	DISTANCE FROM ST. ANNE.
Carillon.....	27 miles.
Grenville	40 „
River Nation	63 „
River du Lievre	79 „
River Gatineau.....	96 „
Chaudière Falls	98 „
Little Chaudière	100 „
Remous	102 „
Lac Deschênes	105 „
River Quio	129 „
Chats Station	131 „
Head of Chats	134 „
River Mississippi.....	134 „
River Madawaska	136 „
River Bonnechère.....	148 „
Les Cheneaux	152 „
Portage du Fort	156 „
Mountain Station	161 „
Calumet	163 „
River Coulonge	184 „
River Black.....	193 „
River Snake.....	204 „
River Petewawa	218 „
Les Joachims	236 „
River du Moine	244 „

Rocher Capitaine.....	253 miles.
Deux Rivières	266 "
River Mattawan	286 "
River Antoine.....	293 "
River Beauchêne	315 "
River Porcepic.....	326 "
River Grand Opemiconne.....	333 "
River Keepawa	349 "
River Montreal.....	355 "
Fort Temiscamingue	367 "
River Ottetail.....	384 "
River Blanche.....	386 "
River des Quinze.....	389 "

RIVER OTTAWA.

LIST OF SLIDE AND BOOM STATIONS ON THE RIVER OTTAWA.

The distances given are measured on the latest maps, following the channel through which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa at St. Anne.
1. Carillon	27 miles.
2. Chaudière { north side, Hull, { south side, Ottawa. }	98 "
3. Chaudière (Little)	100 "
4. Remous	102 "
5. Deschênes Rapids	104 $\frac{3}{4}$ "
6. Chats Station	131 "
7. Head of Chats.....	134 "
8. Chenaux	152 "
9. Portage du Fort	156 "
10. Mountain	161 "
11. Calumet	163 "
12. Joachim Rapids	249 "

The works of these twelve stations consist of :—

- 2,000 lineal feet of canal,
- 3,835 ,, slides,
- 29,855 ,, booms,
- 8,656 ,, dams,
- 346 ,, bulkheads,
- 1,981 ,, bridges,
- 52 piers,
- 3 slide-keeper's houses, and
- 3 storehouses.

The Superintendent of these works draws attention to the fact, that, owing to the increased amount of land which is now cleared, the several streams more rapidly carry off the water, which flows to them in spring; and that hence the slides are tested during the season to a degree not before experienced, and that in all future operations this condition must be kept in view. It would appear that the lumber trade in the Ottawa Valley is generally divided into equal proportions of square timber and saw logs, and that a more extended area of boom enclosure is becoming necessary.

The present Ottawa works, including those of the Upper Ottawa Improvement Company, now admit of the passage of upward of a million and a half of saw logs.

The Chaudière and Hull works, including the bridges, have been repaired.

The several slides in the Calumet, Mountain, Portage du Fort and Chats Rapids have been maintained.

The slide master's house at Ottawa has been extended and painted. The boom at the Chenaux has been extended. Two new piers, with stop logs for raising the water at the Mountain Rapids, have also been constructed. A new slide is now in progress at the Rocher Capitaine. A contract has been entered into for dredging the sand bar near the Gatineau boom.—Appendix II. page 41.

RIVER DES PRAIRIES.

This river leaves the Ottawa near the Lake of Two Mountains, and discharges into the St. Lawrence below the Island of Montreal, being, in fact, a continuation of the Ottawa River.

The pier injured by ice at Sault au Récollet has been put in order.

RIVER GATINEAU.

The River Gatineau flows from the north, and discharges into the Ottawa at a point about ninety-six miles above its mouth, and two miles below the City of Ottawa. The length of the Gatineau is 400 miles, and it drains an area of about 9,000 square miles.

The Government works are all at one station, about a mile from its confluence with the Ottawa.

They consist of:—

3,071 lineal feet of canal,
 4,138 „ booms,
 52 „ bridge,
 10 piers, and
 1 slide-keeper's house.

The works on this river have been maintained in working order. Additional works have been called for, to strengthen the booms at the mouth of this river, much greater accommodation being required, both by those engaged in the timber trade and by forwarders and barge owners.

RIVER MADAWASKA.

The length of the River Madawaska is 240 miles ; it drains an area of about 4,100 square miles, on the south shore, and discharges into the River Ottawa 136 miles above St. Anne.

Slide and boom stations on the Madawaska, numbered from the mouth of the river upwards, are as follows :—

- | | |
|---------------------|----------------------|
| 1. Mouth of River. | 9. High Falls. |
| 2. Arnprior. | 10. Ragged Chute. |
| 3. Flat Rapids. | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck's Island. |
| 5. Burnstown. | 13. Bailey's Chute. |
| 6. Long Rapids. | 14. Chain Rapids. |
| 7. Springtown. | 15. Opeongo Creek. |
| 8. Calabogie Lake. | |

The works at these stations consist of :—

1,750	lineal feet of slides,
18,179	„ booms,
4,080	„ dams,
182	„ bridges,
43	piers
1	slide-keeper's house, and
1	work shop.

During the season, the works on this river have been kept in good repair.

RIVER COULONGE.

This river drains an area of about 1,800 square miles, and its length is 160 miles ; it discharges into the River Ottawa, 184 miles above St. Anne, on the north shore.

The following is a list of the Government works on this river :

Boom at mouth	300 feet long, and 1 support pier.
Booms at Romain's Rafting-ground	400 „ 3 „ piers.
Booms at head of High Falls Slide	1,848 „ 6 „ „

The booms and piers here were kept in good repair.

BLACK RIVER.

This river empties into the Ottawa at a point 193 miles above St. Anne. Its length is 128 miles, and the area drained by it about 1,120 square miles on the north shore.

The works consist of :—

1,139	lineal feet of single-stick booms,
873	„ slide,

346 lineal feet of glance pier,

135 „ „ fiat dam.

The slide bottom has been repaired and strengthened.

RIVER PETEWAWA.

The length of the Petewawa is about 133 miles, and the area of the territory drained by it covers some 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above St. Anne. Seven miles from its mouth, the Petewawa separates into two branches. On these seven miles there are five stations; on the north branch there are eighteen stations, and on the south branch eight stations.

LIST of the slides and booms on this river, in the order in which they occur, from the mouth upwards:—

- | | |
|------------------------|-----------------|
| 1. Mouth of the River. | 4. Third Chute. |
| 2. First Chute. | 5. Bois dur. |
| 3. Second Chute. | |

NORTH BRANCH.

- | | |
|--|---|
| 1. Half-mile Rapid. | 11. Devil's Chute. |
| 2. Crooked Chute. | 12. Elbow of Rapids. |
| 3. Between High Falls and Lake Traverse
(a slide and a series of dams and booms.) | 13. Foot of Long Sault. |
| 4. Thompson's Rapids. | 14. Middle of Long Sault. |
| 5. Sawyer's Rapids. | 15. Head of Long Sault. |
| 6. Meno Rapids. | 16. Between Long Sault and Cedar Lake
(south shore.) |
| 7. Below Trout Lake. | 17. Between Long Sault and Cedar Lake
(north shore.) |
| 8. Strong Eddy. | 18. Cedar Lake. |
| 9. Cedar Islands. | |
| 10. Foot of Devil's Chute. | |

SOUTH BRANCH.

- | | |
|------------------|-------------------|
| 1. First slide. | 5. Fifth slide. |
| 2. Second slide. | 6. Sixth slide. |
| 3. Third slide. | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide. |

The works at these 31 stations are as follows:—

ON THE MAIN RIVER.

2,963	lineal feet of	slides.
8,469	„	booms,
2,077	„	dams,
	7	piers.

ON THE NORTH BRANCH.

480	lineal feet of	slides
2,671	„	booms.
1,131	„	dams.
23		piers.

ON THE SOUTH BRANCH.

2,134	lineal feet of	slides,
388	„	dams.

The above works have been kept in serviceable condition. A contract has been given for a single stick slide near Lake Traverse; a portion of the materials only have been delivered for this work.

RIVER DU MOINE.

The length of this river is 120 miles, and it drains an area of about 1,600 square miles on the north shore. It flows into the River Ottawa at a point about 256 miles above St. Anne.

The present works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz:—

300	lineal feet of	slide,
800	„	booms,
1,324	„	dams.
6		piers.

The above works have been kept in repair.

RIVER TRENT AND NEWCASTLE DISTRICTS.

The River Trent discharges into the Bay of Quinté, Lake Ontario, at Trenton, sixty-seven miles above Kingston. Proceeding inland to Lake Scugog, a chain of rivers and lakes connecting with each other is met in the following order:—River Trent, Rice Lake, River Otonabee, Clear Lake, Buckhorn Lake, Pigeon Lake, Sturgeon Lake, River Scugog, Lake Scugog.

The distance from the mouth of the Trent to Port Perry, at the head of Lake Scugog, is 190 miles.

The difference of level between Lake Ontario, at the mouth of the Trent and the head of Lake Scugog, is 570½ feet; and of the whole distance between the two points, only 152½ miles is navigable, while 37½ miles is not even practicable for boats.

Within this distance, various works have been constructed.

The following is a table of distances from the Bay of Quinté:—

STATIONS.	Distance in miles from Mouth of Trent.
On the River Trent, at Nine Mile Rapids (Widow Harris')	9
" Chisholm's Rapids	15½
" Ranney's Falls	33½
" Campbelford	34¾
" Fiddler's Island	36
" Middle Falls	37½
" Crow Bay	38
" Heeley's Falls	42¾
" Hastings (Crook's Rapids)	54½
On the River Otonabee—Whitlas' Rapids	93
Little Lake	94
At the foot of Buckhorn Lake—Buckhorn Rapids	125
At the foot of Sturgeon Lake—Bobcaygeon Rapids	140¾
On the River Scugog—Lindsay	161¼

CHISHOLM'S RAPIDS.

The lock at this place is decayed ; the dam, booms and piers are in fair repair.

RANNEY'S FALLS.

The works here are entirely out of repair.

CAMPBELFORD.

The dam, slide, piers and booms are in fair condition.

MIDDLE FALLS.

The works are in good repair.

HEELEY'S FALLS.

The dam requires repair, the slide is useless.

HASTINGS.

A guard boom has been erected on the north bank of the canal above the lock, and the swing bridge has been partly floored. Some additional works are recommended here, likewise that a Superintendent be placed over them.

WHITLAS' RAPIDS.

The lock is in good repair, excepting the gates, which leak. The wing dam was injured by the late freshet and requires renewal.

 LITTLE LAKE.

Three boom piers have been renewed.

 BUCKHORN.

The condition of the dam calls for some repairs.

 BOBCAYGEON.

The lock gates have been repaired, and are in good working order. The swing bridge and dam are in course of being strengthened.

 LINDSAY.

The lock is in good repair. The Ontario Government is now constructing some works for the improvement of the approaches to the lock. [Appendix 10, page 39.]

 ROADS AND BRIDGES,

The roads under the control of the Dominion Government are :—

THE MÉTAPÉDIAC—with the exception of 14 miles at each end.

THE TEMISCOUATA.

THE HUNTINGDON AND PORT LOUIS.

MÉTAPÉDIAC ROAD.

This road begins at St. Flavie, 201 miles below the city of Quebec, on the south shore of the Lower St. Lawrence, and extends to a point on the Restigouche River, about 10 miles from the Bay of Chaleurs, where it connects with the Quebec and New Brunswick coast roads.

The road has been maintained and kept in good repair.

TEMISCOUATA ROAD.

This road connects the Provinces of Quebec and New Brunswick. Its length, from River du Loup to the boundary line between the two Provinces, is 67 miles. The culverts have been repaired throughout from River du Loup to Lake Temiscouata; the side-bush has been trimmed back; the surface of the road has been partially gravelled. A portion of the timber necessary for the re-construction of the bridge of the River Verte has been purchased and placed on the ground; much of the second growth of timber has been cleared away from the ditches and adjoining land.

HUNTINGDON AND PORT LOUIS ROAD.

This road extends from Port Louis, on Lake St. Francis, to Huntingdon, in the Province of Quebec. It is eight miles long, and being necessary for defensive purposes was assumed by the Dominion Government in 1869.

The clay portion of the road has been repaired; and the planking displaced by the high water of the spring of 1872 has been restored.

UNION SUSPENSION BRIDGE, OTTAWA.

This bridge was partially painted, and the toll house improved.

PUBLIC BUILDINGS.

PROVINCE OF ONTARIO.

OTTAWA.

HOUSES OF PARLIAMENT.

The Lantern Tower is now complete.

Works are in progress to improve the ventilation of the House of Commons.

LIBRARY.

The work is so far advanced, that the building can be covered in before winter.

DEPARTMENTAL BUILDINGS.

East Block.—Work is in progress to convert a part of the Mansarde roof story into offices.

West Block.—The arrangement for heating the building requires enlargement.

PUBLIC GROUNDS.

The enclosure will be completed and the iron superstructure placed in position by the month of November.

The design of Mr. Marshall Wood for laying out the grounds has been adopted, and the necessary work will be immediately commenced.

POST OFFICE, OTTAWA.

This building will include within its arrangements the Custom House and Inland Revenue Office. Fronting on the Rideau Locks, it stands between Wellington and Sparks Streets, at the head of the two bridges. The design is Palladian.

The work is under contract.

RIDEAU HALL.

The reception room is in use, but it requires additional decoration, on which workmen are now engaged.

A new greenhouse has been constructed.

The addition to the house of the Military Secretary is finished. Gas has been laid on to the hall. [Appendix 18, page 121.]

LONDON.

CUSTOM HOUSE.

This building, of the Italian school, with a clock tower, is situated at the corner of Richmond and East North Streets, fronting on the former ; it is now nearly completed.

POST OFFICE.

Owing to the increase of business, some additional space has been called for.

An Immigrant Depot is in course of construction between the Great Western and Grand Trunk Railways. [Appendix 18, page 125.]

HAMILTON.

POST OFFICE.

This building being too small for public convenience, plans have been prepared to obtain additional accommodation.

CUSTOM HOUSE.

Some slight repairs have been executed. [Appendix 18, page 124.]

TORONTO.

POST OFFICE.

This building is nearly completed. Its façade is at the head of Toronto Street. The style is Italian, marked by much architectural embellishment.

NEW CUSTOM HOUSE.

This building will be constructed on the present site ; some additional ground being added to it. The style adopted is that of the Renaissance. Contracts for buildings are given out.

IMMIGRANT DEPOT.

Some slight repairs have been made during the year.

BRANCH DEPARTMENTAL BUILDINGS.

The present Post Office, a building of some architectural pretensions, will be converted into offices for the Assistant Receiver-General, for the Branch Inland Revenue Office, and for a Branch of the Marine and Fisheries. Plans have been prepared, and so soon as the completion of the New Post Office admits of the building being vacated, the work will be executed. [Appendix 18, page 125.]

KINGSTON.

CUSTOM HOUSE.

The roof requires to be restored, and some other repairs are necessary.

POST OFFICE.

The roof needs to be restored, and several repairs are requisite. [Appendix 18, page 127.]

 PROVINCE OF QUEBEC.

MONTREAL.

NEW POST OFFICE.

This building is situated at the corner of St. James and St. Francis Xavier Streets. The style is Italian, enriched with much ornament. The basement walls are finished, and the work is being actively carried on.

CUSTOM HOUSE.

A steam heating apparatus is being placed in the building.

IMMIGRANT STATION.

This station near the village of the Tanneries, adjoining the G. T. Track, has been constructed for the accommodation of Immigrants.

 QUEBEC.

NEW POST OFFICE.

The New Post Office is now occupied.

CUSTOM HOUSE.

Some repairs have been made to this building.

OBSERVATORY.

A building is in course of construction for the Director.

MARINE HOSPITAL.

Extensive repairs are necessary for this structure.

CITADEL.

The frost has penetrated into the masonry of many of the casemates, causing very serious damage. The consequence is that, unless prompt measures be taken, the injury will increase in extent, and many of the walls will fall from want of cohesion. A portion of the officers' quarters having been repaired, has been occupied as a summer residence by His Excellency the Governor General. These buildings are generally in good condition, but a part of them will require new roofing.

If the works of this garrison are to remain serviceable, they must be maintained and kept in repair. The severity of the frost is exceedingly destructive to structures of this character, especially when in the exposed position which the works occupy.

CULLER'S OFFICE.

This building has been thoroughly repaired.

IMMIGRANT DEPOT, POINT LÉVIS.

Additions for the accommodation of Immigrants are in course of construction.

QUARANTINE STATION, GROSSE ISLE.

Contracts have been entered into for several buildings and a new Chapel. [Appendix 18, page 129].

 THREE RIVERS.

CUSTOM HOUSE.

A building, to include also the Office of Inland Revenue, has been designed, and tenders will be shortly asked for.

 SHERBROOKE.

IMMIGRANT DEPOT.

Some necessary work has been performed here.

 PROVINCE OF NEW BRUNSWICK.

 ST. JOHN.

POST OFFICE.

This building is Italian in character, and is adjacent to the Custom House and Carleton Ferry. The foundations, which were difficult to establish, have been specially prepared. The building is now under contract.

CUSTOM HOUSE.

The building has received some repairs. On account of its situation, the new signal station will be placed on its roof.

SAVING'S BANK.

The alterations, which were necessary, have been completed.

QUARANTINE STATION, PARTRIDGE ISLAND.

Arrangements are made for the construction of a new signal station. A wharf has been constructed to divert the current from the Island.

 CHATHAM.

CUSTOM HOUSE.

The Post Office, and the Inland Revenue Office are included in this building, which has lately been purchased. Some arrangement is necessary to adapt it to its requirements.

 NEWCASTLE.

CUSTOM HOUSE.

A building has been purchased for the Custom House. Some trivial repairs are being made to adapt it to its purposes.

MIRAMICHI.

QUARANTINE BUILDINGS.

The buildings in course of erection will shortly be completed.

ST. ANDREW'S.

MARINE HOSPITAL.

Contracts have been awarded for the new structure to replace the building, destroyed by fire. [Appendix 18 ; page 130.]

PROVINCE OF NOVA SCOTIA.

HALIFAX.

DOMINION BUILDING.

The warming apparatus has been re-arranged.

QUARANTINE BUILDING, LAWLOR'S ISLAND.

The several buildings under contract are completed and fit for occupation.

PICTOU.

CUSTOM HOUSE.

The building proposed, is still under consideration. [Appendix 18 ; page 133.]

PROVINCE OF MANITOBA.

FORT GARRY.

POST OFFICE.

Designs for this building have been prepared, and also for the Custom House, the Inland Revenue and other Offices.

PENITENTIARY.

Outline plans have been made and approved.

PEMBINA.

CUSTOM HOUSE.

A design for a New Custom House, within the boundary line, has been made and approved. [Appendix 18 ; page 134.]

PROVINCE OF BRITISH COLUMBIA.

VICTORIA.

POST OFFICE.

A building is in course of construction to include Post Office, Savings Bank, Public and Indian Departments.

CUSTOM HOUSE.

Plans have been made for a building to include the Custom House, and Branch Offices of the Inland Revenue and Marine and Fisheries.

PENITENTIARY.

Plans for this building are in course of preparation. [Appendix 18 ; Page 134.]

LANDS AND LEASES.

A statement with full detail is given in Appendix No. 19. page 135, of the water power and other public property on the canals, leased by the Department during the fiscal year ; likewise of all property purchased and sold, setting forth the names of the parties interested, the prices paid, and the circumstances under which each transaction took place.

ARBITRATIONS.

During the past season, eleven disputed claims were referred to arbitration. Of these, two have not yet been reported upon ; three were awarded nothing ; the remaining claims, amounting to \$25,332.14, were awarded \$8,168.61. [Appendix No. 20, page 139.]

RAILWAYS.

INTERCOLONIAL RAILWAY.

EASTERN SECTION.

The section of the road, east of River du Loup, when completed, was temporarily placed, with the view of obtaining all the accommodation possible for the public, under the management of the Grand Trunk Railway : an arrangement established by Order in Council, on the 25th November, subject to termination on three months notice being given by either party,

The Government furnish two engines and the necessary box cars, which are not to run west of Point Lévis.

Stores and material for the Intercolonial Railway pass free of cost, if forwarded by these cars.

The railway company is bound to maintain the permanent way and rolling stock, with the exception of the heavy clay cutting at Trois Pistoles.

The fares for passengers and charges for freight are established by Order in Council, and the railway company receives the gross earnings.

Trains ran to Cacouna during the summer of 1872. In December of that year, the line was open to Post Road, 22½ miles, and trains were run at intervals during the winter. Since last spring, the line has been regularly worked over this distance.

As the sections are given over by the contractor, they will be made available to the public, under such conditions, as may be expedient.

The arrangement has been satisfactorily carried out. There is no casualty of any character to report.

WESTERN SECTION.

The line of railway in Province of Nova Scotia, formerly worked by the Dominion Government, extends from Halifax to Truro, and from Truro to Pictou, a distance of 113 miles. At the Windsor Branch Junction, 13½ miles from Halifax, a branch line, 32 miles long, connects with the eastern terminus of the Windsor and Annapolis Railway, at the town of Windsor.

The Railways in the Province of New Brunswick, hitherto under the direct control of the Department, are the "European and North American," extending from St. John to Point du Chêne, 108 miles; and the "Intercolonial Railway," between Painsec and Amherst, a distance of 41 miles.

By Order of Council these railways were, on the 9th November, 1872, reconstructed under the name of the Intercolonial Railway, the whole being placed under the general superintendance of Mr. Lewis Carvell. For the purpose of being efficiently worked, they have been divided into three divisions:

1st. The eastern division, comprising that portion, known as the Nova Scotia Railway, as follows:

From Halifax to Truro	61 miles.
The Pictou Branch, from Truro to Pictou	52 "
The Branch from Windsor Junction, 13 miles from Halifax to Windsor, being the eastern terminus of Windsor and Annapolis Railway	32 "
	145 "

2nd. The Central Division, extending from Truro to Painsec, on the Intercolonial Railway, between Moncton and Point du Chêne

118 miles.

3rd. The Western Division, comprising the line between St. John, New Brunswick, and Point du Chêne on the waters of the Gulf of St. Lawrence

108 "

Your Excellency is respectfully referred to Mr. Carvell's Report, Appendix No. 17, page 91, for a list of the Staff appointed to the several offices on the line. The casualties during the last season have been slight.

1st. On 30th November last the through express was thrown from the track, and one passenger was slightly injured ; the damage to the plant was slight.

2nd. 23rd January—A brakemen unfortunately fell from the top of a freight train, and was killed.

3rd. On the 29th January, owing to the neglect of the conductor and engine-driver the Windsor and Annapolis train ran into a special coal train ; the baggage car attached to the latter was destroyed. No person was injured.

4th. On the 13th February, a brakeman slipped from a coal train while at the brakes, and unhappily lost his life.

5th. On the 27th February, owing to a broken rail, a first-class car, with the postal car, of the St. John and Halifax Express was thrown from the train ; five (5) passengers were slightly injured.

6th. On the 3rd April, No. 2 train ran into No. 7 ; the accident is attributable to disobedience of orders on the part of the conductor Ryan and the engine-driver of No. 2, Alexander Cameron ; the latter unfortunately lost his life ; the fireman had to suffer amputation of a leg. The baggage-master of No. 7 and three passengers were seriously injured.

From the returns made, it is shewn that the total receipts, including the Windsor Branch, from the 11th November, 1872, are as follows :—

Passengers	\$158,700.09
Freight	255,345.29
Mails Sundries	19,860.92
	\$433,906.30

Deducting the receipts for the Windsor Branch, the Main Line as shewn in appendix, Intercolonial Railway, A. 3, earned \$416,139.26 for 371 miles, being about \$1,121.66 per mile for the eight months, or \$33. $\frac{99}{100}$ per mile for the week. The expenditure has been as follows :—

Locomotive power (Main Line)	\$195,372.14
Car Expenses "	134,272.91
Maintenance of Way and Works (Main Line)..	236,517.80
Station expenses..... " ..	65,724.60
General charges..... " ..	61,837.34
	\$693,724.79
The maintenance of Way and Works, Windsor Branch	\$10,563.70
	Total..... \$704,288.49

It will accordingly be seen that the disbursements are in excess of receipts \$270,382.19. No inference of any kind can be drawn from these figures ; and from the shortness of period during which the system has been established, no generalization of any value can be made. An explanation of the circumstances under which the organization has been formed will best justify this remark. Previously to the 9th November, 1872, the railways of Nova Scotia and New Brunswick were each worked under independent authority, with head offices at Halifax and St. John. The geographical position of these places must be borne in mind, for at that period no connection was in operation between them. This intervening portion, although in no way complete, was opened on the above day, the birthday of the Prince of Wales. But the exigency of establishing the connection was such, that every other condition was held subsidiary to it. The consequence was, that it was far from being finished, and differed in degrees of incompleteness. It has therefore been necessary to place the line throughout in a state of efficiency. Accordingly, the returns given for these months, can in no way be considered an indication of the prospects of business, or of the cost of maintenance.

One fortunate condition can be positively spoken of, the happy immunity of the line from any very serious accident. A fire, however, broke out at the Shediac shops on the night of the 10th of November, causing great damage ; but owing to preparations having been previously made to remove the machinery and tools to Moncton, less loss resulted from this disaster than might have been expected.

The roof of the engine house at Halifax was also destroyed by fire, and in consequence had to be rebuilt.

Many new and important works have been made during the past year, but the line cannot even now be adduced as being in perfect condition and order, many renewals being required. Additional precautions are also necessary against the heavy snow encountered in the Cobequid Mountains, and snow fences are claimed as being called for in other localities. New works will also be indispensable as traffic increases. The road bed, however, is being put as rapidly as possible in working order, and an estimate has been made of the labor and materials required to bring it into first-rate condition.

Some progress has been made in the branch to Dorchester Island, and to the line from Londonderry to the Acadia mines.

The branch line, two miles in length, from the Intercolonial Railway to the ballast wharf, in the city of St. John, is about two-fifths completed. The object of this work is to reach deep water in the harbor, and it includes a length of 4,600 feet of crib wharf of twenty feet width in fifteen feet depth of water. Owing to the death of the Contractor, the works are temporarily suspended.

NORTH-WESTERN COMMUNICATION.

The line of communication between Fort Garry and Prince Arthur Landing is now generally recognized as the summer route to the Province of Manitoba. Although its capabilities have been developed to a limited degree, it has, nevertheless, extended considerable facilities for the transmission of freight, and to immigrants proceeding to the Red River country.

Until these navigable waters were improved and made accessible, there was no connection between British America and the Valley of the Assiniboine through British Territory, except at an expense which made its use practically impossible; and the whole travel to Red River—from the South to Fort Garry—passed, as a necessity, through the State of Minnesota.

There are two routes in the United States open to the choice of the traveller. The one from Detroit entirely by railway, *via* St. Paul to Duluth; the second by steamboat from Detroit, ascending Lake Huron and entering by the St. Mary Canal, follows the longest distance on Lake Superior to Duluth above named, situate on the westernmost bay of that lake.

The distances on the two United States routes may thus be detailed:—

	Miles.
By Railway from Toronto to Detroit.....	225
" " Detroit to Chicago.....	284
" " Chicago to St. Paul.....	408
" " St. Paul to Duluth.....	150
" " Duluth to Morehead.....	252
By Railway.....	1319
By Stage from Morehead to Fort Garry.....	250
Total.....	1569
The distance by the water route is:—	
	Miles.
By Railway from Toronto to Detroit.....	225
By Steamer from Detroit through Lakes Huron and Superior to Duluth.....	773
By Railway from Duluth to Morehead.....	250
By Stage from Morehead to Fort Garry.....	250
Total.....	1498
Being by Railway.....	475
" Steamer.....	773
" Stage.....	250
Total.....	1498

The Dominion route is as follows :—

	Miles.
By Railway from Toronto to Collingwood	94
By Steamer from Collingwood to Prince Arthur Landing through Lake Superior.....	532
	Miles.
From Prince Arthur Landing to Lake Shebandowan	45.00
From Lake Shebandowan to North West Angle Navigable water and Portages.....	312.05
Fort Garry Road from North West Angle to Fort Garry.....	95.00
	452.05
Total.....	1078.05

The following table gives the intermediate distances on the Dominion Route between Prince Arthur Landing, Lake Superior, and Fort Garry, on Red River, showing the extent of navigable water, the number and length of portages, with the length of the terminal roads :—

Description of Route.	Passage by Land.		Passage by Navigable Water.
	Road.	Portage.	
	Miles.	Miles.	Miles.
From Prince Arthur Landing to Lake Shebandowan	45		
Lake Shebandowan			18' 00
Portage No. 1.—To Lake Kashabowie		0.75	9' 00
Lake Kashabowie			
do 2.—Height of Land Portage to Lac des Milles Lacs, water running to north-west, and south and east		1.00	18' 50
do 3.—Baril Portage		0.25	8' 00
do 4.—Brulé Portage		0.25	12' 00
do 5.—French Portage		1.75	15' 00
do 6.—Pine Portage		0.38	1' 22
do 7.—Deux Rivières Portage		0.40	16' 00
do 8.—Maligne Portage (lift. No horse kept here) River Maligne			10' 00
do 9.—Island Portage		0.06	17' 00
do 10.—Nequaquon Portage		3.25	15' 00
do 11.—Kettle Falls Portage		0.12	44' 00
do 12.—Fort Francis Portage		0.12	120' 00
From North-west Angle Lake of the Woods to Fort Garry	95		
	140	8.33	303.72

RECAPITULATION.

Terminal Roads.....	Miles. 140'00
Portages.....	8'33
Navigable Water.....	303'72
Total Distance.....	452'05

The Dominion Route is generally known as the Old Canoe Route, and excepting the two stretches of road at each end, passes entirely through the intermediate lakes, in former times followed by the *voyageur*. Previously to this line of communication being brought to its present condition, the influence which had weight with public opinion has been strongly exercised against it, and the belief was general that the country was has morass and half rock, presenting such difficulties that no improvement could be effected owing to its immense cost. It is so described by Captain Palliser in his Report to the Imperial Parliament, on the North-West Country, published in 1863,—

“As a line of communication with the Red River and the Saskatchewan Prairies the Canoe Route from Lake Superior to Lake Winnepeg, even if modified and greatly improved by a large outlay of capital, would, I consider, be always too arduous and expensive a route of transport for emigrants, and never could be used for the introduction of stock, both from the broken nature of the country passed through, and also from a very small extent of available pasture. I therefore cannot recommend the Imperial Government to countenance or lend support to any scheme for constructing or, it may be said forcing a thoroughfare by this line of route either by land or water, as there would be no immediate advantage, commensurate with the required sacrifice of capital; nor can I advise such heavy expenditure as would necessarily attend the construction of any exclusively British line of road between Canada and Red River Settlement.”*

In July, 1869, the first Parliamentary estimate was placed at the disposal of the Department, and the Prince Arthur Road was immediately commenced, and continued during the winter.

In July, 1870, the Fort Garry Road was begun. It was in this year that the advance to Manitoba was made, under Colonel Wolseley.

The force reached Thunder Bay in the last days of June, and arrived at Fort Garry on the 28th of August. On the return of the expedition, the boats were left in the possession of the Department; and in the spring of 1871 they were repaired so as to be available for the route. During the summer six small launches were placed on the more extensive navigable reaches, the oar and paddle being still used on the shorter distances. As it was early seen that steamboats were indispensable to the long navigable sections of the Lake of the Woods and Rainy River, the former being exceedingly rough in stormy weather, contracts were given out in the spring of 1871 for two steamers for these waters.

* *Parliamentary Report. Exploration, by Captain Palliser, of the portion of British North America which, in latitude, lies between the British Boundary Line and the Height of Land or water shel of the Northern or Frozen Ocean respectively, and in longitude, between the Western shore of Lake Superior and the Pacific Ocean, during the years 1857, '58, '59 and '60. London, 1863.*

Owing to the failure of the contractors, and the necessity of the Department making new arrangements and undertaking the construction of the vessels by day labour, they were not completed until the summer of 1873. The introduction of these steamers, from the facilities which they have extended in the transportation of freight and passengers, has greatly improved the character of the route.

The distance performed by them from Kettle Falls' portage to the North-West Angle through the Lake of the Woods, with a narrow portage of 0.12 of a mile, is 164 miles.

During the winter of 1871-72 six open barges and three additional steam launches, of a larger class than the first launches, were built, and placed on the route immediately on the opening of the navigation in 1872.

Great improvements were also made on the Prince Arthur and the Fort Garry roads.

Until 1871 no work had been performed at any of the portages. During that season the most troublesome were made accessible by means of dams. The waters of the various lakes at many points were increased in depth, and their shallow connections generally improved.

In the fall of 1871, the second advance was made to Manitoba. On the 25th of October, the troops left the shores of Lake Superior, and the expedition arrived at the North-West Angle on the 10th of November.

Work has been continued during the seasons of 1872-73; dams have been generally constructed where necessary to raise the shallow water, and some excavation has also been made, so that there is a navigation throughout of five feet, interrupted by portages, excepting the 10 miles of the River Maligne, where improvements are now in progress. A great saving of distance was effected by connecting Lake Nequaquon with Lake Nameukan. A portage of $3\frac{1}{2}$ miles now attains a point which previously took a navigation of 25 miles by Loon Lake and the three Loon portages to reach.

Stopping places for emigrants have been constructed at various points on the line: a duty which has devolved upon the Government, as there does not seem to be sufficient inducement for private enterprise to undertake it.

A wharf at Prince Arthur Landing, 600 feet in length, with a return of 200 feet, as been completed, and was ready at the opening of the navigation of 1873.

Early in the spring of 1873, the launches, constructed at Collingwood during the preceding winter, were distributed over the route. They are larger than those hitherto in use, being 45 feet in length, with five feet depth of hold. Deck barges, fitted with cabins, and open boats, sufficiently large to carry horses and cattle, have been also placed on the lakes at the eastern end of the route.

The fare for immigrants from Prince Arthur to Fort Garry in 1872 was \$15, with 150 lbs of personal baggage; extra baggage, \$2 per 100 lbs. This year the fare is \$10, with 200 lbs personal baggage, and \$2.50 per 100 lbs extra baggage.

The amount of travel has not kept pace with expectation, and the cost of maintaining the route appears in striking contrast with the extent of travel.

It is difficult, however, to compare this route with any similar extent, either of railway or continuous water communication, or with a district traversed by an ordinary road.

Composed of two terminal roads of twelve portages, and thirteen disconnected reaches of water of various extent, this route, exacts an amount of plant, with its attendant staff, which can only be kept efficient at great expense. Each terminal road requires a distinct service of horses and vehicles; each lake a separate boat organization, with the necessary crew; and each portage exacts the motive power necessary to transfer passengers and freight across it, being confined in each case to the particular portage where the work is performed.

An organization, embracing these many ramifications, entails a large staff of vessels, men, and horses; and it is entirely owing to these exceptionable circumstances that the expenses are so great.

During the calendar year ending 31st december, 1872, only 475 persons passed over this route; of this number, 100 can only be classed as immigrants; the remainder consisted of 230 troops proceeding to Fort Garry, and 108 discharged volunteers, returning to the East. There were thirteen surveyors attached to the Boundary Commission, and fourteen members of Officers' families.

Owing to the fiscal year terminating 30th June, it is premature to speak of the traffic of 1873.

The total outlay for the fiscal year ending 30th June, 1873, was as follows:

Construction	\$113,066 00
Fort Garry Road	32,100 00
Staff and Maintenance	114,637 27
	<hr/>
Total.....	259,803 27
	<hr/>

PACIFIC RAILWAY SURVEY.

Your Excellency will doubtless bear in mind, that the operations for the survey were commenced in June, 1871. These examinations have since been continued with much vigour, and although nothing definite has been officially brought to public notice, in which controverted points have been decided, the labour of examination has been unremitting. It is no exaggeration to speak of the extent of territory to be explored as immense. The false impressions which have existed with regard to it are a matter of history. It is but ten years since that Captain Palliser, in his report to the Imperial Government, declared the utter impossibility of finding any communication through Canadian Territory.

This officer thus summed up the result of his investigations,—

“The connection therefore of the Saskatchewan Plains, east of the Rocky Mountains, with a known route through British Columbia, has been effected by the expedition under my command, without our having been under the necessity of passing through any portion of United States Territory. Still, the knowledge of the country, on the whole, would never lead me to advocate a line of communication from Canada across the continent to the Pacific exclusively through British Territory. The time has now for ever gone by for effecting such an object; and the unfortunate choice of an astronomical boundary line has completely isolated the Central American possessions of Great Britain from Canada in the east, and also almost debarred them from any eligible access from the Pacific Coast on the west.”*

This deliberate and forcibly expressed opinion, the result of four years' labour in the field, of a man of eminence, aided by assistants of equal culture, ability and energy, may with propriety be quoted to show the formidable difficulties to be overcome in the Pacific Railway Line. Difficulties, which, until the last three years, have been held to be insuperable, and the solution of which calls for unremitting labour and thought.

The immense area to be considered can only be dealt with in a corresponding space of time. The descent of the western slopes of the Rocky Mountains may be described as offering no natural choice of ground. Consequently, the line can be finally traced only after elaborate examinations, and by a comparison of the extra heavy work which, in some cases, cannot be thrown out. By these means this form of expense may be reduced to its minimum. The surveys, to enable such comparisons to be made, are still in progress. It is only when the location is sustained by a perfect knowledge of the geography, and the physical facts which dictate it, and when all hope of improvement is seen to be futile, that it can be definitely recommended.

One of the principles early assumed in this examination is, that the main line shall turn in its course to the navigable waters of Lake Superior at a point most accessible to Manitoba. Difficulties have, however, been found immediately on the north shore of Lake Superior to the south-east of Lake Nepigon, so serious as apparently to force the line to the north of that body of water.

Explorations were accordingly made north of the lake, and it was necessary to connect them, with the previous year's work, at River Moose. A portion of the line between the River Nepigon and the Lake of the Woods being unsatisfactory, likewise the country to the south not appearing more favourable, a line was explored further north to connect with the Northern Nepigon Line.

At the same time a survey has been made from this northern line for a connection with Lake Superior, in accordance with the principle which has affirmed its necessity.

The starting point of the railway has been established by Legislation (Cap. LXXI., 35 Vict.) as "some point on or near Lake Nipissing, and on the south shore thereof." It was not far from this locality that the examination took its commencement.

The whole distance from Lake Nipissing to the Red River has now been surveyed and a route has been traced out through its extent. In order to avoid the rugged country on the coast line of Lake Superior, the location has been thrown back of Lake Nepigon. Consequently a connection is called for from the main line with Lake Superior. A branch to Thunder Bay will be about 150 miles and to Nepigon Bay probably about 110 miles. These lines are now also being examined and traced out.

The Chief Engineer of the line reports that the distance from the eastern terminus to the Red River is about 980 miles. The waters of Lake Superior will, however, be reached in about 440 miles from Red River.

A comparison of distances to the principal cities of the Dominion with other routes to the great West gives the following results:—According to the report of Mr. Fleming, the Engineer-in-Chief of the Railway, Manitoba is about 300 miles nearer Toronto by the Canadian Pacific Route than by the most direct existing railway, that by St. Paul, Chicago and Detroit.

It is 100 miles less by the Canadian route from Red River to Toronto than by Duluth, and the shortest line that could be constructed along the south side of Lake Superior, Sault St. Mary, and the north-east side of the Georgian Bay.

Red River is 550 miles nearer Ottawa and Montreal by the Canadian Pacific Line than by the most direct existing railway route, that by St. Paul, Chicago, and Detroit; and is nearly 200 miles nearer Ottawa and Montreal by the Canadian route than by the existing line of railway to Duluth, and the shortest line that can be constructed from that point, by the south side of Lake Superior and the north side of the Georgian Bay to connect with the Eastern Railways. The proximate distance of the new railway line required to be constructed from Duluth to complete the connexion, is about 1,020 miles, half of which would run through United States' territory, while the total distance by the Canadian Pacific, between Red River and Pembroke on the Ottawa, is only about 1,080 miles. The distance from Red River to Lake Superior by the Canadian line will probably not exceed 430 miles, while to Duluth it is 477 miles; Duluth being situated also 200 miles further west on Lake Superior than Prince Arthur Landing.

The western section of the work has been vigorously prosecuted during the past year

A surveying party, fully equipped for this particular service, is now engaged exploring the country from Yellow Head Pass to the east, towards Edmonton on the North

Saskatchewan. This country is densely wooded, and difficult to penetrate ; much of its extent being entirely unknown, with scarcely a trail through it when the survey was commenced. In many parts it is rolling, rough and rugged, and its physical features can only be established by patient examination. Very great interest is felt with regard to the result of this survey.

Two lines which may be pronounced practicable, but which must exact a large expenditure, have been traced across the mountains to the coast. Some sections show very heavy work, but, as has been previously submitted, more exhaustive surveys are in progress to determine if a better line can be had.

Such surveys are now in operation from Howe's Sound to the North Thompson, and from Moose Lake to Tête Jaune Cache and the River Thompson, on the opposite side of the valley to that where the first survey was made. At the same time an exploration is being pushed on from Tête Jaune Cache to Quesnel Lake, with a view of determining the possibility of obtaining a more direct line to Bute Inlet than by the valley of the Thompson to Kamloops, and from thence across the Chilicoten Plains and the River Homatho.

Operations are likewise projected in Vancouver's Island to verify the reconnaissance already made between Seymour Inlet and Esquimaux Harbor.

Reference has been made to the difficulties which present themselves on the Lake Superior coast, which threaten to drive the location north of Nepigon Lake. Further efforts are being made to avoid that route, and an exhaustive examination is now going on in the hope of finding a suitable line running to the south of Lake Nepigon. Necessarily any location must to some extent pass through the unfavorable ground which is the characteristic of this rugged district ; but it is to be hoped that heavy work will not be extreme, and that it will be possible to give a direction to the railway, so that the branch to Lake Superior will be but of moderate length.

Other operations are now being carried on between Red River and Lake Superior to connect lines already surveyed, and to improve and reduce the length of the proposed location where possible.

In order to obtain as much knowledge as possible of the country, the Engineer-in-Chief, Mr. Fleming, in the season of 1872, made a reconnaissance of the whole distance to the Pacific, including Vancouver's Island, detaching a small party from the main expedition to Peace River, to reach the Pacific at some point on the northern coast of British Columbia. The reconnaissance was satisfactorily accomplished.

BRITISH COLUMBIA TELEGRAPH.

The telegraph is in operation as follows :—

	Distance Miles.
From Victoria, Vancouver's Island to Saänich, V.I.	15
From Saänich, Vancouver's Island to Swinomish, Washington Territory, including five submerged cables	60
These cables are each $\frac{7}{8}$ of an inch in diameter, with seven conducting No. 19 copper wires, twisted together and insulated with two coverings of gutta percha $\frac{3}{8}$ inch diameter, with armour of twelve No. 8 galvanized iron wires. The total length of the cables is $16\frac{1}{2}$ miles. Weight about 5,000lbs. to the mile.	
From Swinomish to Matsqui, on the River Fraser.....	68
Matsqui to New Westminster, River Fraser.....	36
Matsqui to Hope „	59
Hope to Yale „	14
Yale to Lytton „	57
Lytton to Quesnelle „	271
Quesnelle to Barkerville, Cariboo.	52

There is also a branch of ten miles from New Westminster to Burrard's Inlet, constructed by Messrs. Moody & Co.

In 1864 the Western Union Telegraph Company completed the line from Swinomish, Washington Territory, to New Westminster. In 1865 the line was extended to Quesnelle Mouth in Cariboo. In 1866 the line was continued to the north-west to a point 50 miles north of Fort Stager, on the River Kispixox or Collins, a tributary of the River Skena. This latter line was built with the view of supplying the place of the Atlantic cable. Owing to a break on the 2nd September, 1858, the cable had entirely failed, and the design was to establish telegraph communication between this continent and Europe by Behring's Straits. But on the successful establishment of the second Atlantic cable in June, 1866, that project was abandoned, and the line was not prolonged beyond this point. The length thus constructed from the Quesnelle Mouth to the Kispixox was 350 miles. It has since been entirely destroyed, and scarcely a trace of it remains.

In 1866 a line was constructed from Swinomish, Washington Territory, to Victoria, Vancouver's Island. It crosses the American peninsular of Fidalgo, and the islands of Lopez and San Juan. The total length of the submerged cable is $16\frac{1}{2}$ miles. The land portion is kept in repair by the Western Union Telegraph Company, the Dominion Government maintains the submerged portion.

In July, 1868, Barkerville in Cariboo was connected with the main line.

In 1869 a branch from New Westminster to Burrard's Inlet was built by Messrs. S. P. Moody and Co.

On the 11th February, 1871, a perpetual lease of the line and appointments was granted by the Company to the Government of British Columbia, that Government having the right to terminate the lease by giving one month's notice in writing.

When the Province of British Columbia was united with the Dominion of Canada, amongst the terms and conditions agreed upon as a basis of a political union, the Dominion Government assumed and agreed to defray the charges of the postal and telegraphic service. Accordingly, on the 20th July, 1871, the date of the admission of this Province, the telegraph lines were assumed by the Dominion Government.

Many repairs and restorations have since been effected.

The line in the valley of the Frazer is reported as generally being in a satisfactory condition. The submerged cables however require partial restoration to the extent of about six miles. The line from Matsqui to Swinomish is also reported as being in bad condition.

By the report of the manager, twenty-one offices are established and in operation.

It is claimed by the Superintendent that every effort has been made to make the service efficient, and to work it with economy. On the other hand, it is affirmed that the working of the line is attended with peculiar difficulties, owing to the wildness and ruggedness of the country, the scattered condition of the population, the vast distances intervening between the several offices, and the high price of labor.

The line is described as passing through densely wooded sections, or winding for miles from point to point along the slope of abrupt heights, exposed to be torn down by rocks and trees precipitated from the summit in the fall of the year. In the season of heavy snow, these influences are represented as being of more frequent occurrence, and their effect as being more destructive. It is also reported that the line is frequently damaged by hurricanes, which, rushing through the narrow timber passes, destroy the trees and hurl the timber against the line.

In the dry season, the recurrence of fires is also frequent, and the falling timber injures the wire. On these occasions, owing to the great heat, days often elapse before the repairmen are able to approach the spot where the injury has happened.

At present the expense of maintenance and cost of working is greatly in excess of revenue.

The whole respectfully submitted,

A. MACKENZIE,

Minister of Public Works.

DEPARTMENT OF PUBLIC WORKS,

2nd January, 1874.

37 Victoria.

Sessional Papers (No. 2)

A. 1873

APPENDICES TO THE REPORT

OF THE

MINISTER OF PUBLIC WORKS.

FOR THE FISCAL YEAR ENDING 30th JUNE, 1873.

TABLE OF APPENDICES.

	PAGE
Appendix No. 1—Statement of Expenditure during fiscal year	5
„ 2—A. St. Lawrence Navigation: B. Red River route to Fort Garry, Table of Distances	8
„ 3—Report on Lachine, Beauharnois, St. Ours, Chambly, St. Anne, Carillon, Châte à Blondeau, &c., by J. G. Sippell, Superintending Engineer	9
„ 4—Report on the Cornwall Canal, by D. A. McDonell, Superintendent	30
„ 5—Report on the Williamsburg Canals, by Isaac Rose, Superintendent	31
„ 6—Report on the Welland Canal, by W. Biggar, Superintendent	32
„ 7—Report on the Burlington Bay Canal, by W. Biggar, Superintendent	34
„ 8—Report on the Rideau Canal, by F. A. Wise, Superintendent	35
„ 9—Report on St. Peter's Canal, C. B., by A. McNab, Engineer	38
„ 10—Report on River Trent and Newcastle District Works, by T. D. Belcher, Supt....	39
„ 11—Report on the Ottawa River Works, by Horace Merrill, Superintendent	14
„ 12—Report on the St. Maurice District Works, by H. R. Symmes, Superintendent..	44
„ 13—Report on Saguenay District Works, by D. Boulanger, Superintendent	49
„ 14—Report on Works in the Maritime Provinces, by H. F. Perley, Engineer	50
„ 15—Report on Government Railways in Nova Scotia, by G. Taylor, Superintendent .	53
„ 16—Report on Government Railways in New Brunswick, by Louis Carvell, Supt....	73
„ 17—Report on the Intercolonial Railway, by Louis Carvell, General Superintendent.	91
„ 18—Report on Public Buildings, by Thomas S. Scott, Chief Architect	12
„ 19—General Statements, showing :—	
1st. Water power and other property in charge of Department leased	135
2nd. Property sold or purchased	}
„ 20—Statement of claims referred to and awarded upon by Official Arbitrators	139
„ 21—Report on the plans for the enlargement of the Welland Canal, by Messrs. Gzowski, Keefer & McAlpine, together with Mr. Page's counter-report and rejoinder....	140
„ 22—Proposition to supply Welland Canal with water by steam engines, by A. Brunel, Superintendent Welland Canal	157
„ 23—Examination of report, on the subject of supplying Canal with water by steam power, by John Page, Chief Engineer	164
„ 24—Report on the Red River route, by S. J. Dawson, Engineer	170
„ 25—Report supplementary on Red River route, by S. J. Dawson, Engineer, &c.	177
„ 26—Tables of closing and opening of Canals and Harbors in Provinces Quebec, Ontario and Lake Superior	181

APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Public Work^s
Dominion of Canada, during the Fiscal Year ending 30th June, 1873.

NAME OF WORK.	Construction.		Repairs.		Staff and Maintenance.	
	\$	cts.	\$	cts.	\$	cts.
<i>Canals.</i>						
Lachine	42,982	49	34,300	60	23,601	03
Beauharnois	5,280	90	9,882	06	12,271	73
Cornwall	1,011	75	12,480	81	13,029	09
Williamsburg			7,347	75	6,424	49
St. Lawrence	35,326	44				
Welland	130,158	47	66,507	97	45,570	49
St. Anne's Lock	540	11	1,264	40	2,199	64
Carillon and Grenville	136,250	48	8,861	50	10,068	28
Rideau	18,070	97	26,074	49	22,841	51
St. Our's Lock			1,575	10	2,076	50
Chambly	759	00	11,789	27	10,390	44
St. Peter's			6,539	58	343	32
Bay Verte	4,877	83				
Canals generally					33	00
Tug Service, Upper St. Lawrence					12,066	44
<i>Slides and Booms.</i>						
Saguenay			541	50	684	05
St. Maurice	33,597	30	7,092	43	16,356	60
Ottawa	26,397	72	17,633	63	18,065	27
Newcastle			5,311	65	851	76
<i>Harbours, Piers, &c.</i>						
McNair's Cove, Nova Scotia	10,606	10				
Port Hood do	14,255	00				
Mabou do	39,401	86				
Ingonish do	11	50				
Tancook do	2,000	00				
Liverpool do	9,417	50				
Yarmouth do	5,771	25				
Port Williams do	2,000	00				
Margaretville do	2,000	00				
Oakpoint do	3,003	00				
Cheverie do	2,000	00				
Arisaig do	2,283	00				
Maitland do	3,000	00				
Meteghan do	4,500	00				
Richibucto, New Brunswick	3,125	70				
Quaco do	18,865	25				
Herring Cove do	9	70				
Petitcodiac do	4,000	00				
River St. John do	2,270	43				
Amherst, Quebec	4,783	63				
Piers below Quebec do			134	60		
River du Loup Pier do			200	00		
Eboulements Pier do			412	50		
Malbaie Pier do			200	00		
Coteau Landing do	6,242	03				
River du Loup en haut do	1,000	00				
River Richelieu do	1,620	00				
River St. Lawrence do	12,000	00				
Kingston, Ontario	4,139	70				
Presqu' Isle do	6,859	30				

APPENDIX No. 1.—Continued..

NAME OF WORK.	Construction.		Repairs.		Staff and Maintenance.	
	\$	cts.	\$	cts.	\$	cts.
<i>Harbors, Piers, &c.—Continued.</i>						
Rondeau	Ontario	58,665	00			
Goderich	do	103,266	75			
Chantry Island	do	30,760	00			
Kincardine	do	2,636	64			
Lakes Huron and Erie, General account	do	4,412	52			
River Thames	do	7,260	11			
Oakville	do			53	79	
Red River, Manitoba	do	5,000	00			
River Fraser, British Columbia	do	3,392	03			
Steam Dredge Vessels	do	33,267	28			
do Vessel, N. B. Improvements	do	3,995	92			
Dredging, St. Lawrence	do	4,010	65			
do Maritime Provinces	do	21,892	15			
do British Columbia	do	12,976	38			
<i>Light Houses.</i>						
Little Hope Island, N. S. Breakwater		12,218	44			
<i>Surveys.</i>						
Pacific Railway		492,282	86			
Generally		36,891	74			
Arbitrations						6,889 20
<i>Roads and Bridges.</i>						
Métapédia		1,300	00			
Témiscouata		4,353	14			
Port Louis and Huntingdon				180	00	
Portage du Fort		11,817	90			
<i>Red River Route.</i>						
Transport Service		113,066	00			114,637 27
Fort Garry Road		32,100	00			
<i>Public Buildings.</i>						
Ottawa, Parliament and Departmental		99,517	00	49,295	37	
do do do Heating						38,894 02
do Rideau Hall				62,753	33	
do Old Post Office				35	58	
do New Post Office		24,036	46			
Toronto, New Post Office		25,952	88			
do New Custom House		40,051	48			
do Temporary Custom House				1,598	73	
do Immigrant Buildings		977	18			
London, New Custom House		12,831	48			
do Post Office		268	17	241	00	
do Immigrant Buildings		2,512	80			
Kingston, Custom House				101	75	
Montreal, Post Office		49,030	59			
do Custom House				6,030	75	
do Immigrant Sheds		2,993	69			
do Old Custom House				80	00	
do Purchase of Land		81,208	50			
do Geological Survey Office				93	90	
do Lunatic Asylum						23 87
Quebec, Post Office		16,714	08			
do Custom House				2,591	89	
do Observatory				49	42	
do Marine Hospital				385	00	
do Police Station				21	00	
do Citadel Buildings				10,558	73	

APPENDIX No. 1.—*Concluded.*

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Public Buildings—Continued.</i>			
Point Levis, Immigrant Buildings	3,957 94	.....	.....
Grosse Isle, Quarantine Station	3,132 06	.....	.....
Sherbrooke, Immigrant Buildings	1,000 00	.....	.....
Dundee, Custom House .....	.....	250 00	.....
St. Regis, Custom House .....	.....	89 90	.....
Halifax, Dominion Building .....	.....	6,636 02	.....
do Quarantine Station	11,429 65	.....	.....
Pictou, N. S., Custom House	4 50	.....	.....
St. John, N. B., Custom House .....	.....	3,853 58	.....
do Post Office	7,860 99	.....	.....
do Savings Bank .....	.....	6,472 67	.....
do Quarantine Station	2,555 70	.....	.....
Chatham, N. B., Custom House	10,060 00	.....	.....
Newcastle, N. B., Custom House	4,000 00	.....	.....
Middle Island, N. B., Quarantine Station	1,118 40	.....	.....
Manitoba, Immigrant Buildings	6,053 15	.....	.....
Public Buildings Generally .....	.....	2,485 55	.....
British Columbia, Marine Hospital	158 00	.....	.....
do Public Buildings	6,463 37	.....	.....
do Telegraph Lines .....	.....	.....	51,990 77
<i>Railway.</i>			
Intercolonial Stores \$176,761 94	374,266 66	.....	1,011,892 60
Total expenditure	\$4,354,106 76	2,384,138 65	372,004 80
			1,421,201 37

DEPARTMENT OF PUBLIC WORKS.

J. BAINE,
Accountant.

APPENDIX No. 2.

ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From.	To.	Sections of Navigation.	Statute Miles.	
			Inter- mediate	Total to Straits of Belle-Île.
Straits of Belle-Île.....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Light, Anticosti.....	do do.....	201	441
West Light, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	do do.....	6	649
Rimouski.....	Bic.....	do do.....	12	661
Bic.....	Isle Verte.....	do do.....	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	do do.....	126	826
Quebec.....	Three Rivers.....	do do to Tide water.....	74	900
Three Rivers.....	Montreal.....	do do.....	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8½	994½
Lachine.....	Beauharnois.....	Lake St. Louis.....	15½	1,009½
Beauharnois.....	St. Cécile.....	Beauharnois Canal.....	11½	1,021
St. Cécile.....	Cornwall.....	Lake St. Francis.....	32½	1,053½
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11½	1,065½
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070½
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point Canal.....	½	1,071
Upper end of Croyle's Island.....	Williamsburgh or Morrisb'gh.....	River St. Lawrence.....	10½	1,081½
Williamsburgh.....	Rapid Plat.....	Rapid Plat Canal.....	4	1,085½
Rapid Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4½	1,090
Point Iroquois Village.....	Upper end Presqu'Île.....	Point Iroquois Canal.....	3	1,093
Presqu'Île.....	Point Cardinal, Edwardsb'gh.....	Junction Canal.....	2½	1,095
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7½	1,104½
Prescott.....	Kingston.....	do do.....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,332
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	28	1,364
Port Colborne.....	Amherstburgh.....	Lake Erie.....	232	1,592
Amherstburgh.....	Windsor.....	Detroit River.....	18	1,617
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,630
Foot of St. Mary's Island.....	Sarnia.....	St. Clair River.....	33	1,670
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,944
Foot of St. Joseph's Island.....	Foot of Sault St. Mary.....	St. Mary's River.....	47	1,987
Sault St. Mary.....	Head of Sault St. Mary.....	Sault St. Mary Canal.....	1	1,988
Head of Sault St. Mary.....	Pointe aux Pins.....	St. Mary's River.....	7	1,995
Pointe aux Pins.....	Duluth.....	Lake Superior.....	390	2,385

Of the 2,385 miles from the Straits of Belle-Île to the Head of Lake Superior, 70 miles are artificial navigation, and 2,312½ open navigation.

Straits of Belle-Île to Liverpool, 1,942 geographical, or, 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

TABLE OF DISTANCE.—B.

FROM PRINCE ARTHUR LANDING (LAKE SUPERIOR), TO FORT GARRY (RED RIVER), BY THE CANADIAN ROUTE.

	Statute Miles.	
	Inter- mediate.	Total.
Prince Arthur Landing to Shebandowan Lake.....	45	45
Shebandowan Lake to North West Angle.....	312	357
North-West Angle to Fort Garry.....	96	452

The Steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

 APPENDIX No. 3.

 LACHINE, BEAUHARNOIS, ST. OUR'S, CHAMBLY, ST. ANNE, CARILLON,
 CHUTE À BLONDEAU AND GRENVILLE CANALS.

 CANAL OFFICE,
 MONTREAL, July, 1873.

 F. BRAUN, Esq., Secretary,
 Public Works, Ottawa.

SIR,—I have the honor to submit the following report on the canals under my charge, for the fiscal year ending the 30th day of June, 1873 :—

These works embrace, 1st. The Lachine and Beauharnois Canals, on the St. Lawrence route. 2nd. The St. Ours and Chambly Canals, on the Richelieu River, and Lake Champlain route. 3rd. The St. Ann, Carillon, "Chute à Blondeau, and Grenville Canals on the Ottawa River route; and—4th. The proposed lock and dam in the Culbute Rapids, on the Upper Ottawa.

The water in the River St. Lawrence continued low until the close of navigation in 1872, which, to a certain extent, affected the navigation of the river reaches on that route, and compelled the heavy laden passenger steamers to abandon the use of the rapids. The canals were, however, kept at the required navigable height.

The Ottawa and Richelieu Rivers did not reach extreme low water mark, and the trade, which was unusually large over these routes, suffered less interruption than it had done for several years.

LACHINE CANAL.

This canal is situated on the island of Montreal. It is eight and a half miles in length, and forms a navigable channel past the Lachine Rapids, for all vessels trading on the Upper St. Lawrence and Ottawa Rivers.

The trade over these routes exceeded that of any previous year, which taxed the locks to nearly their full practical working capacity. It is, therefore, evident, that duplicate locks will soon be required to meet the rapidly increasing commercial wants of the country.

This canal was open 216 days for the passage of vessels, with only one serious delay of 36 hours, which occurred on the 23rd and 24th days of October, caused by the steamer "Pictou" coming in contact with, and carrying away, the lower gates in the lock at Cote St. Paul.

The navigation was closed from the 7th day of December, 1872, until Monday the 5th day of May, 1873.

The canal, including the mechanical structures, was kept in good working order throughout the year.

The cost of repairs and working expenses was largely increased, in consequence of the enhanced price of labor and materials, which, to a certain extent, accounts for the

increased expenditure; many of the mechanical structures were, however, old and required rebuilding.

In addition to the usual repairs of slope and retaining walls, canal banks, lock gates, bridges, &c., two new pairs of lock gates were built, and the old gates broken from the Cote St. Paul Lock, hauled out and thoroughly repaired. The lower gates in lock No. 3 were also removed, and are now undergoing extensive repairs.

The superstructure of the pier at upper entrance of lock No. 4, and of the lower end of the centre pier below the bridge, was renewed,—the total length of this work being 272 feet, by 17 feet in width.

The Cote St. Paul Bridge was also rebuilt, and strengthened for the accomodation of the Montreal City Passenger Railway Company, towards the cost of which they advanced \$500 to the Department.

New oak suspension posts and caps were placed in the Swing Bridge at Lachine and the Towing Path Bridge, over the South Supply race, rebuilt.

The retaining wall on the east side of basin No. 2 was repaired when the water was out of the canal in April;—and the rear side, in front of Pillow and Hershey's and Harvey's Mills, filled with concrete and puddle. The sluice gates in the regulating weirs at locks 3 and 4, and those of the large waste weir in basin No. 2, were taken out and repaired.

The shoal of rock and boulders below Cote St. Paul Lock, was also removed, and a new pier 212 feet in length, 17 feet wide, and 16 feet in height, built below the north-east wing of the lock, and a wharf 400 feet long, built in front of the mills.

The lower gates at locks Nos. 3, 4, and 5, were provided with suspension gearing which does away with the necessity of using the heavy friction rollers. This gearing works well and relieves the gate from the heavy strain caused by the irregular motion of the rollers, and allows the gate to swing freely on two pivots.

NEW WORKS.

Plans for the proposed St. Gabriel Basins, were submitted to the Department on the 26th day of June, 1872, and tenders for constructing Nos. 1 and 2 were received on the 24th day of August.

The tender of Mr. Simeon Bonneville was accepted, and a contract for the work was signed by him, on the 9th day of October.

Mr. Bonneville commenced work at once, but under rather discouraging circumstances owing to the Epizootic disease, that was then prevailing among the horses;—very little was therefore accomplished before the wet season commenced.

He continued the work during the winter and spring months, when a large amount of excavation was done in the new or western portions of the basins. The facing of crib work was also well started.

Early in May Mr. Bonneville informed the Department that he was losing largely, and could not proceed with the work at his present rates. His contract was therefore cancelled. Notice to that effect was received at this office on the 6th day of June, with instructions to continue the work by day's labour, under the supervision of the Engineers of the Department.

On the 9th of June, Mr. Bonneville discontinued the work, and on the 10th it was assumed by the Department, under the immediate management of Mr. Conway, the superintendent of the canal. A large force of men and horses was at once employed, and good progress has since been made towards the completion of these basins.

Plans for forming a second entrance from the harbor of Montreal, by the construction of additional locks, and an intermediate basin on the river side of the present works; and for deepening and enlarging basin No. 2, as well as for opening a new basin parallel with Wellington Street, south of the canal, were submitted in January last.

These plans were adopted, and the work was prepared for letting early in June, when the work was advertised, fixing the 8th day of July for the reception of tenders.

A plan for enlarging the harbor of Montreal, and the construction of docks for sea-going vessels was also prepared, in connection with the above-mentioned entrance, and submitted for approval in April.

The survey for enlarging the balance of the canal, which was commenced in June, 1872, is completed, and the work of preparing the plans and estimate of the probable cost is now being proceeded with, and will be ready at an early day to lay before the Minister for approval.

These plans for enlarging and improving this canal, have been prepared with a view of carrying out the scale of navigation recommended by the Canal Commissioners, in the very able report submitted by them to the Government in February, 1871.

RIVER ST. PIERRE.

A contract for straightening and deepening the channel of the River St. Pierre, from the canal eastward about 500 feet, and westward a distance of about 6,600 feet, and lowering the breast walls of the culvert, was awarded to Michael Hennessy and Michael Dougheny, of Montreal.

This contract was signed on the 7th day of September, 1872, and they commenced work the next day on the east side of the canal. Their progress during the fall and winter was slow; the average force employed consisting of only about 20 laborers.

On the 18th day of March, they were driven off by the spring freshet, and their operations were not resumed until the beginning of May, when a force of about 50 men was employed, and fair progress has since been made, with every prospect of the work being completed by the end of the present season.

BEAUHARNOIS CANAL.

The trade through this canal was efficiently maintained throughout the navigable season, which consisted of 216 days. It was closed from the second day of December, 1872, until the first day of May, 1873.

The mechanical structures are generally in good condition, and the repairs, which were of a general character, were confined to such works as required them to keep the canal in good navigable order.

The piers which form the harbor at the lower entrance, and were badly damaged by a shove of ice in March, 1872, were extensively repaired in August and September. They are now in good order.

The gates in lock No. 6, which forms the lower entrance, worked badly. They were, therefore, taken out, repaired and replaced, and the lower entrance and chamber cleaned with the steam dredge, in October.

The upper gates in lock No. 7, and the lower gates in lock 12, were replaced with spare gates, and the old gates hauled out and repaired. The spare gates for lock No. 14, were also hauled out and repaired; and the gates in all the other locks examined and repaired when the water was out of the canal in April.

The permanent bridges over the weirs at locks 9 and 12, were rebuilt and painted. The planking on the swing bridges was renewed, and preparations made for rebuilding the bridge at St. Timothy.

The banks in the vicinity of the basins, on the long reach, and at the regulating weirs were raised and protected with stone, and about 50 mooring posts set.

The ditches were thoroughly cleaned, and 16 farm bridges and crossings renewed.

STEAM DREDGE.

The steam dredge kept on this division was employed during the first half of the year opening a channel across the shoal at the mouth of the Chateauguay River, and another above Nun's Island. The harbors of Beauharnois, Coteau Landing, and Valleyfield were also deepened. The river entrance to the mill-races at each end of the lower dam at Valleyfield, was enlarged and deepened.

A large quantity of stone and refuse was removed from the lower entrance of lock No. 6, at Melocheville. The dredge was then brought down to the Lachine Canal to be laid up for the winter, and before being dismantled for that purpose, deepened the head-race for supplying water to the mills on the north side of the canal, at the St. Gabriel Lock.

During the months of May and June, she was employed removing a shoal below the St. Gabriel Lock, and silt and deposit from basin, No. 2.

ST. OURS LOCK AND DAM.

These works consist of a lock and dam in the Richelieu River, about one mile above the Village of St. Ours.

They raise the water about four feet, which makes the river navigable for vessels of 6 feet draft, at season of low water.

During the spring freshet in April, these works were inundated, and the piers forming the entrance to the lock were more or less damaged but have since been repaired.

The lower gates work heavy, and must soon be removed and repaired.

A house to serve as a collector's office and shelter for the men when on duty at night, has been built, and about 20 toises of stone placed below and at the ends of the dam.

The navigation through this lock was maintained without serious interruption throughout the season, which consisted of 214 days. It was closed from the 1st day of December, 1872, until the 1st day of May, 1873.

The river was open much earlier, but the works were inundated, which rendered them inoperative,—during this time vessels passed over the dam.

CHAMBLY CANAL.

This canal was maintained in good working order throughout the open season, which consisted of 220 days; and was closed from the 2nd day of December, 1872, until the 25th day of April, 1873.

During the first half of the year, the lower wing wall on the west side of lock No. 1 was partially rebuilt, and the towing path above the lock, raised. About 5,000 feet of new ditches were formed outside of the banks, where required; and about the same extent of the banks raised and protected with stone.

The high bank on the west side that was sliding into and filling up the canal, was also protected with stone; and mooring posts placed in the vicinity of the locks, as required.

The house at lock No. 6 was thoroughly overhauled and repaired.

During the winter and spring months, the upper gates at locks Nos. 1 and 8 were repaired; new fenders were placed at lock No. 3; and 6 new sluice gates and frames placed at the other locks.

A new bridge was built at lock No. 7, and guide fenders placed at bridges Nos. 1, 2, 4, 5 and 6.

The by-washes and culverts were repaired; and about 34 feet of the wharf above lock No. 7 rebuilt; the frame for the pile driver was renewed, and a scow built for the St. Therèse ferry.

Before opening the canal in April, the lower wing walls on the east side of locks 2 and 5, were taken down and rebuilt; and the walls of Nos. 2, 3, 4, 5, 6 and 7, pointed. The prism of canal was also cleaned, and the slope walls repaired.

ST. ANN'S LOCK AND DAM.

These works consist of a lock and wing dam, with guide piers at each entrance. They are situated in the rapid of St. Anne, at the head of the island of Montreal,—and form the lower entrance or key to the great Ottawa River route.

The navigation was successfully maintained through these works, 220 days, and was closed from the 29th day of November, 1872, until the 24th day of April, 1873.

The repairs for the year consisted in keeping the works in navigable order, and the removal of stone from the channel above, and from the shoal about one mile below the lock.

The pier above the lock was raised and planked to form a towing path; and a boom placed below the guide and mooring piers, on the north side of the channel, at the upper entrance. The end of the pier below the lock was also repaired and strengthened.

SURVEY.

In view of the early enlargement of these works, on the scale recommended by the Canal Commissioners for the Ottawa route, a full survey of the works was ordered by your letter, No. 15,853.

In compliance with these instructions, a surveying party commenced work on the 20th day of August.

This examination was completed, and a general plan of the proposed improvements submitted for approval, on the 28th day of November, 1872.

The trade over this route is very great, and cannot be interfered with, even in a temporary manner; and the situation is such, that it would scarcely be possible to rebuild this work in winter, at anything near reasonable prices.

Taking all these circumstances into consideration, it was thought advisable to leave the present works intact, and to construct a new canal and lock, between the present works and the north shore, a distance of about 1,800 feet, including the lock; and forming a channel across the upper end of the long shoal, below the locks, for a distance of about 1,100 feet, to connect with a channel on the north shore of Isle Perrot.

This work is estimated to cost about the same as that of deepening and enlarging the present works, and it can be done during the most favourable season without interrupting, or in any way interfering with the passage of vessels.

This general scheme has been adopted; and the new channel across the shoal, below the lock, prepared for letting, and tenders for its construction asked for. The balance of the work, it is expected, will be ready for letting early this autumn.

CARILLON AND GRENVILLE CANALS.

These canals consist of three divisions:—

- 1st. The Carillon.
- 2nd. The Chute à Blondeau.
- 3rd. The Grenville.

These canals were all efficiently maintained during the season of navigation, which consisted of 214 days. They were closed from the first day of December, 1872, until the 1st day of May, 1873.

CARILLON CANAL.

This canal forms a navigable channel past the Carillon Rapids, for vessels drawing $5\frac{1}{2}$ feet water. It is $2\frac{1}{8}$ miles in length, with three locks, and is supplied with water from the North River.

The walls of the locks were pointed and grouted before opening the canal in May, and the prism thoroughly cleaned.

The lower gates in locks No. 1 and 3 were also taken out, repaired and replaced.

The towing path, fences, and public road along the north side of the canal, have been kept in good repair, and the lower, or river entrance to locks Nos. 1 and 3, deepened by the removal of silt and rock from the bottom. The feeder was also cleaned; a portion of the wing walls in the regulating weir rebuilt, and the sluice gates repaired.

The dams across the North River consist of piles of boulder stones and gravel, that are temporarily built every season.

The large quantity of saw logs and lumber floated down this river last spring, broke down these dams, and entailed a much larger expense than usual in rebuilding them.

CHUTE À BLONDEAU.

This canal is about one-eighth of a mile in length, with one lock of four feet lift; and forms a navigable channel past the rapids. The lock was built to pass vessels drawing $5\frac{1}{2}$ feet water; but the bottom of the canal, above the lock, was left from six to eighteen inches above the required depth, which, in extreme low water, reduces the draft to less than four feet.

A portion of the south wing wall of this lock fell in July, and was rebuilt in August, and the gates and other works maintained in working order.

NEW WORKS.

The surveys, referred to in my last annual report, were successfully completed; and the proposed scheme for overcoming the Carillon and Chute à Blondeau Rapids, by the construction of a dam and locks in the Carillon Rapid, was found practicable.

These proposed works will consist of a dam 1,800 feet in length, with a slide of sufficient capacity to pass the timber, and a canal $\frac{3}{4}$ of a mile long, with two locks of 200 + 45 + 9 feet on the sills, at low water.

Tenders for this work were received on the 3rd day of February.

The tender of A. P. Cooke and Company was accepted, and a contract for the entire work signed on the 21st day of March.

At the end of the year, these contractors had delivered 27,000 feet of timber, and were making preparations to prosecute the work during the season of low water.

A detailed description of the survey will be found in the accompanying report from the local Engineer.

GRENVILLE CANAL.

This canal is about 6 miles in length, and forms the western division of the Carillon and Grenville Canals. It has seven locks, and forms a navigable channel for vessels of $5\frac{1}{2}$ feet draft, past the Long Sault Rapids.

The works on this canal, with the exception of the new lock and bridge at Grenville, are old and dilapidated, and in view of the early enlargement, the repairs have been confined to such of them as were necessary to keep the canal in working order.

Before opening the canal in May, its entire bottom was cleaned, and the by-washes and banks repaired.

The walls of the locks were pointed, and the gates and sluices put in working order.

The new lock and bridge at Grenville, work satisfactorily, and the enlargement of the upper entrance has given increased facilities for the passage of vessels.

The steam dredge was employed in the removal of the coffer dam, formed by the contractor across the canal, in the winters of 1872-3; and in deepening and enlarging the upper entrance.

It was also used by the contractor for procuring river sand for his works.

NEW WORKS.

The work of enlarging about five miles of the Grenville Canal, and rebuilding locks No. 9, 10 and 11, is still in progress.

Lock No. 11 was completed during the summer, and after the close of navigation the reach above the Guard Lock was enlarged to the depth required by the contract, dated 25th October, 1870, which gives six feet at low water.

Very little was done on this section below the lock, except the removal of two or three points at the second bend.

This entire section still requires deepening.

Owing to the difficulty of rebuilding the locks in winter or spring, it was thought advisable to change the sites of locks 9 and 10, by placing them on the south side of the present locks, and keeping the present locks intact, until the new locks are built, and then to convert them into regulating weirs.

A contract for this change was signed on the 19th day of February last, and the work of excavating the pit of lock No. 10, is now in a forward state.

A large quantity of material is also delivered, with a view of completing the lock this season.

No change has been made in the section work between locks 9 and 10.

Section No. 3, which includes lock 3, remains about the same as at the date of last year's report.

The gates for these locks were built by day's work during the winter and spring months. Three pairs were completed, and the fourth pair nearly so; a few feet in height of the pine timber proving bad. They will be completed as soon as suitable timber can be obtained.

The iron work was delivered under contract, by Mr. Alexander Fleck, of Ottawa.

The swing bridge at lock No. 11 was completed, and brought into use in September.

A more full description of the year's operations, will be found in the accompanying report from Mr. Parent, the Local Engineer.

CULBUTE RAPIDS.

A survey for the proposed locks and dam in the Culbute Rapids was made in July and August.

The river at this point is divided by the Allumette Island, the largest portion flowing down the south channel, past Pembroke; the north branch is narrow and flows through a gorge, for a distance of about 5,000 feet, forming the Culbute and L'Islet Rapids, with a fall of from 18 to 20 feet according to the different stages of water, which raises and falls 12 feet at the foot of the rapids, and only about 6 feet at the head.

At the head of the L'Islet the channel widens and is divided by islands into three parts, which forms a very favourable position for the proposed works.

The channel between the main island and shore is from 50 to 80 feet wide, and was selected as a site for the proposed locks; the depth of water varying from 3 to 6 feet in the centre, with a fall of 870, in a distance of 800 feet. The north, or main shore is solid

Gueiss Rock, which extends into the channel, and appears to dip under the island crop, ping out on the south side, where it forms the bed of the river across the main channel, which is also divided by a small island of rock.

The dam connects with the upper lock, and passes across the head of the island, a distance of 224 feet. From the island it crosses the middle channel, to a small island of rock, a distance of 96 feet, with 7 feet of water in the centre. This island is 95 feet wide on the line of dam, and the channel between it and south shore is 210 feet, with 11 feet water in the centre.

These proposed works will consist of a flat timber dam across the main channels, with a pier dam on the island, carried above raised high water, to connect with the upper lock. This dam will raise the water to the river level above the Culbute.

The fall will be overcome by two locks combined, each 200 feet in length, by 45 in width, with 6 feet water on the sills.

This will be a very difficult work to build on account of the strong current, and its isolated position;—a portion of the foundation will also be on clay, which will add to the cost of construction.

These difficulties may, however, be overcome by placing the work in the hands of a competent contractor, who thoroughly understands the construction of works of this character.

The plans and specifications were submitted for approval on the 15th day of November, 1872, and a notice, asking for tenders, was inserted in the newspapers on the 27th day of June, 1873.

PIER EXTENSION AT COTEAU LANDING.

This work was proceeded with during the summer and autumn months, when the body of the pier was built and partially filled with stone;—the work was then suspended until winter, when a further quantity of stone was delivered on the ice and placed in the work, but not sufficient to fill the pier, when the work was left in an unfinished state, requiring about 50 cords of stone and the plank covering to complete it.

I have the honor to be, Sir,

Your obedient servant,

JOHN G. SIPPELL,

Supt., Eng.

STATEMENT of the dates of opening and closing navigation on the undermentioned works, for the years 1870, 1871, 1872, 1873.

Name of Work.	1870.		1871.		1872.		1873.
	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.	Opened.
Lachine Canal.....	29th Ap.	10th Dec.	24th Ap.	6th Dec.	1st May.	7th Dec.	5th May.
Beauharnois Canal.....	28th Ap.	5th Dec.	19th Ap.	2nd Dec.	1st May.	2nd Dec.	1st May.
Chambly Canal.....	4th May.	3rd Dec.	3rd May.	28th Nov.	1st May.	2nd Dec.	25th Ap.
St. Our's Lock.....	12th Ap.	5th Dec.	20th Mar.	28th Nov.	20th Ap.	30th Nov.	1st May.
St. Anne's Lock.....	19th Ap.	30th Nov.	13th Ap.	27th Nov.	29th Ap.	30th Nov.	24th Ap.
Carillon Canal.....	27th Ap.	6th Dec.	1st May.	27th Nov.	2nd May.	1st Dec.	1st May.
Chute à Blondeau.....	27th Ap.	6th Dec.	1st May.	27th Nov.	2nd May.	1st Dec.	1st May.
Grenville Canal.....	27th Ap.	6th Dec.	1st May.	27th Nov.	23rd May.	1st Dec.	1st May.

LACHINE CANAL.

STATEMENT of "Fines" and "Damages" collected for the fiscal year ending 30th June, 1873.

Date.	Vessels.	Master or Owner.	Fines.	Damages.	Total Amount.
			Amount.	Amount.	
1872.			\$ ^r . cts.	\$ cts.	
July. 2.....	B. New York.....	Durkee.....	5 00		
8.....	King of the North.....	".....	10 00		
Augt. 12.....	St. Engineer.....	McKenzie.....	10 00	10 00	
14.....	B. Troy.....	Dufresne & Co.,.....	4 00		
22.....	Raft.....	St. Denis.....	4 00		
Sept. 2.....	Schr. Bibianne.....	Auger.....	5 00		
9.....	Schr. Adelaide.....	Phibodeau.....	5 00		
30.....	B. Mab.....	Smith.....	2 00		
Oct. 5.....	Prop. Indian.....	Proctor.....		10 00	
11.....	B. C. G. Scott.....	Grange.....	10 00		
17.....	B. Milwaukee.....	M. Tromsp & Co.,.....	5 00		
22.....	B. Bobby.....	St. Denis.....	10 00		
25.....	Prop. Lake Ontario.....	Lake & River S. S. Co.,.....		7 00	
30.....	B. Linnet.....	Molcomb & Stewart.....	5 00		
Nov. 5.....	B. Febe.....	Bergeron.....	4 00		
9.....	B. Dundee.....	Marion.....	5 00		
	Crib of Timber.....	Charron.....	4 00		
	Raft.....	Henderson.....	5 00		
1873.					
May. 17.....	B. Annie.....	Holcomb & Stewart.....	20 00		
June. 30.....	Crib of Timber.....	McKinley.....	4 00		
			\$ 117 00	\$ 27 00	\$ 144 00

Lachine Canal Office.

Montreal, 1st July, 1873.

(Signed,)

MICHAEL CONWAY,

Supt.

BEAUHARNOIS CANAL.

STATEMENT of fines and damages collected during the fiscal year ended 30th June, 1873.

Date.	Vessel.	Master or Owner.	Amount.	Remarks.
1872.			\$ cts.	
July 20.....	Barge Nevada City.....	J. G. Johnson	10 00	Damage Lock No. 9.
	" Prince Albert.....	Elee.....	30 00	" " No. 12.
22	Schooner Marie Louisa.....	H. Nault.....	5 00	" " No. 7.
Oct. 10.....	Barge Breeze.....	A McLennan.....	40 00	" St. Thinsby's Brid.
	" Steamer Spartan.....	C. N. Co.....	8 25	" lock No. 8.
Nov. 12.....	Steamer L. Renaud.....	St. Lawrence N. Co.....	8 75	" " No. 11.
	Propeller Bristol.....	Cameron.....	8 00	" " No. 8.
1873.				
May 11.....	Barge Flint.....	M. F. Co.....	10 00	" " No. 9.
		Amount.....	\$120 00	

Collector's Office,

(Signed)

GEORGE ELLIS,

Melscheville, July, 1873.

Collector Tolls

ST. OUR'S LOCK AND DAM.

STATEMENTS of fines and damages collected during the fiscal year ended 30th June, 1873.

Date.	Vessel.	Master or Owner.	Amount.	Remarks.
1872.			\$ cts.	
July	Barge L. H. Farran.....	Capt. R. T. Steer.....	75	Damage to Pier.
18.....	Barge Determination.....	Ant. Sussereau.....	4 00	Insult and trouble
Augt. 20.....	Boat E. Brett.....	Capt. Wm. Bailis.....	1 00	Damage to Pier.
Sept. 4.....	do Canada.....	Capt. G. R. Halt.....	1 00	" "
11.....	do Orbe.....	Capt. A. J. Moor.....	1 00	" "
18.....	do Safe.....	Capt. J. Babcoch.....	1 00	" "
Oct. 1.....	Steamer Castor.....	Capt. J. Whalen.....	2 00	" "
4.....	Boat R. Allen.....	Capt. Chs. Renelle.....	1 00	" "
22.....	do Gen. Butler.....	Capt. Montgomery.....	1 00	" "
24.....	do Burch.....	Capt. E. St. André.....	1 00	" "
1873.				
May 18.....	Barge C.....	Sincennes & McNaughton	1 50	" "
		Amount.....	\$15 25	

St. Our's Lock Office,

(Signed)

LEVI LARUE

St. Our's, 2nd July, 1873.

Superintendent.

CHAMBLY CANAL.

STATEMENT of Damages and Fines collected during the fiscal year ended 30th June, 1873.

Date.	Vessel.	Master or Owner.	Amount.	Remarks.
Augt. 21...	Barge Fleet.....	J. B. Auger.....	\$ cts. 2 00	Damage to Lock No. 3.
" 13...	" Venture.....	do.....	2 00	do do No. 3.
" 22...	" St. Charles.....	Charles Bouvier.....	2 00	do do No. 9.
Nov. 4...	" André.....	J. B. Auger.....	30 00	do Bridge No. 3.
	Steamer Oak.....	Capt. Louzon.....	15 00	do Lock No. 4.
			\$51 00	
		Wharfage.....	9 35	
		Amount.....	\$60 35	

Chambly Canal Office,

(Signed,)

C. PRÉFONTAINE,

Chambly, 1st July, 1873.

Superintendent.

CARILLON AND GRENVILLE CANALS.

STATEMENT of amounts collected for ground rent on cord wood on canal banks, for year ending 30th June, 1873.

Section.	Owner.	Quantities.	Rate.	Amount.	Totals.
Lock No. 3.....	John Lennon.....	300	2	\$ cts. 6 00	\$ cts. 6 00
" No. 4.....	John Douglass.....	179	2	3 58	3 58
" Nos. 5,6,7, & 8	T. and W. Owens.....	500	2	10 00	
" "	Joseph Denish.....	410	2	8 20	
" "	Donald McVane.....	120	2	2 40	20 60
					\$30 18

C. and G. Canals Office,

(Signed,)

WM. B. FORBES

Carillon, 17th July, 1873.

Superintendent

CARILLON AND GRENVILLE CANALS.

STATEMENTS of Amounts collected for wintering vessels in the Carillon and Grenville Canals, for the year ending 30th June, 1873.

Canal.	Masters or Owners	Steamer.	Barges.	Rate.	Amount.	Totals.
				\$ cts.	\$ cts.	\$ cts.
Carillon Canal.....	Ottawa & Rideau T. Co.	1		8 00	8 00	
do	"		11	4 00	44 00	
do	George Smith.....	1		8 00	8 00	
do	do		11	4 00	44 00	
Grenville Canal.....	Lough & Co.....	1		8 00	8 00	104 00
	"		5	4 00	20 00	
						28 00
					Amount..	\$132 00

C. and G. Canals Office,

(Signed,)

DANIEL MURPHY,

Carillon 17th July, 1872.

Collector Tolls.

LACHINE CANAL.

STATEMENT showing the depth of river water on the Mitre Sill of lock No. 1 at lower entrance, and lock No. 5 at upper entrance, during the fiscal year ending 30th day of June, 1873. (From Lock Masters Returns).

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1872.								
July.....	18	5	17	2	10	9	9	10
August.....	17	1	16	0	9	10	9	5
September.....	17	4	16	6	9	10	9	4
October.....	18	2	16	7	10	4	9	6
November.....	17	10	16	4	10	2	9	5
December.....	27	3	16	3	10	8	8	6
1873.								
January.....	27	5	24	7	10	2	8	5
February.....	25	8	24	1	9	8	8	0
March.....	26	2	24	6	9	6	8	7
April.....	28	6	25	4	13	11	9	8
May.....	25	3	22	9	15	1	12	11
June.....	25	1	20	6	16	1	12	0

BEAUHARNOIS CANAL.

STATEMENT showing the depth of river water on the Mitre Sill of lock No. 6 at lower entrance and lock No. 14 at upper entrance, during the fiscal year ending 30th June, 1873. (From Lock Master's Returns).

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1872.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	6	10	0	11	8	11	3
August	10	2	9	0	11	4	11	1
September	10	0	9	6	14	4	11	0
October	10	2	9	8	11	5	10	10
November	9	10	9	5	11	7	10	10
December	12	6	9	8	11	8	10	8
1873.								
January	20	0	12	6	11	11½	10	6½
February	20	4	12	0	11	10	10	8
March	17	0	13	6	11	7	10	9
April	14	0	13	0	12	9	11	4
May	14	6	12	8	13	0	12	3
June	14	6	12	2	12	8	12	3

ST. OUR'S LOCK.

STATEMENT showing the depth of river water on the Mitre Sills of St. Our's Lock, during the Fiscal year ending the 30th June, 1873. (From Superintendent's Returns.)

Months.	Lower Sill.				Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1872.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	5	1	1	10	0	8	11
August	10	5	8	10	10	5	8	11
September	11	0	10	5	10	11	10	5
October	11	6	10	2	10	8	10	3
November	11	9	9	5	11	3	10	2
December	13	5	9	10	10	2	8	10
1873.								
January	14	6	10	10	10	4	8	7
February	13	9	12	8	9	10	9	0
March	14	4	12	9	10	0	9	1
April	24	0	14	8	19	10	10	4
May	20	4	16	8	16	3	13	6
June	17	6	11	5	31	8	9	10

CHAMBLY CANAL.

STATEMENT showing the depth of river water on the Mitre Sills of Lock No. 9 at lower entrance, and Lock No. 1 at upper entrance, during the Fiscal year ending 30th June, 1873. (From Lockmaster's Returns.)

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1872.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	12	0	10	0	9	4	8	9
August.....	14	1	10	9	10	6	9	0
September.....	14	5	13	7	10	9	9	11½
October.....	13	7	12	0	10	5½	9	5
November.....	13	9	12	4	10	7	9	9
December.....	14	8	11	11	9	8	9	0
1873.								
January.....	16	0	11	10	9	11	8	11
February.....	14	9	13	5	9	11½	9	3
March.....	15	3	13	9	9	4	9	0
April.....	23	6	14	3	12	6	9	3
May.....	19	2	16	2	12	3	11	0½
June.....	15	10	11	4	11	0½	9	7

ST. ANNE'S LOCK.

STATEMENT showing the depth of River Water on the lower and upper Sills of St. Anne's Lock, during the Fiscal year ending the 30th June, 1873. (From Lock Master's Returns.)

Months.	Lower Sill.				Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1872.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	8	0	7	5	8	6	7	6
August.....	7	3	6	10	7	6	6	8
September.....	7	3	6	10	7	9	6	6
October.....	7	10	7	0	8	5	7	7
November.....	7	6	7	3	8	6	8	0
December.....	8	10	6	9	8	5	7	10
1873.								
January.....	8	0	6	9	8	8	7	10
February.....	8	7	7	1	9	0	8	0
March.....	8	4	7	2	8	3	8	0
April.....	11	7	8	5	12	1	8	4
May.....	13	2	10	10	14	10	11	8
June.....	13	0	9	9	15	0	10	9

CARILLON CANAL.

STATEMENT showing the depth of River Water on the Mitre Sills of Lock No. 1, at lower entrance, and Lock No. 3, at upper entrance, during the Fiscal year ending the 30th day of June, 1873. (From Lock Master's Returns.)

Months.	Lock No. 1, Lower Sill.				Lock No. 3, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1872.								
July	9	7	8	0	9	8	7	7
August	8	0	6	10	7	6	5	11
September	8	5	6	9	8	1	5	11
October	9	10	7	11	8	11	7	8
November	8	11	7	7	8	9	7	1
December	8	2	7	7	8	10	6	11
1873.								
January	9	3	7	10	8	6	7	6
February	9	6	8	8	8	4	7	6
March	8	11	7	10	7	4	6	6
April	14	5	8	8	14	0	7	0
May	16	4	12	4	18	6	13	3
June	16	1	10	8	18	4	11	3

CHUTE A BLONDEAU CANAL.

STATEMENT showing the depth of River Water on the lower and upper Mitre Sills of Lock No. 4, at Chute à Blondeau, during the Fiscal year ending the 30th June, 1873. (From Lock Master's Returns.)

Months.	Lower Sill.				Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1872.								
July	10	10	8	8	10	8	8	6
August	8	7	7	3	8	5	7	2
September	9	2	7	4	9	0	7	2
October	10	0	8	9	9	10	8	7
November	9	11	8	2	9	9	8	0
December	13	8	8	0	13	6	7	11
1873.								
January	19	6	14	2	18	6	14	0
February	29	9	18	3	21	0	18	0
March	18	3	7	3	17	0	10	2
April	15	3	7	5	14	11	10	0
May	20	0	14	3	20	0	14	0
June	23	9	12	5	20	0	11	0

GRENVILLE CANAL.

STATEMENT showing the depth of River Water on the Mitre Sills of Lock No. 5, at Corver Entrance and Lock No. 11, at Upper Entrance, during the Fiscal year ending the 30th June, 1873. (From Lock Master's Returns.)

Months.	Lock No. 5, Lower Sill.		Lock No. 11, Upper Sill.					
	Highest.		Lowest.		Highest.		Lowest.	
1873.								
July	Ft. 10	In. 10	Ft. 8	In. 6	Ft. 10	In. 3	Ft. 7	In. 8
August	8	7	6	10	7	8	5	11
September	9	1	6	11	8	4	5	11
October	9	11	8	9	9	9	7	11
November	9	10	8	2	10	0	7	4
December	14	9	8	2	7	10	6	4
1873.								
January	19	6	14	9	6	4	5	11
February	23	3	20	0	6	7	5	11
March	19	0	9	0	6	6	5	11
April	16	3	9	0	12	5	6	10
May	19	9	14	8	16	9	11	6
June	19	6	12	6	24	0	10	16

CARILLON CANAL, DAM AND SLIDE.

Engineer's Office, Point Fortune,

July, 1873.

SIR,—In accordance with your instructions, I have the honor to make the following report on the proceedings in connection with this work, for the year ending 30th June, 1873 :—

In June, 1872, I was instructed by you to make a survey of the Carillon and Chûte à Blondeau Rapids, with the view of carrying out the wishes of the Government, to improve that part of the Ottawa River, namely : to construct a dam across the river, at or near Carillon, of sufficient height to drown out both rapids, and a canal to overcome the fall, having locks 200 feet long between gate quoins, and forty-five feet wide at bottom, with not less than 9 feet of water on the mitre sills at the lowest stage of the river—also a large Raft Slide to accommodate the lumber trade.

The rapids are situated about four miles apart. They are at present overcome by canals built nearly fifty years ago by the Imperial Government.—They have locks 132 feet long and thirty-two feet wide, with from four to five feet of water on the mitre sills when the river is low.

The fall at the Carillon Rapid is about ten feet.—The canal is two miles long, and has three locks,—two upwards at Carillon, and one downwards at the head. It is fed from the North River, which of late years has with difficulty yielded an adequate supply in dry seasons, and this difficulty, yearly increasing, would before long be a very serious drawback to the trade of the country. Therefore, in any enlargement or improvement to be made, that method of feeding must be abandoned, and the water drawn directly from the Ottawa.—The total lockage on this canal is now on an average about 33 feet.

The canal at the Chûte à Blondeau is an eighth of a mile long and has one lock. The fall here, and consequently the lift in the single lock, is about four feet. Therefore, the total lockage in the two canals is some 37 feet.

The channel of the latter canal is through a deep rock-cutting. It is narrow, and the bottom above the lock has never been taken out to the level of the upper mitre sill.

The Chûte à Blondeau presents no serious obstacles to the passage of timber or logs but the Carillon Rapid has always been a difficult one over which to pass that large and important class of merchandise, when the water was at all low.—Some years ago a slide, or rather dam parallel to the shore, was constructed on the south side in this rapid, to facilitate the passage of timber, but has apparently never fully met the requirements of the trade.

About the beginning of July last, I commenced the survey and carried it on as rapidly as possible, compatible with the necessary accuracy.—The water remained all that summer considerably higher than usual, which somewhat impeded operations, but I succeeded in completing the survey of the rapids early in fall.

The best position to place the dam, (the feasibility of building which was ascertained by the survey), was found to be near the middle of the Carillon Rapid, some three quarters of a mile above the village of that name, where the bed of the river is flat rock, the water quite shallow for two thirds of the distance across, and only nine feet deep in the deepest channel in low water.—It was determined to make it that kind known as a "flat dam," to be constructed of timber, and after completion to be always submerged, and to be carried to such a height as would raise the water above the Carillon Rapid six feet, thus drown-

ing out the Châte à Blondeau, and raising the water some two feet about it.—This would give a depth of water in the very lowest stages of the river of at least ten feet, and consequently uninterrupted navigation from the dam to the Grenville Canal—a distance of six and a third miles.

Three methods of constructing the canal presented themselves, namely :—First, to cut through above the dam into the old canal, which would in that case have to be deepened and widened and the locks placed—probably in combination—at the lower end. Second, to form the canal by making an embankment about a hundred feet out from, and nearly parallel with, the south shore from the dam down to the deep water at the foot of the rapid, with a lock near dam, and another near lower end, and, third, a similar arrangement to the second, only on the north side of the river.

Plans, comparative estimates, &c., were made of the three methods mentioned—The first was abandoned on account of the great expense that would attend its execution—although, the cost of the second was estimated to be somewhat less than that of the last, it was not deemed advisable to adopt it for the following, among other reasons: The nature of the bed of the river below the site of the dam, necessitates the location of the slide on the south side, and if the canal was placed there too, timber &c., passing down and vessels would seriously interfere with one another. It was, therefore, determined to construct it on the north side, by an embankment as mentioned before, and place the slide near the south shore in such a manner, as to connect with the present raft channel.

The canal will be 4,300 feet long, and the lift 16 feet, overcome by two locks as mentioned above, the walls of each of which will be about 29 feet high.

The slide was designed at first to be 220 feet wide, but was afterwards reduced to 110 feet, with side piers of 615 feet in length on each side, and without any timber bottoms.

Reference must be made to the plans for details of the several parts of the work.

The plans &c, were completed and submitted to tender in January. The offer of Messrs. R. P. Cook & Co., was accepted, and the contract with them signed on 21st March.

Up to the close of the year, the contractors had delivered some 27,000 cubic feet of timber, and made various other preparations necessary, but no actual work had been done.

The water was unusually high in spring, and has remained so. This is of course very unfavourable for the prosecution of this work.

Besides the survey of the rapids, I made by your instructions a complete one of both sides of the river, from Carillon to foot of Granville Canal, taking in from actual surveys at the proper times, both high and low water, as also the names of the proprietors of land bordering on the river, and other information likely to be necessary. This survey and the maps made from it will be useful in settling with parties whose lands may be damaged by raising the surface of the river by the proposed dam.

I have the honor to be, Sir,

Your obedient servant,

ANDREW BELL,

Asst. Engr. C. C.

J. G. Sippell, Esq.,
Superintending Engineer,
Montreal.

GRENVILLE CANAL ENLARGEMENT.

ENGINEER'S OFFICE,

30th June, 1873.

Annual Report.

SIR,—I have the honor to report on progress of works performed, and materials delivered under contract by James Goodwin, Esq., during the fiscal year ending 30th June, 1873.

The excavations, executed in the different Sections of the Canal, can be briefly described as follows :—

Section, No. 1.

From entrance of Canal at Grenville to Lock No. 10.

The entrance reach of Canal above Guard Lock (No. 11) was excavated at the bottom, so as to give at all points two feet of water additional to the former navigable depth, which was called four feet at low water in the Ottawa. From Guard Lock, to about three hundred feet above, this excavation was carried to five feet, or to the depth required when the scale of navigation upon which the new Locks are built is adopted throughout the whole Grenville and Carillon Canal System. The width of this reach has been increased to fifty feet at bottom. These works necessitated the building of a strong dam to keep out the waters of the Ottawa during winter.

The first bend in Canal, half-a-mile below Guard Lock, was improved and straightened by removing two points projecting, one on the south side, the other, on the north side of the Canal.

The excavation in this Section gives the following amounts in cubic yards :—

Widening of reach above Guard Lock	(Earth)	32 c.y.
" " "	(Rock)	1,198 "
Deepening reach " "	" "	3,798 "
Improving curve below Guard Lock	" "	1,722 "

The excavated material from above Guard Lock was dumped at entrance of Canal on south side, so as to extend the present embankment about 200 feet into the river. This pier, although not completed, has already proved beneficial to navigation.

A certain amount of work has also been executed about the Guard Lock; such as finishing 120 feet in length of coping masonry; building a segment wall for swing bridge, and a bent for supporting toe of bridge (86 c.y. earth excavation, 57 c.y. masonry); puddling behind Guard Lock walls, with 380 c.y. of clay and 262 c.y. of earth embankment; and laying 82 c.y. of concrete in Lock bottom.

Section, No. 2.

From Lock No. 10 to Lock No. 9.

The work on this Section was limited to the excavation of the new Lock Pit and a portion of its approaches. This new Lock is to be built parallel to the old Lock, No. 10;

executed in a very slow manner, but as concerns workmanship and prospects of durability, it is unsurpassed. The frame of this bridge was made up in Montreal, and taken up to Grenville on the 6th July, 1872. The bridge was opened to traffic on 28th September, 1872.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed) E. H. PARENT,

Assistant Engineer,
G.C.E.

J. G. SIPPELL, ESQ.,

Superintending Engineer,

Canal Office, Montreal.

APPENDIX No. 4.

CORNWALL CANAL.

CORNWALL, 4th July, 1873.

F. BRAUN, Esq.,
Secretary Public Works, Ottawa.

SIR,—I have the honor to submit my Annual Report on the Cornwall Canal for the fiscal year, ending 30th June, 1873.

The Canal was kept in good working order from 1st July, 1872, to 10th August, when it was closed for 35 hours, by the breaking of the lower gates of Lock No. 18, by steamer "Spartan;" continued in working order until 8th December, when it was closed for the winter months.

Opened again on 1st May, 1873, and were kept in good order to 30th June.

The works in progress during the past year may be classed under the head of ordinary repairs, except in the re-building of the gates broken by steamer "Spartan."

Raising embankment, protecting Canal by raising slope-walls, repairing lock-gates, supply weirs, bridges over sluices, making ten new foot bridges for lock-gates, eight new knees, twelve new sheaves, cleaning side-drains and culverts, re-building gates broken by "Spartan."

The aggregate amount of Pay Lists for the fiscal year, ending 1st June, including the re-building of gates broken by "Spartan," amounts to the sum of \$11,645.30.

I now beg leave to request that you will authorize me to expend \$6,000.00 on the repairs to be executed during the first half of the present fiscal year.

For ordinary repairs.....	\$3,000 00
Shingling Lockmasters' and Lock Labourers' Houses, Painting and repairing flooring.....	600 00
Re-building lower gates of Lock No. 15, and upper gates of Lock No. 20, now taken out of Canal.....	2,400 00
	\$6,000 00

I have the honor to be, Sir,
Your obedient Servant,
D. A. McDONELL,
Superintendent.

APPENDIX No. 5.

WILLIAMSBURGH CANALS.

MORRISBURGH, August 5, 1873.

F. BRAUN, Esq.,
Secretary of Public Works, Ottawa.

SIR,—I have the honor to submit my Annual Report on the Williamsburgh Canal for the fiscal year ending the 3rd June, 1873.

The Canals were kept in good working order from the 1st day of July, 1872, to the 7th day of December, when they were closed for the winter months. They were re-opened on the 1st day of May, 1873, and were kept in good working order to the 30th of June.

The works in progress during the past year may be classed under the head of ordinary repairs.

For the protection of the Canal banks the force employed consists of one scow and horse for towing purposes, together with a foreman, and from four to six labourers, as the case may require.

There has been about 300 cords of stone used on those repairs: portions of the river banks have been raised with earth.

Repairs have been done to lock gates, smiting and bumping posts, sluices and ditches, wharves and piers: one new scow was built during the year, and is now completed and in use.

Timber has been purchased and on hand for the repairs of lock gates during the ensuing winter; also for the outer pier, upper entrance, Rapid-du-plat Canal.

The buoy service has been attended to during the months of May and June, from Dickinson's Landing to Prescott, which are all in good order, including the land marks

The aggregate amount of pay lists for repairs the year ending the 30th of June, 1873.....\$4,173.02

For staff, testified to 6,370.49

All of which is respectfully submitted.

I have the honor to be, Sir,
Your obedient Servant,
ISAAC ROSE,
Superintendent Williamsburgh Canal

 APPENDIX No. 6.

 WELLAND CANAL.

WELLAND CANAL OFFICE,
St. Catharine, 3rd October, 1873.

F. BRAUN, Esq., Secretary,
Department of Public Works,
Ottawa.

SIR,—I have the honor to submit herewith the annual report upon the state of the Welland Canal for the fiscal year ending 30th day of June, 1873.

The Canal was closed last season on the 10th day of December, and remained closed until the 21st day of April last, when it was again opened for navigation.

During the year there were only two cases of any serious interruption to navigation, the first occurring on the 17th day of August last year, when the Timber Barge *Saginaw*, heavily laden, sank as she was leaving Lock No. 3, and although every exertion was made to remove her, a detention of four days ensued. The second case occurred on the 17th day of June, 1873, and was occasioned by the Propeller *Granite State* running into the foot gates at Lock No. 2, the result of which was the carrying away of all four gates. Navigation was resumed after a detention of two days and ten hours.

The works under construction mentioned in my last report, viz : the Waste Weir on the Haldimand side of the Grand River at Dunnville, and the Lock Master's House at Pt. Colborne, have both been completed and are now in use, the new waste weir having proved of great service during the freshet last spring.

Owing to the new contracts being awarded for the enlargement of the Canal, Mr. John Brown has discontinued dredging upon the summit level.

I made arrangements before the close of navigation last year, for the execution of a considerable amount of repairs which had necessarily to be done during the winter, and which consisted principally in the clearing out and renewing of the flooring of Locks Nos. 1 and 2, and the rebuilding of one of the stone wings at the foot of Lock No. 3, embracing about 600 C. Yds., of masonry, to accomplish which required that the water should be drawn off nearly the whole winter from Levels Nos. 1 and 2, and that the locks should be tightly dammed and pumped. All this was very satisfactorily accomplished.

On the 31st of March the water was all drawn off as far as Allanburgh to permit of the usual annual repairs to the gates previous to the opening of navigation. I caused the levels to be all carefully examined and obstructions removed, and upon the opening of navigation the obstructions in Levels 1, 2, and 3 were all dredged out.

In addition to the foregoing, the following are the principal repairs that have been executed during the year.

A larger force of men than usual has been employed upon the repairs to the towing-path, which repairs have been of a more extensive and substantial character than heretofore ; and the extra facility afforded thereby to the passage of vessels, I conceive, has amply repaid the outlay. The swing bridges and their approaches have all been more or less repaired and strengthened, as well as the timber floats. A large number of extra snubbing posts and piles have likewise been placed at the most important points along the Canal. Twelve new gates have been substituted for damaged and decayed ones,—

Three	at	Lock	No.	2.
One	"	"	"	11.
"	"	"	"	13.
"	"	"	"	21.
"	"	"	"	23.
Four	at	the	Welland	Lock.
One	"	Pt.	Colborne	do.

Five pairs of new anchors have been substituted for old ones at Locks No. 6, 7, and 17. Considerable repairs have also been made generally to the Lock Tenders' houses and shanties, all of which were very much in need of them. Eight new gates have been constructed at the gate yard, and four more are in course of construction.

The opinion expressed by me in my last report that the then contemplated repairs would place the canal in an efficient state, has, I, think, been realized, as, notwithstanding the large increase in the traffic, there have been scarcely any delays of any kind, and a better supply of water than for some years has been obtained.

So soon as the water will permit of it, I purpose completing the renewal of the apron at the Dunnville Dam, which, together with some repairs to the bridge, will place that portion of the work in good order.

Attached hereto is a list of vessels from the owners of which fines have been collected, amounting to \$50, which I have handed to the collector at this port.

I have the honor to be,

Sir,

Your obedient servant,

W. F. BIGGAR,

Superintendent.

WELLAND CANAL.

STATEMENT showing the amount of monies collected from the owners of vessels for violations of Canal Regulations, during the fiscal year ending the 30th day of June, 1873.

DATE.	NAME OF VESSEL.	AMOUNT.	REMARKS.
1872. July 6th....	Pro. Dromedary.....	\$ cts. 10 00	Violation of Canal Regulations.
1873. June 19th....	Schooner Alexander.....	40 00	" " "
	Total.....	50 00	

W. BIGGAR,

Superintendent.

WELLAND CANAL OFFICE,

St. Catherine's, 3rd October, 1873.

APPENDIX No. 7.

BURLINGTON BAY CANAL.

WELLAND CANAL OFFICE,
St. Catharines, 3rd October, 1873.

F. BRAUN, Esq., Secretary,
Department Public Works,
Ottawa.

SIR,—I have the honor to submit herewith my annual report upon the works connected with the Burlington Bay Canal for the fiscal year ending the 30th day of June, 1873.

The works upon the Canal have not required any outlay for repairs during the past year.

In my last report I proposed asking for a small appropriation for that purpose, but I found after the opening of navigation that it would hardly be required.

I propose, however, asking next winter for an appropriation sufficiently large to rebuild the ferry scow, and for the supply of new chains and blocks for the same, as well as for a quantity of rope, the present stock having become nearly exhausted.

There have been no detentions to navigation during the year.

I have the honour to be

Sir,

Your obedient servant,

W. F. BIGGAR,

Superintendent.

APPENDIX No. 8.

RIDEAU CANAL.

OTTAWA, 10th July, 1873.

SIR,—In accordance with the Regulations and Instructions issued by the Hon. Minister of Public Works, I now beg to transmit my Annual Report for the Fiscal year, ending 30th June, 1873.

As I did not take charge of the Works until late in the Fall, my predecessor's Report dated 11th November, 1872, takes account of all new works and repairs to that date.

The Navigation closed on the 29th November, 1872, and opened 1st May, 1873.

On my first inspection along the line of the Canal, I found the lower Sills of most of the Locks descending West, leaked badly; and to prevent waste of water, it would be necessary to unwater them during the winter; this involved considerable labour and expense, but was all satisfactorily accomplished.

The chief repairs done during the past year were as follows:—

Kingston Mills.

Four hundred yards of stone placed on facing of embankment, the completion of the repairs to the Public Road over the Mill Pond. The erection of an office for the Toll Collector, the Lock Gates sheeted and repaired; 3 pairs of new sluice frames and sundry repairs to Machinery, &c.

Brewer's Lower Mills.

The construction of two Dams and unwatering Lock; repairing Sill and apron; filling in with stone a large hole washed out by leakage below the masonry; repairs to lower gates and masonry; the delivery of stone and gravel to repair Dam and roadway.

Brewer's Upper Mills.

The construction of two Dams and unwatering Lock: a new bottom put in Lock, including filling up with stone a large hole below the breast work of centre sill, washed out by water escaping below the floor of Lock. Repairing sill and apron, sheeting and strengthening centre gates, repairing machinery. The renewal of the lower pair of Lock Gates. (high).

Jones Falls, Davis', Chaffreys', Newboro.

These Locks were all unwatered and similar repairs done as were required at Brewer's Upper Mills, except new gates.

Narrows.

At this station the gates were hoisted out and flanges repaired, 150 yards of stone placed on Dam and in the crib.

Poonamabi.

Small repairs to gates, blocks, and machinery, 500 yards of stone placed on the slope of embankment to prevent waste. A breach occurred in the embankment during the freshet, which was promptly repaired.

Smith's Falls.

Small repairs and the painting of swing bridge and two pairs of Lock Gates.

Old Slys.

New spring bars to centre Gates, necessitating frame platforms for the crabs, new chain blocks, sheare blocks, chains, &c., and some small repairs to machinery.

Edmond's.

New swing bars and alterations, two new sluice frames and sluice hoisting gates to put in, and repair machinery—200 yards of stone placed on embankment.

Kilmarnock.

Hoisting out gates to repair sluice machinery, putting in two new rails in lower gates and new swing bars, altering irons, blocks, and small repairs.

Temporary repairs to Dam to keep water up, bents carried away by the ice in Spring, repairs to the Bridge over by-wash.

Merrickville.

Re sheeting swing-bridge at Merrickville, and sundry small repairs to machinery and dams, repairs to Lockmaster's house.

Nicholson's and Clowe's.

100 yards of gravel for works and small repairs to machinery.

Burritt's.

Alterations and repairs on top of dams and small repairs, swing-bridge painted.

Long Island.

330 yards of stone delivered on large dam, strengthening Lock gates and sluice frames.

Black Rapids.

Making two dams, unwatering Lock and repairing sill, apron and machinery on gates; splicing, sheeting and strengthening upper gates; two piers to protect masonry of by-wash; repairs to sluices and machinery.

Hogsback.

New piers and stone filling to strengthen Bulkhead, placing gravel in front of ditto and general repairs.

Hartwell's.

Splicing heel post of lower gate, hoisting out and repairing sluices, strengthening and repairing embankment, and small repairs to Mutchmore's swing-bridge.

OTTAWA.

New quarters for Lock labourers, repairs and additions to Lockmaster's House, sundry repairs to sluice frames, gate sills and machinery, two new sluice frames put in, repairs to by-wash gates and banks.

The above are the chief repairs done at the several Stations. The Canal is in fair state of repair and the water was well maintained.

To keep the Navigation maintained, I foresee that for some years heavy repairs will have to be made.

The old post and sill dams are about done for, and solid banks must take their places.

There are twelve pairs of Lock Gates on the Canal, varying in age from eighteen to twenty-six years; they have stood all the repairing they are capable of.

The stone in several of the Lock Chambers (especially those built of sand stone) is beginning to crumble, and the action of frost every year tells upon it.

At the Hogsback one of the Lock walls keeps gradually pushing outwards and will have to be rebuilt before long. At Lower Brewers there is great leakage behind and through the Lock wall, it will have to be opened out and repuddled. The bulkhead at the Hogshead is not in a satisfactory state. There is danger every Spring of its being damaged or carried away by Ice and floodwood—requiring close watching—its reconstruction will involve a large expenditure.

As the country clears up the freshets come down upon the works more sudden every year, and it cannot be too strongly impressed that keeping the works in good order and repair is in the end the most economical way of maintaining navigation.

The new works constructed during the past year were :—

A swing-bridge over the Lock at Lower Brewers, and the enlargement of the Canal Basin at Ottawa, (not yet completed.)

This last work was a necessity, both as regards the requirements of the trade and for sanitary reasons. It increases the wharfage about sixteen hundred feet, and the Basin will have when completed a depth of five feet water

F. BRAUN, Esq.,
Sec., Dept. Public Works.

I have the honor to be, Sir,
Your obedient servant,
FRED. A. WISE,
Supt. Engineer.

APPENDIX No. 9.

ST. PETER'S CANAL.

MONCTON, N. B., 3rd September, 1873.

F. BRAUN, Esq.,

Secretary Public Works, Ottawa.

SIR,—In accordance with your letter of the 20th ultimo, I have the honor to submit the following report on the St. Peter's Canal, for the fiscal year ended 30th June, 1873.

Authority for the expenditure of \$7,700, having been received on the 27th July, 1872; the work of removing surplus material from the slopes was commenced under contract on 5th September, and was suspended on 27th June last, between which dates an aggregate quantity of 11,882 $\frac{2}{5}$ cubic yards earth, and 8 $\frac{3}{4}$ yards rock, was removed at a cost of \$6,845 50.

In addition to this amount, the sum of \$665 10 cts. was expended by days' labor, in the repairs of the retaining wall, painting the swing bridge, and in several minor works, making a total outlay of \$7,510 60 cts., vouchers for which have been forwarded to the Department.

The following statement of the number and tonnage of vessels which passed through the Canal during the year, with amount of tolls collected, has been prepared, from returns furnished by the Lockmaster, who also reports that, with the exception of some repairs required to the planking of the Swing Bridge, (which may be placed at \$30) the Lock and other works are in good condition; and that vessels drawing from 11 to 12 feet of water can pass through the Canal without difficulty.

The Canal was closed by ice on 16th December, 1872, and was re-opened on 15th April following, making a total of 246 working days, or ten more than the year previous

Month.	No. of vessels bound north.	Tonnage.	Amount of tolls collected.	No. of vessels bound south.	Tonnage.	Amount of tolls collected.
			\$ cts.			
1872						\$ cts.
July	49	1600	57 39	18	633	38 36
August	26	781	23 27	46	1447	88 01
September	31	1540	35 91	47	1520	87 15
October	45	1346	31 13	66	2189	111 87
November	57	1676	56 17	55	1683	104 21
December	15	533	15 01	25	811	44 67
1873						
April	11	639	24 43	1	91	6 47
May	41	1623	47 56	40	1405	83 89
June	35	1595	60 33	15	581	23 33
	310	11,333	351 20	313	10,360	587 96

RECAPITULATION.

Total number of vessels.....	623
Total tonnage	21,693
Number of open boats	233
Tolls collected.....	\$939 16

I have the honor to be, Sir,

Your obedient servant,

ALEX. MACNAB,
Engineer.

APPENDIX No. 10.

SLIDES, BOOMS, AND NAVIGATION.—RIVER TRENT AND
NEWCASTLE DISTRICT.

F. BRAUN, Esq., Secretary,
Public Works Department.

PETERBORO', August 7th, 1873.

SIR,—I have the honor to submit the following report on the River Trent and Newcastle District Works for the year ending 30th June last.

LINDSAY.—The lock continues in good repair with the exception of a slight leakage which occurs in the chamber. The Ontario Government is erecting a breast wall below the lock and between it and the railway landing, to facilitate the passage of steamboats, &c., to and from the lock. It is also widening and dredging the Scugog River from Lindsay to Sturgeon Lake. My attention has been drawn by the steamboat owners to the difficulty which exists in bringing their boats up to the landing, in consequence of the saw logs and timber that are allowed to obstruct the channel. This I shall respectfully submit to your notice in detail in a future communication.

FENELON FALLS.—On the Fenelon River there is a question at issue between the steamboat proprietors and the lumbermen, having reference to the navigation of the river, which has been submitted to your notice.

BOBCAYGEON.—The lock-gates which leaked have been repaired, and are in good working order. The swing-bridge over the canal is undergoing repairs consisting of new flooring and new diagonal braces. The dam has been newly bracketed in order to husband the water on "Sturgeon Lake." The traffic through this lock is considerable and increasing.

BUCKHORN.—The dam here leaks and requires repairing. The apron at the foot of the slide is completely torn away, laying bare the rock, which seriously impedes the running of cribs.

LITTLE LAKE.—The three piers of the boom have been renewed, and are apparently in good condition. The boom requires some new chains.

WHITLAW'S RAPIDS.—The lock here is in good repair, with the exception of the gates, which leak slightly. The wing dam has suffered severely from last spring's freshet, and on which I am preparing a detailed report in accordance with instructions. The portion of the dam which was carried down the river has been drawn out and laid ready for use.

HASTINGS. The spring freshet swept away a portion of the canal bank below the lock which consisted merely of loose stones piled dry, and requires to be renewed by a retaining wall of crib work. A guard boom has been erected along the north bank of the canal above the lock, to prevent the steamboats and scows passing to and from the lock from being blown ashore. A two-stick boom which directed the running of saw logs, &c., into the slide, has been carried away, and requires renewal. The swing bridge across the canal has been partly floored and adjusted. The traffic through the lock is increasing—13,947 tons of ore having passed through since the season opened up to this date. Here the works erected for the still water navigation terminate, and on which there has been no improvements of any note for the past year.

The works at the following stations being more or less destroyed by the freshet which occurred in the spring of the year 1870, the "Trent Slide Committee" were authorized to build and restore the necessary slides, dams, piers, and booms, under the following conditions, viz. :

The new slides to be single stick, instead of crib slides. The Committee to expend the balance in hand of toll revenue on new works, as well as on repairs, and also to use any available material belonging to the old works; the Committee to raise by loan the sum necessary to complete the works of restoration, and repay the same with interest from the toll revenue. On examination, I found these works to be in the following condition :—

HEELY'S FALLS.—The dam leaks, and the planking is sprung. It requires to be graveled, and the planking pinned down. The lower slide has fallen into a state of dilapidation, and become useless.

MIDDLE FALLS.—The works here consist of two cross dams, slide, pier dams, and a 3-stick boom, all of which are in good repair. The slide in the upper dam has been removed.

CAMPBELFORD.—The works here consist of cross and wing dams, slide, piers, and booms, all of which are in fair condition. The wing dam requires some slight repairs.

RANNEY'S FALLS.—The works here have fallen into decay.

CHISHOLM RAPIDS.—The works here consist of a canal, lock, dam with slides, booms, and piers. The lock has fallen into decay, and is not used. The dam is in fair repair, except the platform which carries the capstan for lifting the stop logs, which requires renewal. The booms and piers are in fair condition.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

THOMAS DEAVES BELCHER.

APPENDIX No. 11.

SLIDES AND BOOMS—OTTAWA DISTRICT.

OTTAWA RIVER WORKS. SUPTS' OFFICE.

OTTAWA, August 15th, 1873.

F. BRAUN, Esq., Secy. of
Public Works, Ottawa.

SIR,—In accordance with instructions from your Department, I have the honor to submit the following Report on the state of the Works under my charge for the fiscal year ended 30th June last :—

Although in the Spring of 1872, the waters of the Southern tributaries of the Ottawa, were high, in the summer months, such a workable pitch was generally available on the main stream, that very good facilities were afforded for the descent of lumber of all descriptions. Square timber of large dimensions, however, on reaching the lower Stations had to be handled with more than ordinary care, and this was more especially the case with rafts passing the lower slides, where ample provision had not been made at the time of their construction for such late and unexpected arrivals.

The growing lumber trade of the Ottawa Valley has called for many new improvements, and it is believed that more of such will be required, before the purposes of those engaged in this line of business can be fully served. Foremost of these I would suggest a series of works having in view the strengthening and extending of the booms near the mouth of the Gatineau River, where past experience has shown that the interests of the majority of those engaged in the lumbering business, as compared with the requirements of forwarders and barge-men are conflicting. What would be contemplated in this regard, would be a stronger and more extensive boom with all its modern appliances and fastenings ; and this, with the dredging operations which are now in course, would no doubt afford that relief to the persons engaged in the lumber trade on the Gatineau, which, as a most important tributary of the Ottawa, the circumstances of the case would warrant.

Obstruction to navigation on this peculiar stream, means the crippling of the resources of many engaged, not only in the lumber business, but also in working of the valuable iron ore beds in the vicinity, and who have been subjected to great loss for the want of the necessary accommodation for the export of their products to market.

In referring to the Works under my charge, which for the most part are wide-spread and constructed of materials subject to rapid decay, it may not be out of place to say that extensive repairs will be, from time to time, required ; but it is thought that the revenue derived as tolls for the use of the works would fully justify such expenditure in extending and keeping up these improvements.

The very large trade of the Ottawa Valley is now nearly equally divided between the square timber and saw-log interests. Consequently a greater boomage area is required than of late years ; and it is satisfactory to know that the system of working in the bush is now of such a nature that very much less of the tree goes to waste than in former times, because part of what would then be abandoned as useless for square timber, is now considered as very passable for the making of a certain grade of saw-logs.

The clearances of land in the Ottawa district have had the effect of an earlier draining of the water in Spring, therefore the slides and other works have to stand a more severe test than formerly, because of the rapid rise and fall of the streams ; any Engineer managing these works in future, will have to keep this steadily in view, otherwise the consequences might be disastrous.

Private enterprise—although organized as the Upper Ottawa Improvement Co.,—has done much to provide for the outlet of logs, in a safe manner, on the main Ottawa River. The Company's paid up capital is considerably over \$100,000, and the capacity of their Works, taken in connection with the Government improvements, is equal to the passage of more than a million and a half of saw-logs annually—to say nothing of the service rendered to square timber producers by way of collecting their floating Property in the event of the breakage of upper booms.

The overcrowding of logs into the Gatineau Boom, again caused a break in the Works this Spring. A certain quantity of logs unavoidably escaped, but steps were at once taken to close the gap and strengthen the boom by means of additional ropes and chains.

The following is a statement of the quantities of the different kinds of timber that passed the *South Chaudiere Slides* in the year 1872:—

	<i>Cribs.</i>	<i>Pieces.</i>
Square timber.....	10,141	225,427
Flatted do.....	156	1,981
Round Cedars.....	108	3,494
Dimension timber.....	79	3,685
Deal.....	167	
Round Oak and Elm.....	0	1,217
Saw-logs.....	0	2,420
Total.....	10,651	238,224

Through North Chaudiere Slide.

Saw-logs.....238,101 Pieces

Through Gatineau Boom.

Square timber.....	6,427	Pieces.
Saw-logs.....	362,927	"
Flatted timber.....	9,013	"
Round Cedars.....	24,533	"
Ties 8ft., long-flatted.....	20,000	"

The revenue derived as tolls for the use of these Works for the year ended 30th June last was about \$100,000.

REPAIRS.

The works on the main river and tributaries were examined last Fall after the timber had passed, and the following necessary repairs, executed:—

The Union Suspension Bridge Skein wires painted, and the Toll House much improved.

The Slide Master's house and the Store house at the Chaudiere Station, painted and extended.

The Black River Slide bottom repaired and strengthened.

The Works on the Gatineau, Madawaska, Coulonge and Petewawa rivers put in working order.

The Chaudiere and Hull Works, including bridges, repaired—The Calumet, Mountain, Portage-du Fort and Chats Slides repaired in their side piers, aprons and booms.

One of the Sault au Recollet Boom Piers repaired where it was shoved and damaged by the ice.

The Cheneaux Boom greatly extended, strengthened and improved by the placing of additional support piers and new lengths of double and single timbers connected by heavy chains.

A Contract has been entered into for dredging the sand bar obstructing the navigation near the Gatineau Boom, this work will be proceeded with at the proper season, as the Contractor has the necessary plant in readiness.

NEW WORKS

The Bridge across the Ottawa, opposite the Village of Portage du Fort, has been completed. It is a substantial piece of work as handed over by the Contractors, and cannot fail, as an inter-provincial improvement, to greatly benefit the district in which it is situated.

Two piers with stop-logs for raising the water at the Mountain Station (Ottawa River) were completed, and one support pier for the boom at Romain's Rafting ground (Coulange River.)

WORKS NOW IN PROGRESS.

The Rocher Captaine Slide is now in course of construction. The Contractor prosecuted the work diligently, until high water this Spring caused him temporarily to suspend operations, and then it was found that certain of the side piers—which were incomplete, had been damaged by the floods; since then however, he has made preparations to remedy the defects, and will no doubt have the work duly completed by the time specified in the Contract.

The Contractor for the Single Stick slide near Lake Traverse, on the Petewawa River was so late in commencing the work, it having been only at an advanced period of the season that tenders were called for—that he could do nothing more than prepare a portion of the materials for the slide, the construction of which will be proceeded with at the time of low water.

I have the honor to be,

Your most obedient servant,

HORACE MERRILL,
Supt. of Ottawa River Work.

 APPENDIX No. 12

 SLIDES AND BOOMS.—ST. MAURICE DISTRICT.

THREE RIVERS, August 5th, 1873.

 F. BRAUN, Esq., Secretary,
 Department Public Works, Ottawa.

SIR,—I have the honor to submit for the information of the Department, my Annual Report on the state of the St. Maurice Works, under my superintendence, for the fiscal year ending 30th June, 1873.

I shall first refer to the Works classed under the head of—

CONSTRUCTION.

They are as follows:—The completion of the new booms near the mouth of the river under contract to Messrs E. O. Richard and Son, and the Piles Dam, under contract to Mr. O. Z. Hamel.

As the former of these works was nearly completed the year previous, it is probably unnecessary further to notice it than to state—what is already known to the Department—that the contractors, Messrs. E. O. Richard and Son, failed in their contract, that the works were taken out of their hands in February, 1872, that instructions were given to me to complete the works at the contractor's expense, that the works were proceeded with and completed, costing \$44,253.88, of which amount, \$20,759.44 was performed by the contractors, and \$23,494.44 by the Department. Of the latter amount, the sum of \$9,023.57 was expended during the fiscal year ending June 30th, 1873. These booms are now doing good service, although wanting some repairs, rendered necessary by the flood.

GRAND PILES DAM.

This work was given by contract to Mr. O. Z. Hamel, on the 9th September, 1872, and was prosecuted with much vigour. As the work progressed, it was discovered that the best measurements of the depth of water in the chute that could be obtained was inaccurate, that from the upper line of the Dam, (which was the lowest point that could be reached by a boat let down by ropes, or otherwise, for measurement) the rock sloped suddenly off, shewing in places, 20 feet of water, where but 10 was expected, and which could not be ascertained with certainty until the chute became nearly blocked up with ice. This necessitated great increase of strength of Dam, and a corresponding increase of expenditure. The Dam, according to the original plan, at contractor's prices, would cost about \$16,000.00, and these unforeseen circumstances about double the amount. A further misfortune occurred during the extraordinary freshet in May, carrying away some of the piers. This subject will be again referred to in this report under the head of "Damages caused by the Flood." The work performed is of the best description. In consequence of losing about 80 feet of crib work while sinking it, the contractor was obliged to abandon that portion of the work on the 18th of March, and turn his attention towards securing the other portions. Two men were drowned by this accident.

REPAIRS.

The amounts authorised for Repairs during the past year were as follows:—

September 10th, 1872.....	\$5,879.26
March 4th, 1873.....	1,829.40

Total.....	\$7,708.66
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The repairs made, may be briefly described as follows :—

STATION No. 1.

BOOMS AT MOUTH.

- 3 Old Piers demolished and renewed.
- 2 Mooring Posts with crib work on shore.
- 10 New Head Blocks and 22 strengthened.
- 484 Feet of Boom renewed.
- 1 Mooring Pier " "

STATION No. 3.—SHAWINEGAN.

- 1 Mooring Pier 30 + 32 + 28 feet.
- 4 Piers raised, and new Posts put in.
- 4 Anchor Piers.
- 2000 lbs. Chain Cable.
- 4 Boom Gates renewed.
- Booms on sand shoals repaired.
- 4 Piers. " "
- Stetnes Boom.
- Slide " " "

STATION No. 4.—GRANDE MERE.

- 5 Head and 15 Cross Blocks to Boom.
- 150 Feet of Boom renewed.
- Foundations of Station House repaired.

STATION No. 6.—SATUQUE.

- 1200 Feet of single Boom with chains.

STATION No. 8.—IROQUOIS FALLS.

- 1100 Feet of single retaining Boom.
- Sundry repairs to Slide.

STAFF AND WORKING EXPENSES.

The expenditure for staff and working expenses for the past year was \$14,500.35, being \$1,398.65 more than the year previous. The increase is to be attributed to the extra price of labour and to the excessive high waters.

THE FLOOD AND ITS DAMAGES.

About the 22nd May, the waters for the second time during the month commenced rising rapidly. On Saturday night, the 24th, it reached a height many feet higher than was ever before known or anticipated. On a recent inspection of the works as far as the Piles, I took several levels and found the waters had risen from 20 to over 40 feet perpendicular above low water mark, varying according to the width and formation of the river. On Sunday morning, the 25th, the river became perfectly uncontrollable. Nothing could resist the impetuosity and force of the current. First Messrs. G. Bap. & Son's retaining boom at Gri's Falls, containing 30 or 40 thousand logs became relieved of its contents. Their mill dam followed next. Then their new mill—and then their deal slides. All these added to the larger quantity of logs coming down from above, together with an equal or larger quantity of "flood wood" whole trees with their roots and branches on, came rushing down the river into the booms at the mouth. The old retaining boom proper—that is to say, as far up as the piers extended—was already

nearly full. It soon became evident that as soon as the "jam" reached the conducting booms something must give way. In a very short space of time the ring of the chain (2¼ inches in diameter) holding the boom in the east channel, from the bridge to the first pier, broke, then 7 guy-chains, ¾ inches, followed in quick succession, and about 1,100 feet of boom swung down the river holding on at the lower end. The current was so rapid at this place that a boat could be worked in it. The next morning the Shawinegan booms gave way, and another rush of logs came down, and the conducting boom, 2,200 feet in length above the bridge in the West channel, gave way. Later, the conducting boom above the bridge in the East Channel, went also. In every instance, it was the chains that first failed. These chains varied in size from 2¼ inches to ¾ inch—¾ inch ground chain cable being the smallest used for guys, the coupling chains being much larger. It is supposed that from 50 to 75 thousand saw-logs went out into the St. Lawrence, and that about 200,000 were retained in the boom.

I have just returned from examining the works as far up as the piles; I found much damage done at nearly every station, but the works were not *all* gone, as I had been led to believe by station-masters' reports at the time of the flood. The water is yet too high to tell exactly the extent the works have suffered. I am now engaged in making an estimate for repairs, which will be forwarded in a few days. An approximate idea of the damages may be gathered from the following:—

BOOMS AT MOUTH.

East channel, below the bridge, 1,100 feet lenial, of boom carried away (but not broken or lost), seven guy chains (most of them will be recovered), and one pier canted. Above bridge 600 lineal feet of conducting boom carried away, one piece broken; two guy chains also broken, but nothing lost. In West channel, above bridge, 2,200 lenial feet of conducting boom carried away broken in three pieces, (not lost) 8 guy chains also broken. At new booms above, one piece of boom broken, three piers undermined and sunk, and will require raising.

GRIS FALL.

No damage.

SHAWINEGAN BAY.

One pier upset—the tops of three others carried away, and considerable damage to several other piers. Booms broken in three places. One chain broken, and a side pier near the foot of falls nearly demolished. Station house and out buildings undermined and damaged to some extent.

SHAWINEGAN FALLS.

Pier at foot of slide carried away, about 50 feet of the slide the same, slide damaged in other places. Bulkhead dam at head of slide partly broken up. The slide has been repaired in a temporary manner so as to work this season but extensive and thorough repairs are required. There are logs left by the water on the rocks immediately along side of the slide, and more than 12 feet above the top of it, and it is astonishing how any portion of the work remained. Above the slide, as also at the

HETRES,

Several pieces of boom were broken, but not lost.

GRANDE MERE.

At this station a couple of pieces of boom were broken (none lost), and two chains, losing anchor piers. The old slide was carried away, but it was no loss, as it had been

abandoned since 1861. The most serious loss at this station, is that of the pier dam at head of old slide which was very necessary to the works.

LITTLE PILES.

A portion of a wing dam at this place was demolished. The part lost was 132 feet in length, 12 feet wide, and 7 feet high.

GRANDE PILES.

As far as can now be ascertained the tops of five bulk head piers, 31 + 15 feet and 12 feet high, near the centre of the river, were lost, and about 60 feet of flat dam near the west shore displaced. The bulk-head piers near each shore remain intact although immense "jams" composed of saw-logs, flood wood, and trees of all kinds, formed and remained upon them. The flat dam near the centre remains undisturbed, as also the foundations of the bulk-head piers, so far as can now be seen. The value of the work lost at contractor's prices will probably reach the sum of \$5,000.00. The work already performed by the contractor amounts to over \$20,000.00, and by an estimate made in April last (9th) it would require 12 or 14 thousand dollars more to finish it. Add the loss by the flood to this amount and it will require \$19,000.00 to complete the work upon that plan.

Since lumber has become so valuable, the inferior kinds are much more extensively manufactured. This inferior lumber is found to a considerable extent on the banks of the rivers; and the tops of the trees frequently fall on the ice, or in the water, or so near it that the first freshet brings all this material—unsurpassed for forming "jams"—down upon the works. For this reason, and from the fact that the flat dam in the middle of the river passed through such an ordeal as it was subjected to this spring unscathed, I have been considering whether it would not be advisable to make a flat dam in place of, and on the foundations of, the bulk-head piers that were carried away; and also whether the immediate necessities of the lumbermen would not be obtained by leaving the 100 foot channel not yet dammed for a time until it could be seen how it operates. I have been making some calculations, and am of the opinion that if this plan be adopted between 8 and 9 thousand dollars will complete the work, at least for the present. I think both the lumbermen and the contractors would be satisfied with this change. It, however, requires more consideration than I have yet been able to give it.

LATUQUE.

I have not yet been able to visit this Station nor the one above it, and cannot therefore describe the damage done from personal knowledge. The boom keeper informs me that the large side dam in the Chute is entirely gone, that about one hundred feet of the long pier dam on west side in the eddy below is gone, that about two feet of the top of the remainder of the dam is gone also; and that the two small wing dams at the mouth of Blandin's Creek are badly damaged.

The large side dam in the Chute above referred to was nearly 20 years old, cost a large amount of money, and was always expensive to keep in repair. I would not recommend the re-building of it at present. Some blasting will probably answer the purpose. This however, can be better determined after another year's experience. The piers and wing dams below should be repaired.

IROQUOIS FALLS.

No accident whatever, has happened at this station this year. The slide, however, is

almost entirely worn out, and a new one, or extensive repairs, are required this year. Parties have suggested the blasting of a channel in place of a Slide. I am of the opinion that blasting will be far more expensive and less efficient.

REMARKS.

The old booms at the mouth of the river, where the current of the St. Maurice meets the current of the St. Lawrence is most undoubtedly the most secure place to hold logs upon the river. I know of no other place to hold them, unless at a very great expense, during a freshet at all approaching in magnitude or violence the one experienced in May last. The drawback is that that the old boom holds the logs too securely. As soon as the waters abate, the logs become embedded in the sand, and it probably costs as much to release them as to drive the remainder up the river. It is however, a great safeguard. Better in the sand than in the St. Lawrence. The boom held during all the trouble about 200,000 logs, and with six more piers would hold 400,000 with safety.

The lumbermen, I am sorry to say, have suffered severely this season ; yet I have heard no complaints from any of them against any one connected with the works.

Regreting that circumstances will not enable me to make a more favorable report,

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

H. R. SYMMES,

Superintendent.

APPENDIX No. 13.

—
SLIDES AND BOOMS.—SAGUENAY DISTRICT
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F. BRAUN, Esq.,

Secretary Public Works.

SAGUENAY, 30th June, 1873'

SIR,—I have the honor to transmit a Report on the Works under my charge for the year ending 1st July, 1873. Extensive repairs will be required. Some of the dams which bar the channels of Lake St. John require to be renewed, and others require to be repaired. The slides and Boom also require repairs. I will transmit you an estimate of the cost of these repairs in a subsequent Report.

I have the honor to be, SIR,

Your obedient servant,

(Signed) D. BOULANGER,
Superintendent Saguenay Works.

 APPENDIX No 14.

 PUBLIC WORKS ON HARBORS, PIERS, &c., IN THE MARITIME PROVINCES.

SAINT JOHN, N.B., 8th Sept., 1873.

 F. BRAUN, Esq.,
 Secretary, Public Works.

SIR,—I have the honor to submit herewith my Report on the works, &c., under my charge in the Maritime Provinces, for the year ending 30th June, 1873.

The works under my charge during the year ending 30th June last, consisted of :—

Works under contract in New Brunswick.

do do Nova Scotia.

do Commissioners, Nova Scotia.

Dredge vessels.

WORKS UNDER CONTRACT IN NEW BRUNSWICK.

QUACO.—The works at Quaco consist of a breakwater, 300 feet in length, 30 feet wide, with an L on the seaward side, built on the beach on the eastern side of the creek, emptying into and forming the Harbour, for the purpose of affording shelter to vessels. It is entirely out of water at low tide, and at high water there is about 20 feet at the outer end. The works were constructed according to plan, and, before being fully completed, were to some extent damaged by the gale of 30th November last, which proved so destructive in the Bay of Fundy. Although all damage was made good by the contractors, it was, after the work under contract was finally completed, deemed advisable to construct "a sloping face" on the seaward side, which has been completed in a satisfactory manner.

RICHIBUCTO.—The works proposed at Richibucto are the construction of a breakwater, to extend from the southern point of the "North Beach" in a south-easterly direction for a distance of 1,200 feet, and also of another structure, to extend north-east from the "South Beach," a distance of 1,500 feet,—the object being to confine the waters of the channel, and carry them through the "bar" to deep water outside.

The work at present under contract consists in the construction of 320 feet of breakwater, to be built of piles, thoroughly braced and tied, and filled in solid with alternate layers of brush and stone.

On the 30th June the contractor had only made a commencement.

STONY CREEK.—The object of the works at Stony Creek (which was placed under contract in November, 1872), is to deflect the current of the Petitcodiac River, especially on the ebb tide, and to stop the channel now gullied out between the western shore and a ledge existing in the bed of the river, which is especially dangerous to sailing craft, rafts, scows, &c. The structure under contract is 300 feet in length, of an average width of 25 feet, and 30 feet in height at the outer end. On the 30th June the work was two-fifths completed.

HERRING COVE.—The object to be obtained by the construction of works at this place are fully described by John Page, Esq., chief engineer, in the report of the Department for 1868, at page 93. The portion under contract is situated on the western side of the cove, and extends from the shore 000 feet, to low water mark. At the end of the year, one-third of the work had been completed.

 WORKS UNDER CONTRACT IN NOVA SCOTIA.

BROOKLYN.—The Breakwater at this place is situated on the eastern side of Liverpool Bay, Queen's County; and the length embraced in the contract with Messrs. Parker, is 434 feet, extending out into 28 feet at low water. The object is to form a Harbor of Refuge, and ample proof was had during a heavy gale last November, when, in its then unfinished state, it afforded shelter and security to a number of vessels.

YARMOUTH.—The work now being prosecuted at Yarmouth is for protecting the lower portion of the Harbour from the action of the heavy gales and tides of the Atlantic, which, sweeping in between Stony Beach Point and Cape Forchu, had washed off the top, and effected several breaches through the gravel bar or beach, separating the Harbour at that point from the Atlantic. The contract is let to Mr Rufus Churchill, who had, up to the end of June, completed about one-half of the work embraced in his agreement.

LITTLE HOPE ISLAND.—This Island is a small patch of granite boulders, situated in the Atlantic Ocean, about $2\frac{1}{2}$ miles south of Little Port Toli, and 12 miles from the head of Port Monton, Queen's County. Lying as it does in the track of vessels bound to and from the United States, &c., it has, for some years, had a light (revolving) upon it. The works, completed in September, 1872, consisted in the construction of a retaining wall of timber, filled in solid with rock, around the most exposed side, for the purpose of preventing the entire destruction of the Island.

WORKS UNDER COMMISSIONERS IN NOVA SCOTIA.

PORT WILLIAMS.—The breakwater at this place is situated on the southern side of the Bay of Fundy, in Annapolis County, about 60 miles to the eastward of Digby Gut, and the amount appropriated—viz., \$2,000—was expended in the construction of a further length of sixty-seven (67) feet, thus giving additional accommodation and shelter to vessels.

MARGARETVILLE.—The amount appropriated for this place was expended in filling in a gap on the north side of the breakwater with crib work, thoroughly ballasted. This expenditure was necessary in order to complete the works of extension and repair undertaken during the year ending 30th June, 1872.

OAK POINT.—The breakwater at this place is 445 feet in length, and built on piles. The amount voted was expended in the construction of a piece of solid crib work, 12 feet in width, placed on the eastern or exposed side, for the purpose of breaking the force of the sea during gales, and affording shelter during high water only, for with the great range of tide at the mouth of the Avon, this structure is dry between half ebb and half flood.

METEGHAN.—The expenditure at this place, amounting to \$4,500, has been for the purpose of placing the two breakwaters enclosing and forming the Harbour in a state of repair. These breakwaters were built by the Local Government during a period extending over several years, and an examination showed that the faces of the older portions were much decayed, that a large quantity of ballast filling was to be renewed, and the covering generally renewed. All this work has been performed under a Local Commissioner in a satisfactory manner.

GREAT TANCOOK ISLAND.—This island is situated in Mahone Bay, about eight miles South of the town of Chester, Lunenburg, N. S. The amount granted (\$2,000.00) was expended in conjunction with a similar amount, granted by the Local Legislature of Nova Scotia, for the purpose of constructing a public landing and breakwater, at West Core. It extends in a S. W. direction from the shore for a distance of about 200 feet, having a return or L at its outer end. For a length of 165 feet from the shore, the structure is composed of crib work, filled in with stone, the remainder and L being built on piles. With its present length, it only affords a very limited amount of shelter to vessels and boats.

DREDGING.

NEW DOMINION.—During the past year this dredge operated during the month of July, at the eastern landing-slip of the Ferry, across the Harbor of St. John, removing 2,645 cubic yards of material.

From July until end of October, dredging was carried on on the Oromocto Shoals, in deepening the Channel through those serious obstructions to the navigation of the St. John River, removing 10,350 cubic yards of material.

During the winter the dredge and scows were thoroughly examined and put in working order.

In April, the services of this dredge were required in operating on the southern point of the "Navy Island Bar," which, during low tide, offered an obstruction at the entrance to the western landing-slip of the Ferry, across the Harbor of St. John, being engaged on this work at the end of the fiscal year.

"CANADA."—This dredge arrived in Halifax, N.S., from Scotland, on 25th May, 1872, and after having been refitted, machinery put in place, &c., operated during July at Port Mulgrave, in the Gut of Canso. On 3rd August, the "Canada" reached Richibucto, and after a few days operating in the fine sand of the "bar," it was found necessary to place the vessel on a marine slip for the purpose of fitting the doors to retain the dredged material. This was done, and gave satisfactory results in future workings. Work was continued at Richibucto until 16th October, when, owing to the prevalence of N.E. gales it was deemed advisable to suspend work. The dredging ordered in deepening the channel to the Government railway landing at Pictou, N.S., was taken up on 25th October, and continued until 2d December, when, owing to the lateness of the season and closing of navigation, operations for the season were brought to a close.

During the winter the dredge was overhauled, and many needed changes effected, which have proved to be very beneficial.

On the opening of navigation this spring, work was commenced in dredging out berths at the loading pier of the Acadia Coal Mining Company, Pictou Harbour, which were completed on 24th May. During the month ending 30th June, dredging was performed at D'Escousse, Isle Madame, Cape Breton.

HENRY F. PERLEY.

APPENDIX No. 15.

GOVERNMENT RAILWAYS IN NOVA SCOTIA.

GENERAL SUPERINTENDENT'S OFFICE,
Halifax, 9th November, 1872.

To the Hon. HECTOR L. LANGEVIN, C. B.,
Minister of Public Works.

SIR,—I have the honor to submit my report of the operations of the Government Railways in Nova Scotia for the period ending 9th November, at which date the amalgamation of the lines forming the Intercolonial took place.

The traffic receipts, including $\frac{1}{2}$ earnings Windsor branch, for the period ending 9th November, amount to \$132,961.07; the ordinary working expenses have been \$124,676.75; extraordinary repairs, \$56,781.74.

The Accountants report, Appendix A, contains the general balance sheet, capital and revenue accounts, and the detailed tabulated statements of receipts and expenses, together with all particulars connected with the financial operations of the road.

The following comparative statement shows the per centage, which the passengers, freight, and other earnings bear to the gross receipts, and that which each division of the ordinary working expenses bear to the whole cost of operating, as follows:—

Expenses.	1872.	Receipts.	1872.
	\$ cts.		\$ cts.
Locomotive Power	26 87	Passengers	38 89
Car Expenses.....	22 45	Freight	57 26
Maintenance, Way and Works	32 64	Mails and Sundries.....	3 85
Station Expenses.....	11 58		
General Charges.....	5 04		
Pictou Ferry.....	1 42		
Total.....	100 00	Total.....	100 00

The ordinary working expenses have been 93.76 per cent. of the gross receipts
Extraordinary repairs do., 42.70 per cent.

The earnings have been \$1,176.64 per mile.

The ordinary working expenses have been \$1,103.33 per mile.

The average distance travelled, and the receipts per passenger, and per passenger per mile, is as follows:—

Specification.	Local.	Through.	Both.
	\$ cts.	\$ cts.	\$ cts.
Average Passenger mileage.....	27 68	106 20	31 70
Average Receipts per Passenger in cents.....	46 26	256 47	65 75
Average Receipts per Passenger per mile in cents.....	1 67	2 41	2 08

The number of passengers, carried during the period ending 9th November, was 78,617.

The weight of freight moved has been..... 109,332 tons.

Carried one mile..... 2,863,094 „

The average distance per ton in miles, the receipts per ton, and per ton per mile is as follows :—

Specification.	Local.	Through.	Both.
	\$ cts.	\$ cts.	\$ cts.
Average distance per ton in miles.....	24 43	112 29	26 19
Average Receipts per ton.....	58	3 45	69
Average Receipts per ton per mile in cents.....	40	3 16	2 66

The comparative returns show an apparent decrease of \$9,267.80 from the previous year, but it must be kept in view that on the 1st January, 1872, the Windsor branch (thirty two miles in length), was leased to the Windsor and Annapolis Railway Co., and running powers conceded to them between Halifax and Windsor Junction, thirteen miles, and in consequence only *one-third of the earnings* is shown in the returns, making a difference of \$26.275, which, if added to the gross earnings, would make a total for the period ending 9th November of \$159,236.15, or an increase over corresponding period of last year of \$16,275.08.

The expenses during the period ending the 9th November 1872 have been heavy, and no fair comparison can be arrived at, as, during the months of August and September, the amount of \$43,135 was expended in relaying the track with new rails, and extensive repairs and renewals of locomotives and cars was also made, it being expedient to do this work in the summer months. The accompanying reports of the Locomotive Superintendent, and Trackmaster will demonstrate that the plant and permanent way have been maintained in a condition of efficiency.

The Locomotive Superintendent's Report and Returns attached, show the condition of the Rolling Stock.

The Engines have been maintained in a thorough state of repair: twenty are now in good repair and running order, and one undergoing repairs. In addition to working the traffic, the Commissioners for the Intercolonial Railway, during the past four months, have had three, and sometimes four engines, from that number employed in ballasting the new line between Truro and Amherst.

The first locomotive from Wm. Montgomery for the Intercolonial Railway was delivered in September, but up to this date has done no work beyond two or three trial trips.

The two freight engines of powerful dimensions built in New York are nearly completed, and will shortly be placed on the line, which will be of great service in moving the coal business during the winter.

The Car Plant has been well cared for, and is also in good order: one second class car has been condemned and broken up; eight box freight and eight platform cars have also been condemned and dismantled; provision has been made to build five box freight cars and twenty platform cars; ten of which have been completed, and the balance are being constructed as speedily as possible; ninety-one five-ton coal cars have been added to the stock, which will materially aid that branch of the business during winter.

It is of the utmost importance that the facilities for shipping coal at Halifax be improved and extended; the present accommodation is quite inadequate for the business, and now that the Intercolonial and "Vale" Colliery Companies are about

making connections, I fear, unless the new wharf is vigorously pushed forward to completion, both the Colliery Companies and the Railway will suffer.

The Trackmaster's Report explains the work which has been done on the Permanent Way: it states that during the past four months 42,384 sleepers have been substituted for decayed ones, and that in sixteen months 103,572 new sleepers have been put in the track. A continuation at this ratio would renew the line every three years. Large renewals of Iron have also been made, and a further supply is expected daily. The masonry of bridges and cattle guards has been pointed, and rebuilt where required. The timber work on several bridges has been renewed, and provision made for others where necessary.

The fences have had special attention, and large renewals have been made.

Five new sidings have been constructed at different points, and five lengthened, in order to meet promptly the growing business.

The reservoirs at Polly Bog and Riversdale have been enlarged, and now the water supply is adequate to the traffic.

A new engine house is in course of construction at Stellarton, and a supply of water taken into it from a distance of about a quarter of a mile: this building will be most serviceable in winter, and obviate the necessity of moving coal trains to Pictou landing, a distance of eleven miles.

Every care has been taken to have the track well drained, and which is now reported in complete running order.

I am glad to state that no accident has taken place, during this period; the care and watchfulness manifested by the officers in charge of the trains is highly commendable.

I have the honour to be,

Sir,

Your obedient servant,

GEO. TAYLOR,

General Superintendent.

RICHMOND, November 9th, 1872.

SIR,—Herewith I beg to submit the Returns in connection with the Locomotive and Car Department from the 1st July to 9th November, 1872, and beg to make a few remarks on the state and condition of the locomotives on the 9th November, 1872. I may here state that all the engines burn coal.

No. 6.—In good running order, and in a good state of repair.

No. 7.—In good running order, and in thorough repair.

No. 8.—In good running order; repaired last month, and in thorough repair.

No. 9.—In good running order; will require repairs of boiler within a year.

No. 10.—In good repair and good running order.

No. 11.—In good repair and running order.

No. 12.—In good running order, and in a fair state of repair for six months.

No. 13.—In good running order, and in a fair state of repair.

No. 14.—In good running order and thorough repair.

No. 15.—In good running order and good state of repair.

No. 16.—In good running order and good state of repair.

No. 17.—In good running order, and in a thorough state of repair.

No. 18.—In good running order, and in a thorough state of repair.

No. 19.—In good running order, and in a thorough state of repair.

No. 20.—In running order, and in a fair state of repair.

No. 21.—In running order; will require repairs shortly.

No. 22.—In good running order, and in good repair.

-
- No. 23.—Under repairs.
No. 24.—In running order and in good repair.
No. 25.—In good running order, and in a good state of repairs.
No. 26.—In good running order, and in thorough repairs.
No. 56.—New engine put on line in September last, built by William Montgomery, Halifax, N.S.

I beg to say that the locomotives generally are in a good state of repair and running order, and that a good supply of spare stock, such as wheels, tyres, and pumps, and other parts, are prepared to meet the coming winter. I may also state that, since my last report on the state and condition of cars, that 91 new coal cars have been added to the stock, and that the cars generally are in a good state of repair. I also hand you a list of rolling stock on 9th November, 1872.

Your obedient servant,
W. JOHNSTON,
Loco. Superintendent.

GEORGE TAYLOR, Esq.,
General Superintendent, Nova Scotia Railway.

NOVA SCOTIA RAILWAY.
STATEMENT OF LOCOMOTIVES, Nov. 9TH, 1872.

No.	BUILDERS.	Received on line.	WEIGHT.						Capacity of Tender in galls	CYLIN- DER.		DRIV- ERS.		No. of WHEELS	Miles run 1st July to 9th Nov. 1872.	
			Light.		Equipped.		Diameter.	Stroke.		No.	Diameter.	Tender.	Truck.			
			Engine.	Tender.	Total.	Engine.	Tender.	Total.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.		
6	Neilson, & Co, Glasgow	Dec., 1857.	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4	5	8	7,809
7	do	Jan., 1858.	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4	5	8	13,274
8	Portland Co., Portland.	July, 1858.	58,200	23,150	76,350	57,200	39,350	96,550	33,800	1,700	14	22	4	5	8	11,422
9	do	do	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4	5	8	9,677
10	Neilson, & Co., Glasgow.	Augt., 1858.	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4	5	8	5,070
11	do	do	61,000	29,000	90,000	67,000	43,000	110,000	39,000	1,700	16	21	4	5	8	3,475
12	Portland Co., Portland, Me.	Oct., 1858.	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4	5	8	4,636
13	do	do	53,200	23,150	76,350	57,200	39,350	96,550	33,800	1,700	14	22	4	5	8	8,103
14	do	Feb., 1859.	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4	5	8	9,278
15	Neilson, & Co., Glasgow.	Nov., 1858.	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	5,405
16	do	do	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	4,994
17	do	Dec., 1859.	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	5,896
18	do	April, 1859.	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	5,217
19	do	May, 1859.	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	11,319
20	do	Augt., 1859.	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	160,491
21	Canadian Engine Co., Kingston, C.W.	do	65,000	29,000	94,000	68,000	43,000	111,000	39,000	1,700	16	21	4	5	8	6,934
22	do	Dec., 1867.	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4	5 1/2	8	5,400
23	do	May, 1867.	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4	5 1/2	8	5,796
24	do	do	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4	5 1/2	8	230
25	do	June, 1867.	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4	5 1/2	8	9,115
26	do	do	54,000	22,400	76,400	60,000	38,000	98,000	35,000	1,900	15	22	4	5 1/2	8	4,347
27	Grant Locomotive Works, Paterson, N. J.	do	4,000	21,000	85,000	70,000	39,000	109,000	50,300	1,900	18	24	6	4	8	11,149
28	W. Montgomery, Halifax, N. S.	June, 1870.	58,500	25,000	83,500	64,000	41,000	105,000	39,000	1,950	16	22	4	5	8	582
56																151,088
																3,186
																13,630
																164,718

W. JOHNSTON.

NOVA SCOTIA RAILWAY

DR.

(A. 1.) GENERAL BALANCE.

CR.

	\$ cts.		\$ cts.
General Stores.....	85,753 22	Dominion Account.....	131,631 60
Cash.....	5,027 00	Unpaid Pay Rolls.....	7,933 86
Stations (arrears).....	5,289 10		
Traffic do.....	29,319 21		
Windsor and Annapolis Railway..	7,509 03		
Individual Account.....	94 37		
James Alexander.....	3,427 74		
Suspense Account.....	401 74		
Intercolonial Ry. Commissioners..	2,744 05		
	<hr/> 139,565 46		<hr/> 139,565 46

E & O. E., 9th November, 1872.

THOS. FOOT.

DR.

(A. 2.) CAPITAL ACCOUNT.

CR.

	cts.		\$ cts.
1872.		1872.	
June 30—To cost of road and equip- ment to date.....	6,976,268 03	June 30—By Dominion of Canada	6,976,268 03
1872.		1872.	
Nov. 9—Expenditure period ending 9th Nov. 1872, classi- fied as follows:—		Nov. 9—By Dominion of Canada	47,980 74
Engineering.....\$ 509 20			
Permanent way.. 4,560 57			
Rolling Stock... 33,926 10			
Station and Water Service..... 5,770 33			
Wharf and Ferry Service. 3,214 54			
	<hr/> 47,980 74		
	<hr/> 7,024,248 77		<hr/> 7,024,248 77

E. & O. E., 9th November, 1872.

THOS. FOOT.

CR.

(A. 3.) REVENUE ACCOUNT.

DR.

Expenditure.	Working Expenses.	Extraordinary Repairs.	Total.	Receipts.	Period ending 9th Nov., 1872.
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Locomotive power (per Abstract 1).....	33,490 93	176 62	33,667 55	Passenger Traffic.....	51,697 91
Car Expenses.....	27,997 64	4,365 90	32,363 54	Freight Traffic.....	76,131 56
Maintenance, Way and Works „ 1.....	40,689 16	52,239 22	92,928 38	Mails and Sundries.....	5,131 60
Station Expenses „ 2.....	14,441 52		14,441 52		
General Charges „ 3.....	6,291 97		6,291 97	Balance.....	132,961 07
Pictou Ferry „ 4.....	1,765 53		1,765 53		48,497 42
	124,676 75	56,781 74	181,458 49		181,458 49

Per centage Ordinary Working Expenses on Gross Receipts..... 93.76
 „ Extraordinary Repairs „ „ 42.70

THOS. FOOT.

(ABSTRACT 1.) LOCOMOTIVE POWER.

PARTICULARS.	CLASSIFICATION.		Total, period ending 9th Nov., 1872.
	Extra-ordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Drivers, firemen and cleaners' wages		6,556 08	6,556 08
Fuel.....		9,314 04	9,314 04
Oil, tallow, and waste.....		3,752 69	3,752 69
Repairs to engines and tenders		10,856 09	10,856 09
Repairs to, and renewal of tools, lamps, &c.....		808 40	808 40
Repairs to engine houses and workshops	176 62	25 03	201 65
Water, including pump and tank repairs.....		1,737 31	1,737 31
Miscellaneous.....		441 29	441 29
	176 62	33,490 93	33,667 55

Per centage Ordinary Working Expenses on Gross Receipts..... 25 18
 ,, Extraordinary Repairs on ,, 13

THOS. FOOT.

(ABSTRACT 2.) CAR EXPENSES.

PARTICULARS.	CLASSIFICATION.		Total, period ending 9th Nov., 1872.
	Extra-ordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Conductors', train baggage masters', and brakemen's wages.....		6,616 47	6,616 47
Oil and waste for packing, and tallow.....		578 78	578 78
Repairs to passenger, post office, and baggage cars		4,489 54	4,489 54
Repairs to freight cars.....	4,365 90	14,369 17	18,735 07
Small stores and fuel.....		519 71	519 71
Repairs to workshops, and repairs and renewals of tools, &c.....		804 45	804 45
Miscellaneous.....		619 52	619 52
	4,365 90	27,997 64	32,363 54

Per centage Ordinary Working Expenses on Gross Receipts..... 21 06
 ,, Extraordinary Repairs on ,, 3 28

THOS. FOOT.

(ABSTRACT 3.) MAINTENANCE OF WAY AND WORKS.

PARTICULARS.	CLASSIFICATION.		Total, period ending 9th Nov., 1872
	Extra-ordinary Repairs.	Working Expenses.	
	\$ cts.	\$ cts.	\$ cts.
Wages in repairing roadway and fences.....	1,441 73	27,262 36	28,704 09
Iron, chairs, and spikes.....	43,504 36	4,077 84	47,582 20
Sleepers.....		4,150 30	4,150 30
Timber and lumber for repairs to bridges, cattle guards, crossings, and fencings.	6,782 31	3,385 57	10,167 88
Repairs of wharves.....	510 82	219 28	730 10
Repairs and renewals of tools, lamps, &c.		1,067 73	1,067 73
Miscellaneous.....		526 08	526 08
	52,239 22	40,689 16	92,928 38

Per centage of ordinary Working Expenses on Gross Receipts..... 30·60
 „ Extraordinary Repairs on „ 39·29

THOS. FOOT.

(ABSTRACT 4.) STATION EXPENSES.

PARTICULARS.	Total, period ending 9th Nov., 1872
	\$ cts.
Salaries and wages of station masters, agents, clerks, switchmen, watchmen and laborers	8,409 90
Repairs to buildings.....	3,987 39
Fuel, oil, light, stationery, tickets, and other incidental expenses.....	2,044 23
	14,441 52

Per centage ordinary Working Expenses on Gross Receipts..... 10·87

THOS. FOOT.

(ABSTRACT 5.) GENERAL CHARGES.

PARTICULARS	Total, period ending 9th Nov., 1872.
	\$ cts.
Salaries of general officers, accountants and clerks.....	2,737 08
Printing and stationery	786 75
Advertising.....	771 55
Damages.....	804 51
Telegraph expenses.....	726 18
Miscellaneous.....	465 90
	6,291 97

Per centage ordinary Working Expenses on Gross Receipts..... 4.73

THOS. FOOT.

(ABSTRACT 6.) PICTOU FERRY.

PARTICULARS.	Total, period ending 9th Nov., 1872.
	\$ cts.
Captains', engineers', fireman's, and deck-hands' wages.....	943 77
Fuel.....	321 20
Oil, tallow, and waste.....	263 01
Repairs to engines and hull	151 65
Repairs to, and renewal of tools, lamps, &c.....	59 14
Miscellaneous.....	26 76
	1,765 53

Per centage of ordinary Working Expenses on Gross Receipts..... 1.32

THOS. FOOT.

(A. 4.) MONTHLY STATEMENT OF RECEIPTS.

For the time ending 9th November, 1872, compared with 1871.

MONTH.	1872.				1871.			
	Passengers.	Freight.	Mails and Sundries.	Total.	Passengers.	Freight.	Mails and Sundries.	Total.
July	\$ cts. 12,850 57	\$ cts. 17,643 75	\$ cts. 704 84	\$ cts. 31,199 15	\$ cts. 15,547 21	\$ cts. 16,352 74	\$ cts. 614 59	\$ cts. 32,514 54
August	12,656 24	17,133 79	1,564 25	31,354 28	16,740 44	16,583 51	669 98	33,993 93
September	12,120 13	16,353 37	646 78	29,720 28	13,981 44	19,439 08	645 51	34,066 03
October	11,319 36	19,995 32	1,953 95	33,268 63	11,822 56	19,559 76	471 90	31,854 22
November	2,751 61	4,405 33	261 78	7,418 72	2,805 92	6,671 03	123 20	9,600 15
Total	51,697 91	76,131 56	5,131 60	132,961 07	0,897 57	78,606 12	2,525 18	142,028 87

THOS. FOOT.

(A. 5.) PASSENGER STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July.....	11,491	10,609	22,100	630,223	550	355	905	91,661	12,041	10,964	23,005	721,884
August.....	9,329	8,033	17,362	410,929	536	707	1,243	143,401	9,865	8,740	18,605	553,430
September.....	8,384	8,023	16,407	430,881	388	526	914	102,498	8,772	8,549	17,321	533,379
October.....	7,106	6,909	14,015	432,755	368	416	784	69,773	7,474	7,325	14,799	502,558
November.....	2,426	2,286	4,712	141,363	94	81	175	19,702	2,520	2,367	4,887	161,065
Totals.....	38,736	35,800	74,536	2,065,281	1,936	2,085	4,021	427,635	40,672	37,945	78,617	2,492,316

THOS. FOOT.

(A. 6.) FREIGHT STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July.....	17,498	6,266	23,764	672,373	127	352	479	53,627	17,625	6,618	24,243	725,990
August.....	27,400	5,180	32,589	618,633	208	436	644	72,419	27,008	5,625	33,253	691,052
September.....	17,863	6,139	24,102	612,567	197	181	378	45,457	18,160	6,320	24,480	655,024
October.....	13,685	7,667	21,352	560,968	163	352	515	57,896	13,848	8,019	21,867	618,864
November.....	3,843	1,506	5,349	154,225	62	98	160	17,939	3,905	1,604	5,509	172,164
Totals, tons.....	80,389	26,767	107,156	2,618,756	757	1,419	2,176	244,338	81,146	28,186	109,332	2,863,094

THOS. FOOT.

(A 7.) STATEMENT shewing the Business and Expenses of the several Stations.

STATIONS.	NUMBER OF PASSENGERS, 9th November, 1872.			TONS OF FREIGHT.			STATION EXPENSES.		
	Inward.	Outward.	Per Cent.	Inward.	Outward.	Per Cent.	Amount.	Per Cent.	Per Cent.
Richmond.....	17,706	25,864	27.73	13,950	4,520	8.45	4,995 50	34.60	
Bedford.....	6,916	3,874	6.86	432	72	.23	323 14	02.24	
Windsor Junction.....	1,458	1,233	1.71	8,135	355	1.60	168 40	01.17	
Enfield.....	955	1,133	1.33	815	293	.50	332 45	02.30	
Elmsdale.....	2,661	1,161	2.43	783	1,062	.84	173 43	01.20	
Shubenacadie.....	5,009	2,358	5.26	1,167	1,158	1.06	381 83	02.64	
Stewiacke.....	1,456	1,089	1.61	546	436	.43	209 05	01.45	
Brookfield.....	1,443	1,199	1.68	604	1,263	.85	304 88	02.11	
Truro.....	8,772	6,631	9.80	9,626	2,394	5.49	1,819 50	12.60	
Riversdale.....	552	646	.76	80	855	.43	224 24	01.55	
West River.....	1,020	801	1.16	142	262	.19	233 55	01.62	
Hopewell.....	1,395	547	1.23	90	249	.16	193 12	01.34	
Stellarton.....	1,684	1,474	2.01	316	308	.29	237 12	01.64	
New Glasgow.....	2,487	3,082	3.51	1,041	79,571	36.86	263 49	01.82	
Pictou Landing.....	4,924	6,648	7.36	1,925	1,623	1.62	524 15	03.63	
Pictou.....	5,254	5,201	6.65	72,050	4,798	35.15	1,900 16	13.16	
Flag Stations.....	8,761	6,780	9.89	1,088	428	.69	686 68	04.75	
Windsor Branch.....	5,264	8,916	9.02	1,547	9,685	5.14	364 05	02.52	
Beaver Bank.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Uniacke.....	.....	.....	.....	.....	.....	.....	56 25	00.39	
Ellershouse.....	.....	.....	.....	.....	.....	.....	10 00	00.07	
Newport.....	.....	.....	.....	.....	.....	.....	150 00	01.04	
Windsor.....	.....	.....	.....	.....	.....	.....	13 58	00.09	
.....	.....	.....	.....	.....	.....	.....	876 95	06.07	
Totals.....	78,617	78,617	100.00	109,332	109,332	100.00	14,441 52	100.00	

THOS. FOOT.

(A. 9.) INVENTORY of Stores on Hand, 9th November, 1872.

	\$ cts.	\$ cts.
833,139 lbs. old rails.....	7,426 12	
35,230 sleepers.....	6,932 77	
Inventory of railway supplies in general store.....	48,208 53	14,358 89
Stationery and tickets, general office.....	5,303 24	
2,911 $\frac{17}{128}$ cords wood, per statement.....	14,097 99	53,511 77
4,613 bushels coal ,,.....	2,161 15	
<i>Inventory of stores at several stations.</i>		
Richmond.....	201 30	
Bedford.....	19 04	
Windsor Junction.....	24 01	
Enfield.....	34 13	
Milford.....	15 25	
Elmsdale.....	23 85	
Shubenacadie.....	40 30	
Stewiacke.....	27 05	
Brookfield.....	45 26	
Truro.....	242 33	
Riversdale.....	17 29	
West River.....	23 72	
Glengarry.....	20 81	
Hopewell.....	21 79	
Coal Mines.....	23 23	
New Glasgow.....	55 27	
Pictou Landing.....	759 96	
Pictou.....	28 83	
		1,623 42
		85,753 22

THOS. FOOT.

(A. 10.) INVENTORY of Wood and Coal at the several Stations, 9th November 1872.

STATIONS.	Wood in Feet.	Coal in Bushels.
Richmond.....	828	
Bedford.....		233
Windsor Junction.....	9,264	3,408
Enfield.....		36
Elmsdale.....		249
Shubenacadie.....	27,136	
Stewiacke.....		183
Polly Bog.....	78,110	
Brookfield.....		230
Truro.....	11,750	8
Riversdale.....	9,492	
West River.....		18
Glengarry.....	36,185	
Hopewell.....		87
Stellarton.....		161
New Glasgow.....		
Pictou Landing.....	693	
Pictou.....		
On Line.....	199,167	
	372,625	4,613
	or 2,911 $\frac{17}{128}$ cords	

THOS. FOOT.

APPENDIX A.

MONCTON, N.B.

SIR,—I beg to submit the following Statements and Returns, showing the financial operations of the Government Railways in Nova Scotia, for the period ending 9th November, 1872 :—

- A 1. General Balance.
2. Capital Account.
3. Revenue Account, with Abstracts 1 to 6.
4. Classified Monthly Comparative Statement of Receipts.
5. Statement showing number of Local and Through Passengers, East and West, with mileage.
6. Statement showing number of tons of Local and Through Freight moved East and West, with mileage.
7. Statement showing the Business and Expenses of the several Stations.
8. Descriptive Summary of Freight forwarded from all Stations.
9. Inventory of Stores on hand.
10. Statement of Wood and Coal at the several Stations.

I am, Sir,

Your obedient servant,

THOS. FOOT,

Accountant.

GEORGE TAYLOR, Esq.,

General Superintendent Nova Scotia Railway.

NOVA SCOTIA RAILWAY.

STATEMENT of Car Mileage, November 9th, 1872.

DESIGNATION.		Miles run from July 1st to Nov. 9th, 1872.	Miles run to date.
A	First class passenger cars.....	72,011	773,780
B	Second class passenger cars.....	70,709	777,027
C	Box freight cars.....	120,782	1,549,439
CC	Horse and cattle cars.....	56,899	707,202
D	Platform cars.....	310,762	2,105,671
Ex	Express and baggage.....	45,923	468,966
E	Side tip cars.....	335	335
F	Coal cars.....	481,941	2,088,125
P.O	Post office cars.....	24,875	276,141
SP1	Snowplow.....		
	Mileage run by ballast cars.....	1,184,237	8,746,636
		110,680	
	Train mileage.....	1,073,557	

W. JOHNSTON.

NOVA SCOTIA RAILWAY.

MONTHLY ABSTRACT of Locomotive Returns from 1st of July to 9th of November, 1872.

MONTHS.	Hours in Steam.	Miles run by wood-burning engines.	Miles run by coal-burning engines.	Total miles run by engines.	Car Mileage.	Wood consumed, cubic feet.	Coal consumed, bushels.	Oil consumed, gallons.	Tallow consumed, pounds.	Waste consumed, pounds.	Cars to one mile run.	Miles run to one hour in steam.	Cubic feet of wood consumed per 100 miles.	Bushels of coal consumed per 100 miles.	Gallons of oil consumed per 100 miles.	Pounds of tallow consumed per 100 miles.	Pounds of waste consumed per 100 miles.
July	4,809	5,584	31,621	37,155	240,467	26,012	12,495	5104	2,154	8401	6.47	7.72	470.03	39.51	1.37	5.79	2.26
August	5,554	9,069	34,417	43,486	249,553	29,888	10,323	4538	2,0454	8333	5.73	7.82	329.56	29.99	1.04	4.70	1.91
September	4,644	6,544	27,857	34,401	263,014	23,068	13,203	5424	2,294	9581	7.61	7.40	352.50	47.39	1.57	6.61	2.78
October	5,607	8,190	31,004	39,194	244,885	22,114	10,498	4254	1,851	7521	6.24	6.99	270.01	33.86	1.08	4.72	1.92
November	1,956	2,010	8,472	10,482	75,638	8,127	3,533	1444	538	2731	7.21	5.35	404.32	41.93	1.37	5.13	2.60
Totals	22,570	30,347	134,371	164,718	1,073,557	1 209	50,072	2,078	8,882½	3,657½	33.26	35.28	359.86	37.26	1.26	5.39	2.22

Train Mileage	151,088
Ballasting	13,630
Total	164,718

W. JOHNSTON.

NOVA SCOTIA RAILWAY.

RETURN shewing the number of the various classes of Engines and Cars comprising the Rolling Stock, 9th Nov., 1872.

PARTICULARS.	Passenger locomotive engines.	First class passenger cars.	Second class passenger cars.	Second class passenger mails and baggage.	Express and baggage cars.	Cattle cars.	Box freight cars.	Platform cars.	Five ton coal cars.	Side tip cars.	Snowplows.	Total.
	List of rolling stock, 30th June, 1872	21	17	10	4	8	18	80	175	121	10		4	468
Built and charged to construction									91			91
1 New engine received 26th September, 1872, built by W. Montgomery, Halifax, N. S.	1											1
Total	22	17	10	4	8	18	80	175	212	10	4	560
Less condemned			1				8	8			1	18
List of rolling stock 9th Nov., 1872.	22	17	9	4	8	18	72	167	212	10	3	542

W. JOHNSTON.

RICHMOND, 9th November, 1872.

GEORGE TAYLOR, Esq.,

General Superintendent N. S. Railway.

SIR,—In accordance with your request, I beg leave to submit the following report upon the state and condition of Nova Scotia Railway, from 1st July to 9th November, 1872.

During that period forty-two thousand three hundred and eighty-four (42,384) new sleepers were replaced for decayed ones, and sixteen hundred and sixteen (1616) sleepers were used in constructing new sidings.

There are on Main Line, Picton Extension, and Windsor Branch, in all two hundred and eighty-five thousand (285,000) sleepers (sidings not included) and it is worthy of remark that during the last sixteen months of my supervision one hundred and three thousand five hundred and seventy-two (103,572) new sleepers were substituted for decayed ones—a continuation at the same rate would renew the whole railway (including sidings) every three years. See my reports dated 30th June and 9th November, 1872.

Nine hundred and seventy-four (974) new rails have been relaid on Main Line, four hundred and eighty (480) on Picton Extension, and one hundred and ten (110) on Windsor Branch.

The masonry of cattle guards at Ward's, Moor's, Truro Road, Scott's Road and crossings, and two open culverts near Ramsey's have been renewed, and new timbers replaced, and all bridges between Stewiacke bridge and Truro repainted.

New cattle guards have been put in at Ellershouse Station, and masonry of cattle guards at Trider's crossing on Windsor Branch taken down and rebuilt, and timbers renewed.

The timbers of small bridge near Elmsdale, on Main Line, and Sackville River Bridge on Windsor Branch, have been renewed; also timbers are all furnished and on the spot for renewing Beaver Brook and Rawdon River Bridges, which would have been completed during the present month had I remained in charge. The timbers for renewing Barney's Brook and other small bridges have been ordered.

The loading bank at Enfield Station, also platform for landing passengers at Picton Landing on Main Line, and passenger's platform at Three Mile Plains on Windsor Branch, have been renewed.

Extensive repairs have been made, taking down and rebuilding walls of open culvert under track on Bedford grade.

The reservoirs at Polly Bog and Riversdale Stations have been thoroughly cleaned and enlarged sufficiently for supply required.

In addition to the ordinary repairs of fences performed by day's labour, the following renewals have been made by contract, viz :

Renewals of Fences on Main Line :—

Six hundred and eighty-three	(683)	rods of	pole fence.
Eighteen hundred and seventy-one	(1,871)	„	board fence.
Eighteen hundred and thirteen	(1,813)	„	hacmatac fence.

Renewals of Fences on W. Branch :—

Four hundred and two	(402)	rods of	pole fence.
Fifty-six	(56)	„	board fence.

New Sidings constructed as under :—

Logan's Tannery	Freight siding,	length	442	lineal feet.
Riversdale	Through	„	929	„ „
West River	„	„	924	„ „
Hopewell	Freight	„	760	„ „
Stellarton	Engine shed	„	960	„ „

Sidings lengthened :—

Richmond	Shore Road,	length	342	lineal feet.
Bedford	Through Siding	„	310	„ „
Windsor Junction	„	„	609	„ „
Wellington	„	„	300	„ „
Maitland	Freight	„	100	„ „

All old materials not fit for use have been collected and piled, and all cuttings have been thoroughly cleaned, and the ditching carefully looked after with a view to drain the road bed, and the track is now in complete running order.

I am, Sir,

Your obedient Servant,

WM. MARSHALL, *Inspector.*

APPENDIX No. 16.

GOVERNMENT RAILWAYS IN NEW BRUNSWICK.

GENERAL SUPERINTENDENTS OFFICE,
St. John, N.B., 5th December, 1872.

TO THE HON. H. L. LANGEVIN, C. B.,
Minister of Public Works.

SIR,—The “Nova Scotia Railway,” the “Intercolonial Railway” and the “European and North American Railway” having, by order in Council, been united under one management, it becomes necessary that I should make a report of the operations of the European and North American and Intercolonial Railways (149 miles) for the four months and eight (8) days preceding the 9th November last, the time when this consolidation took effect.

I have now, therefore, the honor to submit the accounts, statements and reports which will shew the result of the transaction of these lines for the period mentioned.

They are as follows :—

- 1st. General Balance.
- 2nd. Dominion Account (with abstracts B. C. D. E. and F.).
- 3rd. Receiver-General's Account.
- 4th. General Stores Account (with statement of stores on hand) marked (G.), and of wood and coal stock.
- 5th. Classified monthly comparative statement of Receipts (marked H.).
- 6th. Classified monthly comparative statement of Expenses (marked J.).
- 7th. A statement showing the Business and Expenses of the several Stations (marked K.).
- 8th. A Passenger Statement (marked L.).
- 9th. A Freight Statement (marked M.).
- 10th. A Report by the Locomotive and Car Superintendent (marked N.), with abstract (C. C.), (D. D.) and (E. E.).
- 11th. A Report by the Trackmaster (marked O.).
- 12th. Cost of Road and Equipment (marked P.).
- 13th. A Statement of Average (marked 2I.).

Monthly accounts with proper vouchers for the Revenue and Expenditure were duly forwarded to the Department at Ottawa and Mr. T. D. Tims, Financial Inspector, has from time to time audited the accounts of the office.

I have the honor to be,
Sir,

Your obedient servant,
LEWIS CARVEL,
General Superintendent.

GENERAL BALANCE.

CR.

	\$ cts.	\$ cts.	\$ cts.
To General Stores.....		118,683 49	
MISCELLANEOUS DEBTS:—			
Post Office Department	3,441 63		
Intercolonial Railway	9,514 46		
Freight and Baggage unclaimed	58 75		
Clark and Stockhouse	7,364 72		
Station Arrears	8,154 17		
Militia Department	13 11		
Tait & Hawkins	1,263 00		
Cash	7,757 44		
Western Union Telegraph Co.....	1 75		
		37,568 02	
		156,231 51	
			3,342 12
			156,231 51

E. & O. E. Saint John, N.B., 9th November, 1872.

DOMINION ACCOUNT.

CR.

	\$ cts.	\$ cts.	\$ cts.
1872. 9 To Locomotive power per Abstract B.....	38,716 23		
Nov. Car Expenses	23,564 58		
Maint. Way & Works " C.....	40,098 27		
Station Expenses " D.....	15,160 89		
General Charges " E.....	8,605 65		
Branch Line to Londonderry.....	128,145 63		
Point du Chene improvements	15,198 99		
Branch line St. John.....	10,967 86		
Mill Pond improvements.....	11,703 85		
Construction, chargeable to Income	5,371 73		
Provincial Account	17,824 46		
Balance transferred to Intercolonial Railway Ledger	45,157 05		
	137,654 13		
Total	370,023 68		
			370,023 68
1872. June 30. By Balance			96,799 43
Nov. 9. Department Public Works			273,224 25

E. & O. E., St. John, N. B., 9th November, 1872.

ABSTRACT B.

LOCOMOTIVE POWER.	
Particulars.	1872.
	\$ cts.
Wages of Drivers, Firemen, and Cleaners	6,793 30
Fuel.....	13,541 82
Oil, Tallow, and Waste.....	1,332 17
Repairs to Engines and Tenders.....	9,608 23
Repairs and Renewal of Tools, Lamps, &c.	112 16
Repairs to Workshops and Engine Houses.....	1,827 53
Water, including Pump and Tank Repairs.....	3,750 53
Miscellaneous	300 49
Coal Shed at Pt. Du Chene	1,450 00
	38,716 23

ABSTRACT C.

CAR EXPENSES.	
Particulars.	1872.
Wages of Conductors, Train Baggage Masters, and Brakemen	6,178 28
Oil and Waste for Packing	1,067 86
Repairs to Passenger Post Office, Baggage, and Freight Cars	12,277 52
Small Stores and Fuel	205 88
Repairs to Work Shops and Car Sheds, and Repairs and Renewals of Tools, Lamps, &c.....	2,654 14
Miscellaneous	1,180 90
	23,564 58

ABSTRACT D.

MAINTENANCE OF WAY AND WORKS.	
Particulars.	1862.
	\$ cts.
Wages in repairing Roadway and Fences	16,750 00
Iron Chairs, Spikes, and Sleepers	6,462 35
Timber and Lumber for Repairs to Bridges, Cattle Guards, and Fencing	295 96
Repairs to Wharves	147 46
Repairs and Renewals of Hand Cars, Tools, &c.	682 84
Repairs to Snow Ploughs and Flange Cleaners	332 80
Repairs to Sackville Bridge.....	11,622 91
Miscellaneous	3,803 95
	40,098 27

ABSTRACT E.

STATION EXPENSES.	
Particulars.	1872.
	\$ cts.
Salaries and Wages of Station Masters, Clerks, Switchmen, and Laborers	9,370 18
Repairs to Buildings	3,829 42
Fuel, Oil Light, Stationery, Tickets, and other Incidental Expenses.....	1,961 29
	15,160 89

ABSTRACT F.

GENERAL CHARGES.	
Particulars.	1872.
	\$ cts.
Salaries of General Officer, Accountant, and Clerks.....	3,031 07
Printing and Stationery	190 58
Advertising	1,997 86
Damages	1,483 98
Miscellaneous	1,902 16
	8,605 66

DR.		GENERAL STORES ACCOUNT.		CR.	
1872. June 30.	To Stock on hand.....	\$ cts. 108,453 40	1872. Nov. 9.	By Working Expenses, Stores issued.....	\$ cts. 63,503 77
Nov. 9.	Stores purchased by certifi- cates	102,085 45		Sales to individuals.....	30,339 83
	Open Accounts			Balance per statement and general balance.....	118,663 49
	Transportation.....	1,925 34			
	Track	42 90			
	Total.....	212,507 09		Total.....	212,507 09

E. & O. E., St. John, N. B., 9th November, 1873.

ABSTRACT G.

STORES ON HAND, 9TH NOVEMBER, 1872.		\$ cts.	\$ cts.
Rails.....		55,829 12	
Chairs.....		1,962 44	
Sleepers.....		2,279 82	
Fish Slates.....		1,085 63	61,157 01
Railway supplies in general store, St. John.....		6,935 41	
Iron, steel and other supplies in repair, shop St. John.....		6,363 23	
Iron, steel and other supplies in machine, shop Shediac.....		19,243 07	
Stationery and tickets in general office, St. John.....		3,746 08	36,287 79
2,450 ⁵¹ / ₁₀₀ Sawn wood.....	} at various stations per statement.....	12,655 51	
675 ¹¹⁶ / ₁₀₀ Unsawn wood.....			
1,090 ⁰⁴ / ₁₀₀ Tons coal at various stations per statement.....		6,817 82	19,473 33
STORES ON HAND AT STATIONS.			
Saint John.....		443 67	
Rothsay.....		45 93	
Hampton.....		50 42	
Norton.....		75 02	
Apohaqui.....		56 53	
Sussex.....		62 04	
Penobsquis.....		90 98	
Anogance.....		45 49	
Petitcodiac.....		69 10	
Salisbury.....		73 88	
Moncton.....		91 22	
Shediac.....		64 57	
Point du Chene.....		156 55	
Painsec.....		60 98	
Memramcook.....		58 38	
Dorchester.....		65 23	
Sackville.....		80 27	
Aulac.....		69 01	
Amherst.....		86 09	
			1,745 36
Total.....			118,663 49

WOOD STOCK, 9TH NOVEMBER, 1872.

STATIONS.	Cords of 160 feet, sawn and unsawn.	CUBIC FEET.		
		Sawn.	Unsawn	Total.
Saint John.....	71 $\frac{81}{160}$	3,441	8,000	11,441
Rothesay.....	4 $\frac{14}{160}$	654	.....	654
Hampton.....	797 $\frac{145}{160}$	91,745	35,920	127,665
Norton.....	53 $\frac{128}{160}$	400	8,208	8,608
Apohaqui.....	2 $\frac{80}{160}$	400	.....	400
Sussex.....	337 $\frac{29}{160}$	53,053	896	53,949
Penobscquis.....	7 $\frac{6}{160}$	76	.....	76
Anagance.....	122 $\frac{50}{160}$	19,570	.....	19,570
Petitcodiac.....	218 $\frac{43}{160}$	34,923	.....	34,923
Salisbury.....	8 $\frac{20}{160}$	1,300	.....	1,300
Moncton.....	119 $\frac{11}{160}$	19,051	.....	19,051
Shediac.....	345 $\frac{2}{160}$	30,802	24,400	55,202
Painsec.....	227 $\frac{26}{160}$	35,546	800	36,346
Menramcook.....	43 $\frac{120}{160}$	7,000	.....	7,000
Dorchester.....	109 $\frac{26}{160}$	17,466	.....	17,466
Sackville.....	225 $\frac{140}{160}$	36,140	.....	36,140
Aulac.....	4 $\frac{14}{160}$	644	.....	644
Amherst.....	249	39,840	.....	39,840
J. B. Belyea.....	25 $\frac{74}{160}$	.....	4,074	4,074
Wood on line.....	151 $\frac{58}{160}$	.....	25,818	25,818
	3,126 $\frac{7}{160}$	392,051	108,116	500,167

COAL STOCK, 9TH NOVEMBER, 1872.

STATIONS.	Bushels.	Tons.
Saint John.....	13,864	413·81
Sussex.....	7,784	232·04
Petitcodiac.....	1,387	42·05
Sackville.....	5	·07
Shediac.....	13,491	402·07
	36,531	1090·04

ABSTRACT H.

CLASSIFIED MONTHLY COMPARATIVE STATEMENT OF RECEIPTS.

MONTHS.	Passengers.		Freight.		Mails and Sundries.		Totals.					
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.				
July	14,982	89	13,369	41	14,257	80	29,164	57	33,561	29		
August	18,414	61	11,121	01	13,335	28	30,547	81	30,553	24		
September	11,667	48	14,145	55	1,032	19	26,914	09	28,739	10		
October	10,936	14	15,201	26	18,385	88	1,520	18	27,882	57		
9th November	3,175	67	4,263	40	18,281	60	1,382	84	34,783	44		
Totals	59,176	79	65,122	48	5,312	00	707	37	122,675	49		
			58,490	63	74,572	56	5,008	07	6,805	85	136,590	89

ABSTRACT J.

CLASSIFIED MONTHLY COMPARATIVE STATEMENT OF EXPENSES.

MONTHS.	Locomotive Power.		Car Expenses.		Maint. Ways & Works		Station Expenses.		General Charges.		Totals.	
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
July	4,075	57	8,634	80	4,582	48	2,519	85	1,464	06	1,582	29
August	4,084	79	7,871	73	4,877	23	2,551	45	1,230	18	1,376	98
September	4,776	99	7,302	56	5,808	83	2,289	49	1,257	09	1,175	31
October	5,540	71	9,191	48	6,852	16	3,306	87	1,703	57	4,002	40
9th November	1,947	19	6,015	66	1,135	82	1,159	21	479	77	488	67
Totals	20,425	25	38,716	23	23,564	58	11,829	87	6,134	67	8,605	65
			13,337	76	16,890	01	15,160	89	69,017	56	126,145	62

ABSTRACT K.

STATEMENT shewing the Business and Expenses of the several Stations,
9th November, 1872.

STATIONS.	NUMBER OF PASSENGERS.			TONS OF FREIGHT.			STATION EXPENSES.	
	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Amount.	Per cent.
Saint John	45,634	44,899	33·60	18,114	11,442	33·05	\$ 6,660	45·40
Rothsay	8,171	8,236	6·09	586	59	·72	182 54	1·93
Hampton	6,724	7,010	5·10	599	396	1·11	356 44	2·42
Norton	3,148	3,038	2·30	295	589	·98	190 75	1·32
Apohaqui	2,603	2,420	1·87	498	406	1·01	236 42	1·62
Sussex	5,325	5,270	3·93	2,378	1,589	4·44	724 85	4·94
Penabsquis	1,786	1,591	1·26	430	256	·77	231 23	1·58
Anagance	1,158	982	·80	177	989	1·30	385 22	2·62
Petitcodiac	3,050	2,654	2·12	738	4,053	5·35	287 04	1·75
Salisbury	2,826	2,463	1·96	526	3,681	4·70	805 01	5·52
Moncton	5,790	5,998	4·34	4,389	996	6·02	221 29	1·50
Shediac	4,077	4,425	3·16	1,718	1,706	3·82	492 22	3·35
Point du Chene	4,294	3,454	2·88	4,623	6,787	12·75	2,397 82	16·36
Painsec	1,207	1,504	1·00	680	297	1·10	257 33	1·75
Menramcook	1,144	1,065	·82	621	654	1·42	128 46	·88
Dorchester	3,097	2,901	2·23	505	65	·64	227 76	1·55
Sackville	5,564	5,504	4·11	842	443	1·44	242 39	1·65
Aulac	1,030	985	·75	213	371	·65	169 95	1·15
Amherst	3,880	4,052	2·94	2,253	692	3·30	394 44	2·68
Flag Stations	24,216	26,273	18·74	4,543	9,254	15·43	5 10	·03
Totals	134,724	134,724	100·00	44,725	44,725	100·00	14,670 89	100·00

ABSTRACT L.—PASSENGER STATEMENT.

MONTHS.	LOCAL.			THROUGH.			BOTH.				
	East.	West.	Total.	East.	West.	Total.	East.	West.	Total.		
July	17,202	16,483	33,685	751,545	872	1,630	175,000	1	74	35,315	928,545
August	17,174	16,693	33,867	691,805	901	1,949	209,370	18,075	17,741	35,816	901,175
September	13,475	13,249	26,724	576,840	651	1,534	184,732	14,136	14,132	28,268	741,692
October	13,477	13,266	26,743	678,009	557	812	147,378	14,034	14,078	28,112	825,387
9th November	3,615	3,394	6,909	143,509	145	314	33,591	3,650	3,568	7,223	177,100
Totals, 1872	64,843	63,085	127,928	2,841,708	3,126	6,796	730,091	67,969	66,755	134,724	3,571,799

ABSTRACT M.—FREIGHT STATEMENT.

MONTHS.	LOCAL.			THROUGH.			BOTH.				
	East.	West.	Total.	East.	West.	Total.	East.	West.	Total.		
July	3,904	4,260	8,164	352,565	612	826	155,022	4,516	5,066	9,602	507,587
August	2,813	5,049	7,862	347,713	593	874	149,799	3,336	5,923	9,259	497,512
September	3,773	3,755	7,528	331,317	625	1,125	166,500	4,298	4,880	9,178	508,344
October	5,221	5,714	10,935	399,003	864	1,354	177,027	6,085	7,063	13,148	638,371
November	903	1,871	2,774	156,391	371	388	233,368	1,274	2,259	3,533	298,172
Total Tons	16,614	20,649	37,263	1,596,389	2,895	4,567	802,997	19,509	25,216	44,735	2,389,986

EUROPEAN AND NORTH AMERICAN RAILWAY.

OFFICE OF LOCOMOTIVE AND CAR SUPERINTENDENT.

Moncton, N. B., 24th Nov., 1872.

LEWIS CARVELL, Esq.,
General Superintendent.

SIR,—I am unable to submit to you a detailed report of the Rolling Stock of the Railway for the period extending from the 1st July to the 9th November, 1872, as the fire on the 10th of the latter month which destroyed the shops at Shediac, consumed at the same time all the records of the locomotive department.

From the books in the general office, I have been able to compile the statements appended hereto, namely:—A monthly abstract of Locomotive Returns (C. C.) A statement of Engines (D. D.), and a statement of other Rolling Stock (E. E.)

The following table gives the expense of locomotive power, and of cars for the time which the report covers together with the same items, for the corresponding period in the previous year.

ITEMS.	EXPENSE.		Cost per mile run of Engines.	
	1872.	1871.	1872.	1871.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages of Drivers, Firemen, and Cleaners.....	6,793 30	4,647 90	4 75	4 23
Fuel.....	13,541 82	8,471 25	9 47	7 70
Oil, Tallow, and Waste.....	1,332 17	875 40	93	79
Repairs to Engines, Tenders, and Engine Tools.....	9,720 39	6,678 15	6 80	6 07
Repairs to Workshops and Engine Sheds.....	1,827 53	198 89	1 28	18
Waste, including Pump and Tank Repairs.....	3,750 53	955 76	2 62	87
Miscellaneous.....	300 49	195 00	21	18
Coal Sheds at Point Du Chene and St. John.....	1,450 00	.....	1 01	.....
Locomotive Power.....	38,716 23	22,022 35	27 07	20 02
Car Expenses.....	23,564 58	14,366 16	16 47	13 15
	62,280 81	36,388 51	43 54	33 17

The increased cost per mile run of engines can be accounted for as follows:—

The wages of firemen and cleaners have been increased respectively five and three dollars per month.

Wood cost \$3.50 per 100 feet, against \$3.00 in the previous year, and coal 17 cents per bushel, against 14 cents.

Coal burning engines require more oil and tallow than wood burners, and more of them were in use in 1872.

The increased cost of repairs to engines can be attributed to the severe service of the previous winter. The demand for engines for ballasting having prevented us from taking them into the shop earlier in the season.

In the item of repairs to workshops and "Engine Houses" is included \$1,109.40 expended on a new engine house at Point du Chene, and \$700.00 being the cost of repairing the roof of the engine house at St. John. As against these items there was no corresponding charge in the previous year.

There were two causes for the increased cost of water supply. 1st. The improve

ment in the water service at Darling, Moosepath, and Boundary Creek, at a cost of upwards of a thousand dollars. 2nd. Having to pay the Water Commissioners of St. John \$1,512.24 in 1872, against only \$473.98 in the corresponding period in 1871.

The item of coal sheds, \$1,450 has no corresponding charge in the previous year.

Were we to deduct the following items (which are certainly not a fair charge against the work of only four months and eight days.)

Engine House at Point du Chene	\$1,109	40.
New roof to Engine House, St. John	700	00.
Improvements to Water Service.....	1,039	40.
New Coal Sheds, St. John, and Point du Chene.....	1,450	00.

(in all, \$4,298.30) it would leave the cost of locomotive power \$34,417.43, or 24.05 per mile run of engines.

The consumption per 100 miles run of fuel (reduced to cubic feet of wood) was 266.74 feet, against 278.20 feet for the corresponding period of the previous year.

The consumption of oil and tallow per 100 miles run was 4.95 pints, against 4.77. The consumption of waste per 100 miles run was 94 lbs., against 86.

The increase in car expenses, is due to the expenditure of \$251.81 on car sheds, and to the fact that there was a larger number of cars under repair, than in the corresponding period of last year.

The engine "Prince of Wales" was in the Shediac shops receiving a new fire box, during the whole of the time covered by this report, and some progress had been made in these and other repairs when the shop was destroyed by fire.

The engines "Norton," "Prince Alfred," and "The Bear," received partial overhauling, but other engines receiving only running repairs.

There were one express and baggage car, and one platform car rebuilt in woodwork, and two first class passenger cars, and one postal car upholstered.

The engines which were employed ballasting for the Commissioners ran 33,770 miles, and the cars 270,160 miles.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

H. A. WHITNEY,

Locomotive Superintendent.

MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS.—(C.C.)

MONTHS, 1872.	Hours in Steam,			Miles run by			Consumption of				Average					
	Engine.	Cars.	Snow Ploughs.	Bushels of Coal.	Cubic feet of Wood.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Cars to one mile run.	Snow Plough to one mile run.	Miles run to 1 hour in Steam.	Cubic Feet of Wood to 100 miles run.	Pints of Oils and Tallow to 100 miles run.	Pounds of Waste to 100 miles run.		
July	33,644	218,526	.....	12,365	32,900	1,052	884	338½	6.50	.....	7.97	280.20	5.37	1.01
August.....	33,546	217,305	.....	9,971	35,850	935	871	294	6.50	.....	8.59	251.24	4.83	0.88
September.....	30,514	199,235	..	10,723	31,500	938	842	320½	6.53	.....	8.31	272.28	5.31	1.05	
October	35,309	223,478	.....	9,180	45,285	966	662	284½	6.36	.....	8.35	254.54	4.21	0.81
November	10,014	60,280	.....	2,800	16,200	482	214	100	6.02	.....	8.17	297.58	6.49	1.00
Totals and Averages	143,027	918,824	.....	45,309	161,435	4,393	3,423	1,337½	6.42	.....	8.29	266.74	4.95	0.94

STATEMENT OF LOCOMOTIVES.—(D.D.)

Number.	NAME.	BUILDERS.	Received on line.	WEIGHT.						Capacity of Tender in gallons.	CYLINDER.		DRIVERS.		No. WHEELS.	Miles run this year.	Miles run to date.	
				Light.		Equipped.		On Drivers.			Diameter.	Stroke.	Number.	Diameter.				Truck.	Tender.
				lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	In.	In.	Ft.	In.				
1	Hercules*	Boston L. Works	June, 1854.	45,470	15,500	60,970	36,550	87,800	33,370	1846	17	20	4	5	4	8	7,322	142,262
2	Samson	do.	do.	45,500	15,500	61,000	36,500	87,500	33,250	1846	17	20	4	5	4	8	6,019	96,430
3	Saint John.	Portland Co.	Dec., 1856.	36,100	15,420	51,520	39,250	30,500	25,050	1908	12	20	4	4	4	8	53,770	153,938
4	Kennebecas.	Boston L. Works	Dec., 1857.	31,950	10,700	42,650	35,470	20,730	56,200	1232	11½	20	4	4	4	8	6,585	223,506
5	Petticodiac	do.	Jan., 1858.	43,000	16,800	60,200	34,300	81,620	28,650	1639	14	22	4	5	4	8	7,514	163,130
6	Agadoric.	do.	do.	43,000	15,880	58,880	47,420	34,480	28,620	1639	14	22	4	5	4	8	13,287	183,618
7	Anagnance	do.	June, 1858.	49,200	17,770	63,950	52,500	38,250	33,030	1861	15	22	4	5½	4	8	7,672	198,702
8	Loostank	Fleming & Humbert	Aug., 1858.	47,400	17,780	65,180	51,560	36,900	31,930	1632	14	22	4	5½	4	8	11,074	248,000
9	Ossackag	do.	June, 1859.	50,500	19,000	69,570	56,030	38,100	34,550	1861	15	22	4	5½	4	8	12,606	217,076
10	Apohaqui	do.	Oct., 1859.	37,000	14,000	51,000	42,500	26,000	32,900	1861	15	22	4	5	4	8	9,480	37,223
11	Sussex	Spring L. Works	Aug., 1859.	50,000	17,700	67,000	56,420	38,400	34,500	1807	15	22	4	5½	4	8	238,132	241,400
12	Prince of Wales.	Fleming & Humbert	July, 1860.	50,000	17,700	67,000	56,420	38,400	34,500	1861	15	22	4	5½	4	8	9,040	228,936
13	Norton	do.	Nov. 1860.	50,856	18,819	69,666	56,530	40,100	33,250	1862	15	22	4	5½	4	8	4,710	72,461
14	Prince Alfred.	do.	July, 1861.	50,200	18,180	68,380	55,550	38,850	34,500	1861	15	22	4	5½	4	8	7,509	72,118
15	Robert Jardine.	do.	July, 1868.	60,000	20,200	80,200	66,000	39,568	40,000	1861	16½	24	4	5	4	8	8,660	33,894
16	The Bear.	do.	Aug., 1869.	60,000	20,100	80,100	66,000	40,000	40,500	1861	16½	24	4	5	4	8	12,636	24,870
17	New Brunswick.	Portland Co.	Dec., 1870.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8	20,499	20,499
18	The Stag.	do.	Feb., 1871.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8	8,500	19,491
19	No. 16, I. C. R.	Dubs and Co.	Dec., 1871.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8	11,641	23,971
20	" 17 "	do.	do.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8	176,797	2,707,846
21	" 18 "	do.	do.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8		
22	" 19 "	do.	do.	100,000	20,000	120,000	100,000	100,000	100,000	1400	14	22	4	5	4	8		
23	Total.																	

*The mileage of these engines was not kept until April, 1858, the total mileage cannot therefore be given.
 †Sold to the St. Stephen Branch Railway.
 ‡Sold to the Woodstock Railway.
 §The property of the Intercolonial Railway.

OTHER ROLLING STOCK (E.E.)

Designation.	Description.	Miles run this year.	Miles run to date.
A.	13 First-class Passenger Cars, E. & N. A. R.	135,680	2,161,578
	2 " " " " I. C. R.		
B.	9 Second-class Passenger Cars, E. & N. A. R.	122,134	2,123,450
	2 " " " " I. C. R.		
Ex.	7 Express Baggage and Postal Cars, E. & N. A. R.	60,016	1,072,992
	3 " " " " I. C. R.		
G.	84 Box Freight Cars, E. & N. A. R.	327,885	6,216,757
	70 " " " " I. C. R.		
D.	115 Platform Cars, E. & N. A. R.	543,269	5,115,339
	112 " " " " I. C. R.		
		1,188,984	16,690,125
Pt.	4 Snow Ploughs		
	16 Hand Cars		

TRACKMASTER'S REPORT (O).

ST. JOHN, N.B., 1st December, 1873.

LEWIS CARVELL, Esq., General Superintendent.

SIR,—I beg leave to submit, as requested, the following report on the roadway and works of the European and North American and Inter-colonial railways for the period of four months and eight days, from 1st July to 9th November, 1872.

There were put in the track 242 rails, weighing about 48 tons, and costing \$1,184.95; 82 cast iron chains, and 1,742 scotbard joints or steel clips, costing \$1,564.36; 6,889 pine; 911 hachmatac; 324 cedar and 220 hemlock sleepers, of the value of \$1,660.51.

The repairs (not yet finished) to the iron bridge over the Tantramar River cost thus far \$11,622.31.

The repairs to the wooden bridge over Hall's Creek cost \$1,591.49, Robinson's Meadow bridge, \$501.88; McKinley's bridge, \$105.69; Salmon Creek bridge, \$74.92.

Sussex station was repaired at a cost of \$184.00. The platform at Anagance was repaired costing \$208.19, and the platform at Salisbury was enlarged and repaired at a cost of \$625.47.

The wages of trackmen were increased. The section foreman from \$1.40 to \$1.50, and the laborers from \$1.00 to \$1.10 per day.

The time has arrived when extensive renewals are required in rails, sleepers and wooden structures and fences which are becoming very much decayed.

Yours truly,

(Signed),

GAVIN RAINNIE,

Track Master,

Western Division

ABSTRACT P.

STATEMENT shewing cost of Roadway and Equipment, 9th November, 1873.

	\$	cts.
Cost of Road to 30th June, 1872	4,761,725	44
ADD :—		
Expenditure on Account of Improvements at Mill Pond, Saint John	5,371	72
Expenditure on Account of Improvements at Point du Chene	10,967	86
Expenditure on Account of Branch Line at St. John	11,703	85
Expenditure on Rolling Stock	15,840	00
Expenditure on Account of Improvements at Painseg Junction	1,566	79
Expenditure for Gas Fittings for Freight House at St. John	417	67
	4,807,593	33
CLASSIFIED AS FOLLOWS:—		
	\$	cts.
Engineering	218,876	77
Permanent way	3,694,250	90
Buildings	193,821	14
Rolling Stock and Machinery	423,474	64
Fencing	88,000	00
Wharves	105,501	23
Miscellaneous Stock	15,512	03
Miscellaneous	68,156	62
	4,807,593	33

STATEMENT of Averages (Q.) for the 4 ⁸/₃₀ months, ending 9th November, 1872.

REVENUE :		
Percentage of passenger earnings to gross receipts.....		46·68
do freight earnings to gross receipts.....		47·27
do other earnings to gross receipts.....		5·05
WORKING EXPENSES :		
Percentage of locomotive power to whole cost of operating.....		30·69
do car expenses do do.....		18·68
do maintenance do do.....		31·79
do station expenses do do.....		12·02
do general charges do do.....		6·82
do working expenses to gross receipts.....		92·35
Earnings per mile of railway.....		\$916 71
Expenses do do.....		846 61
PASSENGERS :		
Local.....		127·928
Through.....		6·796
East.....		67·969
West.....		66·755
Total number carried.....		134·724
Number carried one mile.....		3,571·799
Average number of miles travelled by each.....		26·51
Percentage of local.....		94·96
do through.....		5·04
do east.....		50·45
do west.....		49·55
Average receipts per passenger in cents.....		48·32
do do per mile in cents.....		1·82
FREIGHT :		
First class in tons.....		2·156
Second class do.....		3·063
Third class do.....		1·358
Fourth class do.....		38·148
Local in tons.....		37·263
Through do.....		7·462
East do.....		19·509
West do.....		25·216
Total tons conveyed.....		44·725
Tons carried one mile.....		2,369·986
Average distance carried.....		53·43
Percentage of first class.....		4·82
do second class.....		6·85
do third class.....		3·03
do fourth class.....		85·30
do local.....		83·32
do through.....		16·68
do east.....		43·62
do west.....		56·38

FREIGHT.—Continued.		1873.
Average receipts per ton.....		1·44
do do per mile in cents.....		2·702
[LOCOMOTIVES AND CARS :		
Miles run by the engines.....		143·027
Increased per cent.....		30·05
Miles run by the cars.....		918·824
Increased per cent.....		24·65
Gross tons moved one mile by the engines.....		11·327·185
Average in cents per mile run of the engines :—		
Drivers', firemen and cleaners' wages.....		4·75
Fuel.....		9·47
Oil, tallow, and waste.....		·93
Repairs.....		9·09
Water, including pump and tank repairs.....		2·62
Small stores and miscellaneous.....		·21
Locomotive power.....		27·07
Car expenses.....		16·47
Maintenance of way and works.....		28·03
Station expenses.....		10·60
General charges.....		6·02
Total expenses.....		88·19
Total receipts.....		95·50
Net revenue.....		7·31
Average cost in cents per mile run of the cars :—		
Repairs to cars.....		1·62
Oil and waste for packing.....		·12
Both.....		1·74
Average in cents per 100 tons moved one mile by the engines :—		
Drivers', firemen and cleaners' wages.....		5·99
Fuel.....		11·95
Oil, tallow, and waste.....		1·18
Repairs.....		11·47
Water, including pump and tank repairs.....		3·31
Small stores and miscellaneous.....		·27
Locomotive power.....		34·17
Car expenses.....		20·80
Maintenance of way and works.....		35·40
Station expenses.....		13·39
General charges.....		7·60
Total expenses.....		111·36
Total receipts.....		120·67
Net revenue.....		9·31
Average cost in cents per 100 tons moved one mile of the cars :—		
Repairs to cars.....		13·18
Oil and waste for packing.....		·94
Both.....		14·12
Tons goods cars moved one mile.....		4,507,455
Tons freight moved one mile.....		2,389,986
Total gross tons goods cars and freight moved one mile.....		6,897,441
Per centage of dead weight.....		65·36
Per centage of useful load.....		34·64

APPENDIX No. 17.

INTERCOLONIAL RAILWAY,
 GENERAL SUPERINTENDENT'S OFFICE,
 MONCTON, N. B., August, 1st, 1873.

To The Honorable H. L. LANGEVIN, C.B.,
 Minister of Public Works, Ottawa.

Sir,—I have the honor to submit a Report upon the operations of this Railway, from the 9th of November, 1872, to the close of the fiscal year, ending 30th June last.

In pursuance of an "Order in Council," the management of all the Government Railways in Nova Scotia and New Brunswick, comprising:—

1st. The Nova Scotia Railway	145 miles.
2nd. The Intercolonial Railway	118 "
3rd. The European North American Railway	108 "
Total	<u>371</u> "

Were, on the 9th of November last, consolidated under the name of the *Intercolonial Railway*.

RECAPITULATION.

Between Halifax and St. John (Main line)	276 miles.
„ Windsor Junction and Windsor (Windsor Branch).	32 „
„ Truro and Pictou (Pictou Branch)	52 „
„ Painsec and Point Du Chene (Shediac Branch)	11 „
Total as before	<u>371</u> „

The "Windsor Branch" is maintained by the "Intercolonial," but is operated by the "Windsor and Annapolis Railway Company," under an arrangement, by which the latter pays to the Government *one-third* the gross earnings.

The organization was commenced by the appointment of the following persons to fill the principal offices, with their residences and head-quarters at Moncton:—

Lewis Carvell,	General Superintendent.
Geo. Taylor,	General Freight Agent.
Alex. Macnab,	Engineer.
Henry A. Whitney,	Mechanical Superintendent.
Thos. Foot,	Accountant.
Jos. J. Wallace,	Auditor.
William Sadler,	Storekeeper.
H. W. McCann,	Paymaster.
Geo. Ryan,	Cashier.

That the line might be conveniently operated, it was divided into three Divisions:

First—The "Eastern Division," comprising all that portion of the line hitherto called the "Nova Scotia Railway" (145 miles.)

Second—The "Central Division," comprising all that part of the line between Truro and Painsec (118 miles,) known as the "Intercolonial Railway."

Third—The “Western Division,” comprising all that portion of the Railway which lies between St. John and Point du Chene (108 miles.)

Mr. Arthur Busby was appointed Superintendent of the “Eastern Division,” with his office and head-quarters at Truro.

Subsequently, Mr. Richard Luttrell was appointed Superintendent of the “Western” and “Central” Divisions, with his office and quarters at Moncton.

Mr. W. G. Robertson was appointed Chief Clerk in the General Superintendent’s Office.

Mr. Walter U. Jones was appointed First Clerk in the Accountant’s Office.

Mr. G. Grant Bulley was appointed First Clerk in the Audit Office.

Mr. E. T. Trices was appointed Assistant Paymaster.

Mr. Alfred Brush was appointed Clerk to the Cashier.

Mr. J. F. Armstrong was appointed First Clerk in the Mechanical Department.

Mr. William Johnston was given the position of Master Mechanic at Halifax. Mr. Alexander Stronach was made General Foreman at Moncton. Mr. James Fergusson, Foreman at St. John; Mr. James Porteous Foreman at Truro; and Mr. Edward Shaffer, was made Master of Car Repairs, at Moncton.

Mr. A. W. Clarke was appointed Storekeeper at Richmond; and Mr. Samuel Watson, Storekeeper at St. John.

The following persons were appointed Station Masters :—

James Coleman,	Saint John.
John McIntyre,	Rothsay.
A. McN. Travis,	Hampton.
J. W. Wortman,	Norton.
Thomas E. Smith,	Apohaqui.
Alexander Robertson, jun.	Sussex.
O. A. Barberie,	Penobsquis.
Hanford Palmer,	Anagance.
Warren W. Price,	Petitcodiac.
James W. Wallace,	Salisbury.
James W. Pitfield,	Moncton.
J. W. J. Henderson,	Shediac.
John B. Forstar,	Point du Chene.
Samuel McCready,	Panisee.
H. C. Brownhall,	Memramcook.
C. A. Palmar,	Dorchester.
H. Hermans,	Sackville.
James Sutherland,	Aulac.
T. S. Moore,	Amherst.
Robert Roach,	Maccan.
Hans Mills,	Athol.
Thomas R. Patton,	River Philip.
Joseph Jones,	Thomson
William Stevens,	Wentworth.
John C. Spencer,	Londonderry.
Philip Fulmer,	Debert.
Roderick McDonald,	Truro.
W. S. Hamilton,	Brookfield.
Frank Holesworth,	Stewiacke.
R. M. Holesworth,	Shubenacadie.
Samuel Keys,	Milford.
Hugh McIntosh,	Elmsdale.
D. Gladwin,	Enfield.
William Reynolds,	Windsor Junction.
William Stevens,	Bedford.

David Pottingar,	Halifax.
Thomas M. Boggs,	Riversdale.
William McKenzie,	West River.
John Fraser,	Glengarry.
William Fraser,	Hopewall.
James McDonald,	Stellarton.
James Cameron,	New Glasgow.
Thomas V. Cook,	Pictou Landing.
William Jack,	Pictou.

The following persons were appointed Trackmasters :

Gavin Rainnie, for Western Division.

John S. Trites, for Central Division.

Wm. Faulkner, for Eastern Division.

The relation of the employés to the officers of the various departments of the service, and the responsibility of the heads of these departments to the chief officer, may be shown as follows :—

General Superintendent, Chief Clerk, Private Secretary, Telegraph Operator, Clerk, Porter.

General Freight Agent, Clerk.

Accountant, First Clerk, Second Clerk, &c., &c.

Auditor, First Clerk, Other Clerks, &c.

Paymaster, Assistant-Paymaster, Clerk.

Cashier, Clerk.

Storekeeper, Book-keeper and Clerks.—Storekeepers, and Clerks at Halifax, St. John and other places.

Fuel Agent and Inspector.

Engineer, Assistant-Engineers and Draughtsman, Book-keeper, Clerk, Trackmasters of Divisions, Foreman of Sections, Track Laborers.

Mechanical Superintendent, First Clerk, Other Clerks, Time-keeper, Draughtsman.

General Foreman at Monckton, Foremen and Men, Keeper of Tools and Stones, Mechanics, Watchman, and Laborers.

Master of Car Repairs at Monckton, Foreman Cars, Shops and Carpenters, Inspector of Cars and Packers.

Master Mechanic at Halifax, Foreman Machine Shop, Mechanics and Laborers, Foreman Car Repairs, Inspector of Cars and Packers, Watchmen.

Foreman at Saint John, Mechanics and Laborers, Inspector of Cars and Packers.

Foreman at Pictou Landing, Inspector of Cars and Packers.

Foreman at Stellarton, Inspector of Cars and Packers.

Foreman at Shediac, Inspector of Cars and Packers.

Engine Drivers, not on Trains.

Firemen,

Cleaners,

Division Superintendents, Train Despatchers and Clerks, Station Masters, Employés at Stations.

Conductors, Baggage Masters and Brakesmen, Engine Drivers and Firemen, on Trains.

For further information as to the Financial and other transactions of the Railway I beg to refer to the Statements and Reports hereunto appended. They are as follows :

First—By the Accountant :—A General Balance (A 1); Capital Account (A 2); Revenue Account (A 3); (With Abstracts 1 to 5.) Classified Monthly Statement of Receipts (A 4.)

Second—By the Auditor :—A Passenger Statement (A 5); A Freight Statement (A 6); A Statement, shewing the business and Expenses of the several Stations (A 7.)

Third—By the Storekeeper :—A Statement of Stores on hand (A 8.)

Fourth—By the Engineer :—A Report upon the Roadway and Works marked C.

Fifth—By H. F. Perley, C. E. :—A Report upon the Branch Line at St. John, and the Mill Pond Improvements—which works were carried on under his supervision, marked D.

Sixth—By the Mechanical Superintendent :—A Report upon the Rolling Stock E.

Seventh—A Statement of Averages, F.

The Trains were frequently and seriously delayed, because of the unprecedented storms of last winter.

With the exception of these delays, the trains generally were run with regularity.

Arrangements are being made to shed and fence parts of the line, so as to prevent, as far as possible, a recurrence of such serious delays in the future.

Casualties occurred as follows :—

As the Through Express Train was on its way from St. John to Halifax, on Saturday 30th November last, it was thrown from the track on an ascending grade, in a small cutting, about two miles south of Ishgonish Station. One passenger, Mr. G. F. Newcomb, was slightly injured by being thrown against the arm of one of the seats.

The train consisted of two first, one second class, one postal, and one baggage car, all of which left the rails, while the engine and tender remained on the track. The cause of this accident cannot be satisfactorily accounted for. The track was in good condition. The wheels of the cars were in proper gauge, and a ballast train had preceded this train about forty minutes. The damage to cars was slight.

James Burris, a brakeman on train No. 34, accidentally fell from the top of a freight car, as the train was approaching Painsec Station, on the morning of the 23rd January last, and several cars passed over him. He was subsequently brought to Moncton, where he died at noon of the same day.

On the 29th of January last, the Windsor and Annapolis Railway express train, No. 20, on its way to Halifax, ran into a special coal train at the two mile crossing near Richmond. No person was injured, but the baggage car attached to the coal train was destroyed. An investigation of the circumstances shewed that the officers in charge of the Windsor and Annapolis railway train were to blame. The conductor and engine-driver of this train were, at the request of the Government Railway authorities, suspended the engine driver not again to be permitted to drive an engine on the Government line.

On the morning of the 13th February last, Michael Lynds, a brakeman on the train No. 10, was accidentally killed by falling from a platform car laden with coal, when near Valley Station. He slipped from the car while putting on the brakes.

On the evening of the 27th of February last, a first-class car, and a postal car, on train No. 1 (Express from Halifax to St. John) left the rails west of Hammond River Bridge, in consequence of which five persons were injured, viz :—D. L. Hanington, M.P.P., a passenger, slightly cut in the head ; P. A. Laundry, M.P.P., a passenger, slightly hurt ; John Hutchinson, a passenger, slight cut in the head ; James H. Bartlett (conductor), slightly injured ; F. A. Moffatt, (express messenger), cut about the face and otherwise bruised. The accident was caused by a rail having broken as the train passed over it. The track was in good condition. The rail was broken about twelve inches from the end, and the broken part of the rail shewed that there was no flaw in it. It was quite impossible to have anticipated or avoided such an accident.

The most serious accident of the year occurred near Brookfield, on the evening of the 3rd of April last, when No. 2 train collided with No. 7. This disaster resulted in the death of Alex Cameron, the driver of No. 2 train, and injured Wm. Hunt, the fireman, who, besides other injuries, had his leg amputated. John D. Christie, the baggage master of No. 7 train, was severely cut and bruised. John Blanchard, a passenger on No. 7 train, had his leg broken ; John Black, a passenger on No. 7, was severely injured, but no bones were broken ; and Walter Anderson (coloured), also a passenger on No. 7

train, was seriously bruised and injured. One of the engines was very much damaged, and the other only slightly so. The damage to the cars was not very great. An investigation into this case shewed that the accident was altogether due to the conductor and engine driver of No. 2 train, who disobeyed an order received by them, to cross No. 7 at Brookfield. The conductor, John Ryan, was dismissed the service.

I have the honor to be, Sir,

Your obedient servant,

LEWIS CARVELL,

General Superintendent.

INTERCOLONIAL RAILWAY.

Dr.

(A 1.) GENERAL BALANCE.

Cr.

	\$	cts.	\$	cts.		\$	cts.
General Stores.....			350,235	25	Dominion Account.....	364,984	98
Stations.....			15,608	46	Unpaid Pay Rolls.....	70,568	48
Individual Accounts.....			5,462	17	P. E. I. Steam Navigation Co	507	15
Suspense Account.....			5,875	45	Lindsay & Co.....	17	00
Intercolonial Railway Commis- sioners.....			14,748	64	D. MacDonald.....	3	00
Portland Locomotive Company...			388	50	Bank of Nova Scotia.....	1,100	00
Post Office Department.....			12,293	39	N. E. & N. S. Steamship Co.	38	00
F. W. Fishwick.....			516	46	Quebec & Gulf Ports Steam- ship Co.....	72	20
Militia Department.....			32	50	International Steamship Co...	517	50
Windsor and Annapolis Railway.					Steamer <i>Rothsay Castle</i>	42	50
Punchard, Clark & Co.....	7,509	03			Western Extension Railway..	1,045	75
T. V. Smith.....	3,314	76			Grand Trunk Railway.....	155	00
Windsor Branch $\frac{1}{2}$ earnings.....	23,066	95					
			33,890	74			
			439,051	56			
						439,051	56

E. and O. E., Moncton, N. B., 30th June, 1873.

THOMAS FOOT,

Accountant.

INTERCOLONIAL RAILWAY.

[A 2.] CAPITAL ACCOUNT.

1873.	\$	cts.	1873.	\$	cts.
June 30—Expenditure from 11th No- vember, 1872, to 30th June, 1873, classified as follows:—			June 30—By Dominion Account.....	280,418	03
Engineering.....		307			
Roadway and works.....		74,898			
Permanent way.....		17,561			
Rolling stock.....		140,151			
Station and water service..		45,182			
Wharf and ferry services.....		2,316			
		280,418			280,418
					03

E. & O. E., Moncton, N. B., 30th June, 1873.

THOMAS FOOT.

Accountant

INTERCOLONIAL RAILWAY.

(A. 3.)—REVENUE ACCOUNT, from 11th November, 1872, to 30th June, 1873.

EXPENDITURE.		From 11th Nov. '72, to 30th June, 1873.	RECEIPTS.	From 11th Nov. 1872, to 30th June, 1873.
		\$ cts.		\$ cts.
I	Locomotive Power, Main Line, per Abstract 1.....	195,372 14	Passenger Traffic, Main Line.....	151,544 04
Car	Expenses do do 2.....	134,272 91	Freight Traffic do.....	243,508 06
Maintenance	Way and Works do do 3.....	236,517 80	Mails and Sundries do.....	19,086 16
Station	expenses do do 4.....	65,724 60	Passenger Traffic—	
General	Charges do do 5.....	61,837 34	Windsor Branch.....	7,156 05
		693,724 79	Freight Traffic—	
	Maintenance Way and Works—	10,563 70	Windsor Branch.....	11,837 23
	Windsor Branch.....		Mails and Sundries—	
			Windsor Branch.....	774 76
			Balance.....	433,906 30
				270,382 19
				704,288 49

E. & O. E., Moncton, N.B., 30th June, 1873.

THOS. FOOT,
Accountant.

INTERCOLONIAL RAILWAY.

(ABSTRACT 1).—LOCOMOTIVE POWER..

	\$	cts.
Mechanical Superintendent's salary, Clerks, and Office expenses, and Travelling expenses ..	2,500	34
Wages of Drivers, Firemen and Cleaners	31,831	82
Fuel	62,558	24
Oil, Tallow, Waste and Small Stores	11,349	24
Repairs to Engines, Tenders, and Engine Tools	67,883	52
Water, including Pump and Tank Repairs	15,881	44
Miscellaneous	3,367	54
	195,372	14

THOS. FOOT,

Accountant.

INTERCOLONIAL RAILWAY.

(ABSTRACT 2).—CAR EXPENSES.

	\$	cts.
Repairs to passenger cars	28,372	58
Repairs to postal, express and baggage cars	6,882	89
Repairs to freight cars and vans	46,722	00
Wages of conductors, train baggage masters and brakemen	30,559	23
Oil and waste for packing	3,869	47
Small stores and fuel	13,749	02
Miscellaneous	4,117	72
	134,272	91

THOS. FOOT,

Accountant.

INTERCOLONIAL RAILWAY.

(ABSTRACT 3).—MAINTENANCE OF WAY AND WORKS.

	\$	cts.	\$	cts.
Engineers' salary, clerks' and office expenses, and travelling expenses			3,502	67
Wages in repairing roadway and fences, main line			84,162	69
Rails, chairs, and spikes			32,939	84
Sleepers, main line			16,016	50
Timber and lumber for repairs to bridges, cattle guards, crossings and fences			15,052	57
Repairs to wharves			4,264	88
Repairs to buildings			29,556	23
Repairs to snowploughs, hangers, and tools			14,093	25
Clearing ice and snow, main line			35,395	68
Miscellaneous			1,533	49
Wages, repairing roadway and fences, Windsor branch	8,529	28		
Sleepers, Windsor branch	1,074	57		
Clearing ice and snow, Windsor branch	959	85		
			10,563	70
			247,081	50

THOS. FOOT,

Accountant.

INTERCOLONIAL RAILWAY.

(ABSTRACT 4)—STATION EXPENSES.

	\$	cts.
Salaries and wages of station masters, agents, clerks, station telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and porters	47,339	73
Fuel, oil, light, stationery, tickets, and other incidental expenses	18,384	87
	65,724	60

THOS. FOOT,

Accountant.

INTERCOLONIAL RAILWAY.

(ABSTRACT 5).—GENERAL CHARGES.

General Superintendent's Salary, Clerks and Office Expenses, and Travelling Expenses	\$	cts.
Division Superintendents' and Train Despatchers' Salaries, and their Office and Travelling Expenses	8,930	01
General Freight Agent's Salary, Clerks and Office Expenses, and Travelling Expenses	5,148	16
Accountant's Salary, Clerks, and Office Expenses and Travelling Expenses	2,717	45
Auditor's Salary, Clerks and Office Expenses, and Travelling Expenses	2,223	17
Paymaster's and Cashier's Salaries, Clerks, and Office Expenses and Travelling Expenses	3,610	85
Advertising	4,154	10
Damages to Men, Animals, and Goods, and Accidents to Plant	8,583	60
Pictou Ferry	6,982	57
Telegraph Expenses	4,168	14
Accidents Insurance	3,002	01
Miscellaneous	1,820	32
Fire at Shediac	961	66
	9,535	30
	61,837	24

THOS. FOOT,

Accountant.

(A 4).—MONTHLY STATEMENT OF RECEIPTS.

From 11th November, 1872, to 30th June, 1873.

MONTHS.	Passengers.	Freight.	Mails and Sundries.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1872, November	18,202 85	26,114 75	1,781 59	46,099 19
December	19,463 90	26,111 30	2,582 48	48,157 68
1873, January	17,579 47	30,707 41	2,662 14	50,949 02
February	12,407 71	27,510 10	2,489 54	42,407 35
March	14,732 42	27,853 61	2,631 44	45,217 47
April	20,798 09	34,077 90	2,151 94	57,027 93
May	26,867 94	42,535 88	2,676 27	72,080 09
June	28,647 71	40,434 34	2,885 52	71,967 57
Totals.....	158,700 09	255,345 29	19,860 92	433,906 30

THOS. FOOT,

Accountant.

(A 5.) PASSENGER STATEMENT

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
November.....	11,984	12,546	24,530	657,385	570	796	1,366	187,853	12,534	13,342	5,876	845,238
December.....	13,816	14,336	28,152	907,312	435	497	932	151,183	14,251	14,883	29,084	1,058,495
January.....	11,111	11,489	22,600	727,848	459	289	748	134,037	11,570	11,788	23,348	861,885
February.....	10,080	10,331	20,411	624,191	194	240	434	79,540	10,274	10,571	20,845	703,731
March.....	10,917	11,019	21,936	691,839	275	217	492	89,924	11,192	11,236	22,428	781,763
April.....	17,283	17,734	35,017	991,911	408	413	821	137,970	17,691	18,147	35,838	1,129,881
May.....	21,813	21,677	43,490	1,218,434	871	1,378	2,249	310,072	22,684	23,055	45,739	1,528,506
June.....	23,783	22,401	46,184	1,286,578	1,114	1,353	2,467	389,163	24,897	23,754	48,651	1,645,741
Totals.....	120,767	121,533	242,300	7,075,488	4,326	5,183	9,509	1,479,742	125,093	126,716	251,809	8,555,240

Moncton, 30th June, 1873.

J. J. WALLACE,
Auditor.

(A 6.) FREIGHT STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
	November	5,800	12,284	18,084	630,585	801	1,518	2,319	242,147	6,601	13,802	20,403	872,232
December.....	5,650	10,685	16,335	641,333	425	978	1,403	159,787	6,075	11,663	17,738	801,120
January	9,708	8,721	18,429	1,134,725	242	577	819	94,017	9,950	9,298	19,248	1,228,742
February	8,735	9,347	18,082	1,107,537	150	377	527	71,053	8,885	9,724	18,609	1,178,590
March.....	8,367	9,132	17,499	1,050,864	319	428	747	96,531	8,086	9,560	24,263	1,147,395
April.....	11,444	12,122	23,566	1,162,524	288	409	697	92,052	11,732	12,531	24,263	1,254,576
May.....	11,548	14,072	25,620	1,049,690	1,812	2,233	4,045	391,084	13,360	16,305	29,665	1,440,774
June	11,022	16,786	27,808	893,764	1,191	1,718	2,909	288,750	12,213	18,504	30,717	1,182,514
Totals.....	72,274	93,149	165,423	7,671,022	5,228	8,238	13,466	1,435,421	77,502	101,387	178,889	9,106,443

Moncton, 30th June, 1873.

J. J. WALLACE,
Auditor.

(A. 7).—STATEMENT shewing the Business and Expenses of the several Stations.

STATIONS.	Number of Passengers, 1873.			Tons of Freight, 1873.			Station Expenses, 1873.	
	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Amount.	Per cent.
							\$ cts.	
Halifax	26,004	23,587	9.85	30,657	10,508	11.51	12,454 46	18.95
Bedford	3,396	3,417	1.35	545	109	.18	378 59	.57
Windsor Junction	2,093	1,466	.71	5,224	561	1.62	598 29	.91
Enfield	1,278	1,369	.52	622	250	.24	329 43	.50
Elmsdale	2,451	2,452	.97	594	802	.39	393 91	.59
Milford	688	312	.20	55	154	.06	408 36	.62
Shubenacadie	5,996	5,195	2.22	2,692	1,790	1.25	825 33	1.25
Stewiacke	1,497	1,541	.60	1,717	759	.69	503 81	.76
Brookfield	2,476	2,573	1.00	867	1,644	.70	608 53	.92
Truro	16,658	12,261	5.74	13,583	3,969	4.90	4,793 27	7.29
Riversdale	929	770	.44	179	985	.33	372 14	.56
West River	1,204	1,021	.44	238	830	.30	360 59	.54
Glengary	1,352	1,145	.49	122	321	.12	366 08	.55
Hopewell	2,155	2,412	.91	554	616	.33	443 12	.67
Stellarton	3,799	3,668	1.48	2,530	47,847	14.08	1,203 34	1.83
New Glasgow	7,055	7,003	2.79	6,476	1,173	2.14	958 71	1.45
Pictou Landing	3,121	2,959	1.21	27,714	3,307	8.67	2,974 34	4.52
Pictou	7,339	6,289	2.71	1,731	584	.65	1,032 91	1.57
De Bert	965	839	.36	446	370	.23	819 02	1.24
Londonderry	2,186	1,556	.74	5,606	800	1.80	973 59	1.48
Wentworth	1,198	1,156	.47	314	102	.11	817 11	1.24
Thomson	972	830	.36	345	107	.13	768 05	1.16
River Philip	1,401	733	.42	444	237	.19	866 29	1.31
Athol	1,486	1,182	.53	456	201	.18	892 52	1.36
Maccan	1,212	961	.43	858	149	.29	828 09	1.41
Amherst	6,899	5,418	2.45	1,904	1,144	.85	1,232 17	1.87
Au Lac	1,289	1,176	.49	360	267	.17	387 55	.59
Sackville	3,083	2,988	1.19	810	888	.47	517 27	.78
Dorchester	3,757	3,420	1.43	778	193	.27	526 41	.80
Memramcook	1,789	1,696	.69	930	1,276	.62	533 84	.81
Painsec	901	1,227	.42	32	375	.11	622 37	.94
Shediac	5,210	4,619	1.96	2,334	4,749	1.98	1,421 04	2.16
Point du Chene	1,564	1,438	.60	3,768	7,153	3.05	3,072 91	4.67
Moncton	9,630	7,972	3.50	9,506	1,602	3.10	2,551 13	3.88
Salisbury	3,611	3,455	1.40	2,647	7,965	2.97	736 43	1.12
Petitcodiac	4,070	3,603	1.52	1,317	7,473	2.46	1,023 68	1.56
Anagance	1,638	1,584	.64	860	1,302	.60	498 38	.76
Penobsqui	2,601	2,393	1.00	815	495	.37	567 96	.86
Sussex	8,262	8,206	3.27	3,810	2,596	1.79	1,535 72	2.34
Apoahqui	3,775	3,634	1.47	1,253	949	.62	621 86	.94
Norton	4,022	4,109	1.62	770	2,209	.83	518 75	.79
Hampton	7,455	7,868	3.04	1,320	1,471	.78	899 67	1.37
Rothsay	9,528	9,566	3.80	1,268	90	.38	611 32	.93
St. John	45,406	45,109	17.97	33,912	15,999	13.78	12,482 81	18.66
Flag Stations	28,408	45,631	14.70	5,926	43,118	13.71	255 35	.54
WINDSOR BRANCH:—								
Beaver Bank							1 70	
Mount Uniacke							13 80	.02
Ellershouse							1 70	
Newport							1 70	
Windsor							19 70	.03
Totals	251,809	251,809	100.00	178,889	178,889	100.00	65,724 60	100.00

Moncton, 30th June, 1873.

J. J. WALLACE,

Auditor.

(A. 8).—STATEMENT of Stores on hand, 30th June, 1873.

Road Stock :—		
Rails	158,623	54
Chairs	1,141	49
Sleepers	21,242	71
Fish plates	4,398	96
		185,406 70
Inventory of Railway supplies in Moncton, Halifax and St. John		
Stores	100,250	40
Machine Shop and Repair Shop	6,985	28
Ticket and Stationery Store	11,706	79
		118,942 47
878,990 cubic feet of Wood	31,141	73
42,444 bushels of Coal	63,366	60
		37,508 33
Inventory of Stores on hand at the several Stations :—		
Halifax Ticket Office	147	22
Richmond Station Store	424	01
Bedford do	70	40
Windsor Junction Station Store	53	72
Enfield Station Store	83	56
Elmsdale do	37	11
Milford do	88	52
Shubenacadie do	84	83
Stewiacke do	39	35
Brookfield do	80	93
Truro do	1,880	46
Riversdale do	65	53
West River do	68	86
Glengarry do	51	42
Hopewell do	47	69
Stellarton do	93	13
New Glasgow do	94	39
Pictou Landing do	1,373	09
Pictou do	63	68
DeBert do	109	87
Londonderry do	41	55
Wentworth do	98	32
Thomson do	118	94
River Philip do	62	24
Athol do	119	01
Maccan do	99	66
Amherst do	166	84
Aulac do	105	83
Sackville do	127	09
Dorchester do	120	78
Memramcook do	115	03
Painsec do	110	79
Shediac do	102	35
Pt. du Chene do	318	24
Moncton do	207	71
Petitcodiac do	138	34
Salisbury do	106	97
Anagance do	92	27
Penobsquis do	122	81
Sussex do	96	61
Apohaqui do	103	83
Norton do	128	66
Hampton do	99	87
Rothessay do	89	30
St. John do	522	94
		8,377 75
		350,235 5

W. SADLER,
General Storekeeper.

INTERCOLONIAL RAILWAY.

DR. (A. 9). CONSOLIDATED CAPITAL ACCOUNT for the fiscal year ending 30th June, 1873. Cr.

	N. S. Railway, 30th June to 9th Nov., 1872.	E. & N. A. Railway, 30th June to 9th Nov., 1872.	I. C. Railway, 11th Nov., 1872, to 30th June, 1873.	Total.		N. S. Railway, 30th June, 1872, to 9th Nov., 1872.	E. & N. A. Railway, 30th June, 1872, to 9th Nov., 1872.	I. C. Railway, 11th Nov., 1872, to 30th June, 1873.	Total.
	\$	\$	\$	\$		\$	\$	\$	\$
1872. June 30. To cost of road, and equipment to date	6,976,268 03	4,761,725 44	.....	11,737,993 47	1872. June 30th.	6,976,268 03	4,761,725 44	.....	11,737,993 47
EXPENDITURE, classified as follows:—					By Dominion of Canada	47,980 74	45,807 89	280,418 03	374,266 66
To Engineering.....	509 20	.....	307 65	816 85	Dominion of Canada	.....	.....	.....	.....
Permanent Way...	4,560 57	21,901 46	17,561 15	44,023 18					
Rolling Stock	33,926 10	15,840 00	140,151 61	189,917 71					
Station and Water Service.....	5,770 33	.....	45,182 11	50,952 44					
Wharf and Ferry Services.....	3,214 54	2,068 08	2,316 66	7,599 28					
Buildings .....	.....	3,073 67	.....	3,073 67					
Fencing .....	.....	.....	.....	.....	
Miscellaneous .....	.....	2,984 68	.....	2,984 68					
Roadway & Works .....	.....	.....	74,898 85	74,898 85					
	7,024,248 77	4,807,593 33	280,418 03	12,112,260 13		7,024,248 77	4,807,593 33	280,418 03	12,112,260 13

INTERCOLONIAL RAILWAY.

(CONSOLIDATED ABSTRACT 1) Locomotive Power.

PARTICULARS.	Nova Scotia Railway, 30th June to 9th November, 1872.			E. & N. A. Railway, 30th June to 9th November, 1872.			Intercolonial Railway, 11th November, 1872, to 30th June, 1873.			Total.		
		\$	cts.		\$	cts.		\$	cts.		\$	cts.
Mechanical Superintendent's Salary, Clerks' and Office Expenses, and Travelling Expenses.												
Wages of Drivers, Firemen, and Cleaners		6,556	08		6,793	30		31,831	82		45,181	20
Fuel		9,314	04		13,541	82		62,558	24		85,414	10
Oil, Tallow, Waste, and small stores		3,752	69		1,332	17		11,349	24		16,434	10
Repairs to Engines, Tenders, and Engine Tools		10,856	09		9,608	23		67,883	52		88,347	84
Repairs and Renewals of Tools, Lamps, &c.		808	40		112	16		.....	.....		920	56
Repairs to Workshops and Engine Houses		201	65		1,827	53		.....	.....		2,029	18
Water, including Pump and Tank repairs		1,737	31		3,750	53		15,881	44		21,369	28
Miscellaneous		441	29		300	49		3,367	54		4,109	32
Coal Shed at Point du Chene			1,450	00		.....	.....		1,450	00
		33,667	57		38,716	23		195,372	14		267,755	92

INTERCOLONIAL RAILWAY.

(CONSOLIDATED ABSTRACT 3).—MAINTENANCE OF WAY AND WORKS.

PARTICULARS.	Total.		
	Nova Scotia Railway, 30th June to 9th November, 1872.	E. & N. A. Railway, 30th June to 9th Nov., 1872.	Intercolonial Railway, 11th Nov., 1872, to 30th June, 1873.
	\$	cts.	\$
Engineer's Salary, Clerks' and Office Expenses, and Travelling Expenses.....	28,704	09	3,502
Wages in repairing Roadway, Fences and Semaphores.....	47,582	20	92,691
Rails, Chairs and Spikes.....	4,150	30	32,989
Sleepers.....	10,167	88	17,091
Timber and Lumber for repairs to Bridges, Cattle Guards, Crossings, and Fencings.....	730	10	15,052
Repairs to Wharves.....	1,067	73	4,264
Repairs to Buildings.....			28,556
Repairs and renewals of Hand Cars, Tools, &c.....			14,093
Repairs to Snow Ploughs and Flangers.....			322
Repairs to Sackville Bridge.....			11,622
Clearing ice and snow.....			
Miscellaneous.....	526	08	36,355
	92,928	38	1,533
			40,098
			247,081
			380,108

INTERCOLONIAL RAILWAY.

(CONSOLIDATED ABSTRACT 4.—STATION EXPENSES.

PARTICULARS.	Nova Scotia Railway, 30th June to 9th Nov., 1872.	E. & N. A. Railway, 30th June to 9th Nov., 1872.	Intercolonial Railway, 11th Nov., 1872, to 30th June, 1873.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salaries and Wages of Station Masters, Agents, Clerks, Station Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen, and Porters.	8,409 90	9,370 18	47,339 73	65,119 81
Repairs to Buildings.	3,987 39	3,829 42	.....	7,816 81
Fuel, Oil, Light, Stationery, Tickets, and other Incidental Expenses.	2,044 23	1,961 20	18,384 87	22,390 39
	14,441 52	15,160 89	65,724 60	95,327 01

INTERCOLONIAL RAILWAY.

(CONSOLIDATED ABSTRACT 5.)—GENERAL CHARGES.

PARTICULARS.	Neva Scotia Railway, 30th June to 9th Nov., 1872.			E. & N. A. Railway, 30th June to 9th Nov., 1872.			Intercolonial Railway, 11th Nov., '72 to 30th June, 1873.			Total.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	
Salaries of General Officers, Accountant, and Clerks.....	2,737 08	3,081 07	8,930 01	5,768 15						
General Superintendent's Salary, Clerks' and Office Expenses, and Travelling Expenses.....										
Division Superintendents' and Train Despatcher's Salaries, and their Office and Travelling Expenses.....										
General Freight Agent's Salary, Clerks' and Office Expenses, and Travelling Expenses.....										
Accountant's Salary, Clerks' and Office Expenses, and Travelling Expenses.....										
Auditor's Salary, Clerks' and Office Expenses, and Travelling Expenses.....										
Paymaster's and Cashier's Salaries, Clerks' and Office Expenses, and Travelling Expenses.....										
Printing and Stationery.....	788 75	190 68	4,154 10	4,154 10						
Advertising.....	771 55	1,997 86	8,583 60	11,353 01						
Damages to Men, Animals and Goods, and Accidents to Plant.....	804 51	1,483 98	6,982 57	9,271 06						
Pictou Ferry.....			4,168 14	4,168 14						
Telegraph Expenses.....	726 18		3,002 01	3,728 19						
Accident Insurance.....			1,820 32	1,820 32						
Miscellaneous.....	465 90	1,902 16	961 66	3,329 72						
Fire at Shediac.....			9,535 30	9,535 30						
	62,91 97	8,605 65	61,837 34	76,734 96						

INTERCOLONIAL RAILWAY.

(ABSTRACT 6.)—PICTOU FERRY.

PARTICULARS.	Nova Scotia Railway, 30th June to 9th November, 1872.		E. & N. A. Railway, 30th June to 9th November, 1872.		Intercolonial Railway, 11th November, 1872, to 30th June, 1873.		Total.
	\$	cts.	\$	cts.	\$	cts.	
Captain's, Engineer's, Fireman's, and Deck Hand's Wages							
Fuel.....	943	77					943 77
Oil, Tallow, and Waste	321	20					21 20
Repairs to Engines and Hull	263	01					263 01
Repairs to and renewal of Tools, Lamps, &c.....	151	65					151 65
Miscellaneous	59	14					59 14
	26	76					26 76
	1,765	53					1,765 53

 INTERCOLONIAL RAILWAY.

ENGINEER'S OFFICE :

Moncton, N. B., July 15th, 1873.

LEWIS CARVELL, Esq.,
General Superintendent.

SIR,—I beg to submit the following report of the "Maintenance of Way Department" of the Intercolonial Railway for that portion of the fiscal year, which began on 9th November, 1872, and terminated on 30th June, 1873.

The line is divided into three Divisions, the Eastern, Central, and Western. The Eastern Division extends from Halifax to Picton, and it also includes the western branch, embracing a total length of 145 miles.

The Central Division lies between Truro and Painsec Junction, a length of 118 miles of main line, and the Western Division comprises that portion of the main line between Painsec Junction and St. John, 97 miles, and the Shediac branch 11 miles, or a total of 108 miles, making an aggregate length of 371 miles of track.

These three Divisions are under the charge of the following trackmasters :—

Wm. Faulkner, for the Eastern, with headquarters at Truro; John S. Trites, for the Central, with headquarters at Moncton; Gavin Rainnie for the Western, with headquarters at St. John.

The trackmasters have assistants, or district foremen, there being three for the Eastern, and two each for the Central and Western Divisions.

The whole line is divided into 73 sections, each averaging $5\frac{8}{100}$ miles. The sections are each under the charge of a foreman, who has a gang of track repairers. These foremen are directly responsible to the trackmaster, who in his turn is under the immediate control and direction of the engineer.

Two assistants, Messrs. H. A. Gray, and P. W. St. George, were appointed to the engineering staff, and their services have since been fully occupied in the preparation of plans, and in making such instrumental measurements as were required for the various works in hand.

The following is a statement of the works undertaken :—

17,279 lineal feet of track have been renewed, 14,485 feet being steel, and 2,794 feet iron rails, weighing 56 lbs. per lineal yard, and secured at their joints by fish plates and bolts.

82,025 worn-out sleepers have been removed, and sound ones substituted in their place.

At Halifax, a trestle work and three shutes have been erected, and two tracks laid on the railway wharf for the delivery of coal from the cars to vessels.

The new wharf at Halifax, 750 feet by 114 feet, has been placed under contract, and considerable progress made in building cribs, and in preparing for the prosecution of the work.

The roof of engine house at Halifax (destroyed by fire in January, 1872), has been rebuilt, and the whole building thoroughly repaired.

New sidings have been laid at Three Mile House (near Halifax), Windsor Junction, Gilbert's Island, and St. John, and arrangements made for others at Westcock and Torryburn.

A combined passenger and freight house of wood, and siding have been provided at Valley station.

Increased water supply and siding accommodation have been provided at Riversdale.

A new siding and platform for freight purposes, have been laid at Hopewell.

An engine house of wood, and a turntable, together with a tank and increased

siding accommodation, have been provided at Stellarton to meet the requirements of the coal traffic.

Renewals of timbers and repairs of masonry have been made on several small bridges and culverts.

Considerable progress has been made in the construction of the branch railway and wharf at Dorchester Island, and also in the line from Londonderry station to the Acadia iron mines.

Crowsan's Aboideau, about midway between Dorchester and Memramcook, has been rebuilt.

A three stall brick engine house and frame car shed and coal shed have been built at Point Du Chene.

Coal sheds have also been erected at Petitcodiac, Sussex, and St. John.

Attention has been paid to the proper drainage of such cuttings as were in need of it, and the beneficial results arising therefrom, have been fully proved.

5,004 cubic yards of gravel, of excellent quality, were taken from the pit near Truro, and put on the Eastern Division south of that station.

A quantity was also obtained along the shore of Bedford basin, for the portion of road between Bedford and Halifax.

The difficulties encountered on the Cobequid Mountains during the winter months were very great, owing to the snow being forced by drifting winds into the cuttings and causing serious interruption to the traffic. Some idea of the exposure and fatigue endured, by night and by day, by those who were engaged in removing the snow blockades, may be had from the fact that cuttings of an aggregate length of two and a half miles, and varying in depth from ten to thirty-five feet, had to be cut through; and it frequently happened that no sooner would communication be established, than a repetition of the work would become necessary, as drifting winds would again render the road impassable for days together.

In the deepest cuttings, the best and most approved snow ploughs were quite useless; it therefore became necessary at these points first to remove a portion of the snow by manual labor before a passage could be forced by steam power.

Occasional detentions also occurred in February and March, between Dorchester and Amherst, Shediac and Painsec Junction, and also at "Reed's" Cutting near Moncton; but it is believed that the snow sheds and fences now provided for at the exposed points, together with increased motive power, will remove the great difficulties which were experienced last winter, and that communication will be maintained without material interruption during the ensuing season.

In connection with this subject, it is gratifying to be able to state that no accidents occurred to any one engaged in clearing the road; and I may also remark that the Trackmasters, their assistants, and men, are entitled to credit for the energy and endurance shown by them under the trying circumstances to which I have referred.

The road, throughout its entire length, is being placed as rapidly as possible in good order. I may add, that when the rails, sleepers, and ballast, for which provision has now been made, and the materials for which it is proposed to ask for, the year ending 30th June, 1875, are put into the track, the permanent way will be in a very superior condition.

I have the honor to be, Sir,

Your obedient,

(Signed,)

ALEX. MACNAB,

Engineer

REPORT

On the Works in the construction of the Freighting Yard, Shed, &c., in the Mill Pond at Saint John, N. B.

These works were let to Messrs. Clarke & Stackhouse under contract dated 5th October, 1871, and were finally completed during December, 1872.

The object of these works was to enlarge and extend the freighting facilities of the Intercolonial Railway, and was obtained by filling the "Mill Pond" to an extent of five and a-half acres, which, together with the made ground found on taking possession, gives an area of eight and a-half acres for the Freight Yard.

In this yard a Freight House, 295 feet in length by 120 feet in width, has been erected, covering three tracks, and large and commodious platforms, by which the "inward" and "outward" freight are kept separate, and received or delivered with facility and despatch. Outside platforms, 300 feet in length, have been constructed for the heavier class of goods and those not liable to damage by exposure. Cattle platforms and pens, oat platform, and a large extent of sidings have been put in place, and though settlement, caused by the soft bottom of the "pond," will continue to take place for some time, yet it is not at all a serious matter nor any detriment to the traffic.

HENRY F. PERLEY,
Engineer in charge.

St. John, N. B., 14th July, 1873.

REPORT

On state of Works on the branch line from the main line of the Intercolonial Railway, near Gilbert's Island, to the Ballast Wharf in the City of Saint John, N. B.

This branch is nearly two miles in length, and was let to Messrs. Mahony & Robertson, who carried on the work jointly until December, 1872, when the partnership was dissolved; in February, 1873, Mr. Mahony, the surviving partner, died, and the Works in consequence came to a stand-still, and remained so up to the end of the fiscal year.

These Works are for the purpose of reaching deep water in the harbor, and for obtaining greater facilities for freighting purposes in connection with a deep water wharf. They consist in the erection of a continuous length of crib wharfing of 4,600 feet, 20 feet in width, and an average height of about 16 feet, whilst the rest of the work is of the usual laith, and rock cuts, and fills to be formed on Railway works, plate laying, &c.

Up to 30th June, about two-fifths of the work under contract was completed.

HENRY F. PERLEY,
Engineer in charge.

St. John, N. B., 14th July, 1873.

INTERCOLONIAL RAILWAY.

MECHANICAL DEPARTMENT :

Moncton, N. B., 30th July, 1873.

LEWIS CARVELL, Esq.,
General Superintendent.

Sir,—I beg leave to submit a report of the operations of the Mechanical Department for the period extending from the 9th November, 1872, to the 30th of June, 1873.

The operations of this part of the year received a disastrous check at the very commencement, by the destruction of the Shediac Shops, by fire, on the night of the 10th of November, by which the work of engine repairs on the Western and Central Divisions was very much delayed. We were at that time preparing to remove the machinery and tools to Moncton, or the damage might have been much greater. As it was, the stationary engine and many of the machines had to be repaired at heavy expense before they could be used. The engine "Prince of Wales" (No. 34), which was then being repaired, was damaged to the extent of two hundred and fifty dollars (\$250.00), and one platform car was destroyed.

We immediately moved the tools to Moncton, fitting up and erecting them as quickly as it could be done under the disadvantages attendant on the loss of motive power for the shop, and on the want of tools. Much inconvenience was caused to us by the want of proper accommodation in Moncton for the workmen and their families, many of them had for several weeks to continue residing in Shediac, going to and from their work morning and evening, and losing much time in consequence. Our small stationary engine was in condition for service about the middle of December, temporary shafting was completed at about the same time, and from that date we were able to give engines running repairs. We were, however, still sadly hampered by the want of tools, and consequently were not able to give engines thorough repairs as soon as they needed them. In the meantime, our locomotives and other rolling stock had been getting into very bad condition, and were not in a proper state for the severe service they were soon to encounter.

Last winter was one of almost unprecedented severity, and this department was taxed to its utmost to keep the running engines in repair, and many of the disabled locomotives had to be laid by for weeks before anything could be done towards repairing them.

The want of proper shop machinery has continued till the end of the year ; and this, together with the scarcity of engines, has not only increased the cost of repairs, but has also embarrassed the operations of the railway, by preventing us from supplying promptly the power needed for the business which was offering.

In consequence of the Moncton shops not being properly fitted up, more work was thrown on the Richmond shops, engines from the Western and Central Division having to be sent there for repairs.

The locomotives belonging to the Nova Scotia Railway had been designated by numbers commencing at No. Six (6), and those of the European and North American Railway by names and numbers. After consolidation, it was determined that numbers only should be used. The Nova Scotia engines were allowed to retain their numbers, five of the E. & N. A. R. engines being placed at the head of the list and the rest below, the Intercolonial engines come last, all of one build, being placed together in the schedule. (See statement "No. 2.")

In re-numbering cars, a different system from that in use on the old roads was introduced. Each class had formerly commenced at No. One (1), now each has a special series of numbers. It will be seen by reference to statement "M. O." that the number of a car now serves for its designation, no two being numbered the same.

Attached to this report there are the following statements :—

M. 0. Statements of engines and cars on hand on the 9th November, 1872.

M. 1. Statement showing the number of engines, and the number of each class of cars.

M. 2. Statement giving description and mileage of each locomotive.

M. 3. Statement giving the performance, expense, &c., of each locomotive.

M. 4. Abstract from locomotive returns, showing the monthly performance and consumption.

M. 5. Statement giving the cost of locomotive power for each month.

M. 6. Statement of the cost of coal burners and wood burners respectively.

M. 7. Statement of car mileage.

M. 8. General statement of the expenses of this department.

It will be seen by reference to statement M. 1. that there were fifty (50) condemned cars on hand on the 9th of November, and only forty-seven (47) on the 30th of June. One (1) express and baggage car, nine (9) box cars, and thirteen (13) platform cars were rebuilt and charged to repairs.

Of the locomotives reported on Statement "M. 2," Nos. 1 and 31 were sent to Campbellton for the use of the Commissioners in June. The "mileage since Nov. 11th," includes 15,931 miles run while in the service of the Commissioners.

By statement "M. 3" it will be seen that there are included in the cost of engine repairs, eighteen (18) steel tires, sixty-eight (68) steel tired wheels, seventy-eight (78) chilled wheels, twenty-one (21) truck axles, thirteen (13) injectors, two (2) sets of brass flues, and one (1) full set of driving wheels, axles and crank pins; and also that eleven (11) engines have been painted. The cost of repairs to engines No. 45, 46, 47 and 48 includes \$1,490.18 expended in putting them in a proper condition for service when they were received from the Commissioners, and also \$1,650.00 being the cost of replacing wheels which proved defective.

The information contained in statement "M. 6" is not of much value, as it covers only a short period, but when extended over the space of two or three years it will be of practical use.

Statement "M. 8" contains a recapitulation of some of the other tables. It also shows the average cost per one hundred miles run by trains, by engines, and by cars respectively.

Two (2) first class cars have had their monitors lengthened, have been re-modelled, upholstered, painted and varnished, and have received new seats and new trucks; two (2) have been painted and varnished.

One (1) second class car has received new seats; one (1) has received a new tin roof; two (2) have received new trucks; and four (4) have been painted and varnished.

Two (2) postal cars have been upholstered, painted and varnished, and have had their roofs repaired; three (3) have been painted and varnished; and three (3) have had water closets put in.

The drawbars of cars from the different roads varied very much in height, and it was deemed advisable to make them conform to one standard. The change, which has involved considerable expense, is now nearly completed.

The amount charged to repairs of cars includes one hundred and fifty-two (152) steel tired wheels, six hundred and thirty-five (635) chilled iron wheels, and fifteen (15) axles.

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

H. A. WHITNEY,
Mechanical Superintendent

STATEMENT OF ENGINES ON HAND, ON THE 9TH OF NOVEMBER, 1872.

Number received from the Nova Scotia Railway	24
Number received from the European and North American Railway	14
Number received from the Intercolonial Railway Commissioners.....	7
Total number on hand	42

STATEMENT OF CARS ON HAND, ON THE 9TH OF NOVEMBER, 1872.

Description.	Designation.	Now Numbered upwards from.	Whence received.						Total.		Grand Total.
			Nova Scotia Railway.		European and North American Railway.		Intercolonial Railway Commission.		Serviceable.	Condemned.	
			Serviceable.	Condemned.	Serviceable.	Condemned.	Serviceable.	Condemned.			
First-class Passenger Cars....	A	1	17		13		2		32		32
Second-class Passenger Cars...	B	301	4	5					4	5	9
Second-class and Smoking Cars	Bg	401	3		5				8		8
Second-class and Baggage Cars	Bh	501	4		3		2		9		9
Postal and Smoking Cars.....	G	601	3		3		3		9		9
Express and Baggage Cars....	E	701	6		4				10		10
Conductors' Vans.....	V	901			2				2		2
Box Freight Cars	C	1001	72	9	55	12	70		197	21	218
Cattle Cars and Sheep Cars...	Ce	3001	21	8	14				35	8	43
Hay Cars.....	Cd	351			6				6		6
Platform Cars and 8 wheel Coal Cars	D	4001	168	14	144	2	135		447	16	463
Four wheel Coal Cars	F	6001	212						212		212
Totals .....	...		510	36	249	14	212		971	50	1021

 GENERAL STATEMENT of Expenses in Mechanical Department, (No. 8)

The miles run by trains were	450,8
do do engines were.....	557,794
do do cars were	3,417,287
do do snowploughs were.....	6,099
	\$ cts.
The cost of locomotive power was	195,372 14
do repairs to cars was.....	81,977 47
do oil and waste for packing cars was	3,515 04
do repairs to passenger cars was.....	28,372 58
do do postal, express and baggage cars was.	6,882 89
do do freight cars and vans was.....	46,722 00
do locomotive power, per 100 miles run by trains was.....	43 33
do do do engines was	35 03
do do do cars was	5 72
do repairs to cars, per 100 miles run by trains was.....	18 18
do do do engines was.....	14 69
do do do cars was... ..	2 40
do oil and waste for packing cars, per 100 miles run by trains was.....	0 78
do do do engines was.....	0 63
do do do cars was	0 10
do repairs to passenger cars, per 100 miles run by them was.....	3 61
do do postal, express and baggage cars, per 100 miles run by them was.....	2 17
do do freight cars and vans, per 100 miles run by them was.....	2 02

STATEMENT of Averages for the 7 23-30 months ending 30th June, 1873.

Revenue—		\$ cts.
Percentage of Passenger Earnings to Gross Receipts		36 57
Percentage of Freight Earnings to Gross Receipts		58 85
Percentage of other Earnings to Gross Receipts		4 58
Working Expenses—		
Percentage of Locomotive Power to whole cost of operating		27 74
Percentage of Car Expenses to whole cost of operating		19 07
Percentage of Maintenance to whole cost of operating		35 08
Percentage of Station Expenses to whole cost of operating		9 33
Percentage of General Charges to whole cost of operating		8 78
Earnings per mile of Railway		1,169 56
Expenses per mile of Railway		1,898 35
Locomotives and Cars—		
Average, in cents per mile, run of the Engines, Locomotive Power		35 03
Car Expenses		24 07
Maintenance of Way and Works		44 30
Station Expenses		11 78
General Charges		11 08
Total Expense		126 26
Total Receipts		77 79
Passengers—		
Percentage of Local		96 22
Percentage of Through		3 78
Percentage East		49 68
Percentage West		50 32
Average number of miles travelled by each		33 97
Average receipt per passenger in cents		63 02
Average receipt per passenger per mile in cents		1 77
Freight—		
Percentage of Local		92 47
Percentage of Through		7 53
Percentage East		43 33
Percentage West		56 67
Average distance carried		50 90
Average receipt per ton		1 42
Average receipt per ton per mile in cents		25 74

RETURN shewing the number of Locomotives, and of the various classes of Cars on the 11th of November, 1872, and the 30th June, 1873, respectively.

PARTICULARS.	THE VARIOUS CLASSES OF CARS.											Total of Cars.		
	A	B	Bg	Bh	Hg	G	E	V	C	Cc	Cd		D	F
	First Class.	Second Class.	Second Class and Smoking Combined	Second Class and Baggage Combined	Smoking and Baggage Combined	Postal and Smoking Combined	Express and Baggage Combined	Conductors' Vans.	Box Freight.	Cattle and Sheep.	Hay.	Platform and eight-wheel Coal.	Four-wheel Coal.	
Locomotives.														
On hand November 11th, serviceable	32	4	8	9	0	9	10	2	197	35	6	447	212	971
" condemned		5							21	8		16		50
Total on Record November 11th, 1872	32	9	8	9	0	9	10	2	218	43	6	463	212	1,021
Less built and charged to Construction					1							5		6
Bought and charged to Construction	6							3				113		116
Received from Intercolonial Commissioners	*6	4							5					9
Way Cars changed from Platform Cars											3			3
Less Platform Cars changed to Hay Cars												581		1,155
" condemned												3		3
Total on Record 30th June, 1873	54	36	8	9	1	9	10	5	223	43	9	578	212	1,152
Condemned Cars on hand 11th November, 1872		5										16		50
Condemned since	2						1		14	1		6	1	25
Less Cars rebuilt														
Engines sent to Campbellton	2	5					1		9	5		13		75
Cars not yet rebuilt, 30th June, 1873														28
Locomotives and Cars in use, do	52	34	4	8	9	1	10	5	26	4		9	1	47
" condemned									197	39		569	211	1,105
Total on Record, 30th June, 1873	54	36	9	9	1	9	10	5	223	43	9	578	212	1,152

* Three were not paid for till after the 1st of July, 1873.

STATEMENT OF LOCOMOTIVES.—(No. 2.)

No.	Former No.	Received on line.	Builder.	SIZE OF CYLINDER.		NUMBER AND SIZE OF DRIVERS.		NUMBER OF TRUCK WHEELS.		Capacity of Tank in gallons.	Remarks.	Mileage from April 1858, to 30th Nov. 1872.	Mileage since 11 Nov. 1872.	Total Mileage.
				Diameter.	Stroke.	Number.	Diameter.	Engine.	Tender.					
1	E. & N. A. R.	June, 1854	Boston Locom. Works.	17	20	4	5	4	8	1,846	Inside connected.	142,262	10,612	152,874
2	"	June, 1854	do	17	20	4	5	4	8	1,846	Inside connected.	96,430	2,173	98,603
3	"	Jan., 1857	do	14	22	4	5	4	8	1,689	Shunter.	153,130	3,987	157,117
4	"	Dec., 1857	do	11½	20	4	4	0	4	1,232		163,938	9,623	163,561
5	"	Jan., 1858	do	14	22	4	5	4	8	1,689		223,506	6,993	230,499
6	N. S. R.	Dec., 1857	Neilson and Co.	16	21	4	5	4	8	1,700		163,636	9,880	173,516
7	"	Jan., 1858	do	16	21	4	5	4	8	1,700		187,347	14,979	202,326
8	"	July, 1858	Portland Co.	14	22	4	5	4	8	1,700		262,438	20,971	283,409
9	"	July, 1858	do	16	22	4	5	4	8	1,950		256,741	13,271	270,012
10	"	Aug., 1858	Neilson and Co.	16	21	4	5	4	8	1,700		179,743	12,818	192,561
11	"	Aug., 1858	do	16	21	4	5	4	8	1,700		181,665	10,995	192,660
12	"	Oct., 1858	do	16	22	4	5	4	8	1,950		213,149	11,797	224,946
13	"	Dec., 1858	Portland Co.	16	22	4	5	4	8	1,700		232,865	15,020	247,885
14	"	Feb., 1859	do	16	22	4	5	4	8	1,950		239,971	19,684	259,655
15	"	Nov., 1858	do	16	22	4	5	4	8	1,700		127,414	7,499	134,913
16	"	Dec., 1858	Neilson and Co.	16	21	4	5	4	8	1,700		129,722	14,123	143,845
17	"	April, 1859	do	16	21	4	5	4	8	1,700		109,361	13,144	122,505
18	"	May, 1859	do	16	21	4	5	4	8	1,700		100,127	18,014	118,141
19	"	Aug., 1859	do	16	21	4	5	4	8	1,700		160,491	11,762	172,253
20	"	Aug., 1859	do	16	21	4	5	4	8	1,700		115,444	6,742	122,186
21	"	Dec., 1867	Canadian Eng. Co.	15	22	4	5½	4	8	1,900		62,631	11,884	74,515
22	"	May, 1867	do	15	22	4	5½	4	8	1,900		110,830	7,449	118,279
23	"	June, 1869	do	15	22	4	5	4	8	1,900		114,162	16,460	130,622
24	"	July, 1869	do	15	22	4	5	4	8	1,900		89,154	9,604	98,758
25	"	Dec., 1872	Grant Locom. Works.	18	24	4	5	4	8	1,900		92,589	11,270	103,859
26	"	June, 1870	do	15	22	4	5	4	8	1,950		55,779	12,563	68,342
27	"	Dec., 1872	Danforth do	18	24	4	4½	4	8	1,950	Six-wheeler.	.....	15,423	15,423
28	"	Mar., 1873	Grant do	18	24	4	4½	4	8	1,950	Six-wheeler.	.....	5,352	5,352
29	E. N. A. R.	May, 1873	Baldwin do	14	22	4	4	0	4	1,100	Six-wheeler.	.....	2,193	2,193
30	"	Aug., 1858	Fleming & Humbert do	15	22	4	5½	4	8	1,851	Shunter.	183,618	1,365	184,983
31	"	Aug., 1858	do	14	22	4	5½	4	8	1,632		198,702	8,007	206,709
32	"	June, 1859	do	15	22	4	5½	4	8	1,861		248,060	13,198	261,258

STATEMENT OF LOCOMOTIVES.—(No. 2.)—Continued.

No.	Former No.	Received on line.	Builder.	SIZE OF CYLINDER.		NUMBER AND SIZE OF DRIVERS.		NUMBER OF TRUCK WHEELS.		Capacity of Tank in Gallons.	Remarks.	Mileage from April, 1856, to 9th Nov. 1872.	Mileage since 11th Nov., 1872.	Total Mileage.
				Diameter.	Stroke.	Number.	Diameter.	Engine.	Tender.					
33	E. N. A. R., 10	Aug., 1859	Fleming & Humbert	15	22	4	5	4	8	1,861	.....	217,076	11,081	228,157
34	" "	July, 1860	do	15	22	4	5	4	8	1,861	.....	238,182	2,707	240,839
35	" "	Nov., 1860	do	15	22	4	5	4	8	1,861	.....	241,400	8,455	249,855
36	" "	July, 1861	do	15	22	4	5	4	8	1,861	.....	228,936	9,174	238,110
37	" "	July, 1868	do	16	24	4	5	4	8	1,861	.....	72,461	8,223	80,684
38	" "	Aug., 1869	do	16	24	4	5	4	8	1,861	.....	24,870	17,923	90,041
39	" "	Feb., 1871	Portland Co.	14	22	4	5	4	8	2,000	.....	33,864	10,366	35,236
40	" "	Dec., 1870	do	14	22	4	5	4	8	1,400	.....	24,368	9,437	43,331
41	" "	Dec., 1871	Dubs and Co.	16	22	4	5	4	8	1,980	.....	20,490	16,445	40,813
42	I. C. R., 16	Dec., 1871	do	16	22	4	5	4	8	1,980	.....	19,491	12,861	41,986
43	" "	Dec., 1871	do	16	22	4	5	4	8	1,980	.....	23,971	9,758	33,729
44	" "	Dec., 1871	do	16	22	4	5	4	8	1,980	.....	.....	12,459	12,459
45	None.	Jan., 1873	do	16	22	4	5	4	8	1,980	.....	.....	12,686	12,686
46	" "	Jan., 1873	do	16	22	4	5	4	8	1,980	.....	.....	17,598	17,598
47	" "	Jan., 1873	do	16	22	4	5	4	8	1,980	.....	.....	12,484	12,484
48	" "	Feb., 1873	do	16	22	4	5	4	8	1,980	.....	.....	10,142	10,142
49	" "	Sep., 1873	Wm. Montgomery	16	22	4	5	4	8	1,980	.....	582	7,944	7,944
50	" "	Feb., 1873	do	16	22	4	5	4	8	1,980	.....	.....	3,260	3,260
51	" "	Mar., 1873	do	16	22	4	5	4	8	1,980	.....	.....	4,334	4,334
52	" "	May, 1873	Portland Co.	16	24	4	5	4	8	2,000	.....	.....	3,910	3,910
53	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	3,687	3,687
54	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
55	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
56	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
57	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
58	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
59	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
60	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
61	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
62	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
63	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
64	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
65	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
66	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
67	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
68	" "	May, 1873	do	16	24	4	5	4	8	2,000	.....	.....	.....	.....
											Totals.....	573,725	6,802,994	6,376,719

REPORT on each Locomotive (M 3).

No. of Engine.	Mileage from 11th Nov. 1872, to 30th June, 1873.	Nature of Service.*	Running Expenses.		Present Condition.	Cost of Repairs.	Was received.							
			Running Expenses per 100 miles run.				Steel Driving Tires.	Steel-tired Wheels.	Chilled Wheels.	Truck Axles.	Injectors.			
1	10,612	Shunting at Moncton	\$ 1,55	32 16 54		\$ 607								
2	2,173	Shunting at Shediac	345	37 15 89	In Shop	2,299	4	4						
3	3,987	Passenger on W. D.	762	72 19 13	In Shop	1,604								
4	9,623	Shunting at St. John	2,029	33 21 09	Fair	418		2						
5	6,993	Passenger and Shunting	1,352	35 19 34	Bad	142								
6	7,829	Shunting at Richmond	1,741	44 22 24	Bad	512								
7	14,979	Passenger on C. D.	2,457	01 16 40	In Shop	877								
8	20,971	Passenger on E. D.	3,054	93 14 57	Fair	518						1		
9	13,271	Freight on E. D.	3,223	79 24 29	Bad	1,066						1		
10	11,944	Freight on W. D.	2,583	32 21 63	Bad	700								
11	10,786	Coal Train, E. D.	2,396	27 22 22	Fair	1,604	4	4						
12	11,797	Freight, &c., E. D.	2,493	24 21 13	Bad	615								
13	15,026	Passenger, &c., E. D.	2,456	43 16 35	Bad	1,805	4							
14	18,684	Freight on E. D.	3,615	37 19 35	Fair	723								
15	7,499	Freight and Coal, E. D.	1,617	64 21 57	Good	4,153								
16	12,023	Ballast and Coal, E. D.	2,342	03 19 48	Fair	646	1							
17	13,144	Freight, C. D., Ballast	2,718	13 20 68	Fair	540								
18	18,014	Freight on C. D. and E. D.	3,357	09 18 64	Fair	606		4						
19	9,841	Freight on C. D., &c.	2,237	99 22 74	Fair	1,023								
20	5,607	Coal and Specials, C. D.	1,443	20 28 82	In Shop	1,802						1		
21	11,384	Shunting and Passenger	1,961	15 17 23	Good	2,434		2	8			1		
22	7,449	Passenger on E. D.	1,575	11 21 12	In Shop	1,034						1		
23	16,460	Passenger on E. D.	2,466	30 14 98	Good	2,750	4					1		
24	9,604	Passenger and Shunting	1,645	23 17 13	Good	3,282								
25	11,270	Passenger on E. D.	1,960	19 17 39	In Shop	878						8	1	
26	12,503	Coal and Ballast	3,014	91 24 11	Fair	936						4	2	
27	15,423	Coal and Freight, E. D.	2,950	97 19 13	Good	649								
28	5,352	Coal Trains, E. D.	1,195	15 22 33	Good	132								
29	2,193	Shunting at St. John	371	69 16 95	Good	27								
30	449	Ballast, &c., O. D.	135	71 30 22	In Shop	775								
31	8,007	Passenger and Shunting	1,318	52 16 47		601								
32	13,198	Passenger and Freight	2,279	20 17 27	In Shop	1,560								
33	11,081	Passenger on W. D.	1,808	71 16 32	Fair	1,149						2		
34	2,707	Passenger on W. D.	347	84 12 85	Good	3,302								
35	8,455	Passenger on W. D., &c.	1,701	93 20 13	Good	2,295		4						
36	8,130	Passenger and Shunting	1,467	87 18 05	Fair	1,785							1	
37	6,655	Ballast, C. D., &c.	1,431	70 21 51	Fair	1,865		4					1	
38	17,923	Freight and Ballast	3,161	09 17 64	Bad	1,091						2	1	
39	9,566	Freight and Ballast	2,297	43 24 02	Bad	1,385								
40	8,045	Ballast and Shunting	1,383	17 17 19	Fair	223								
41	16,445	Freight and Ballast	3,741	99 22 75	Good	1,210						8	4	
42	21,496	Freight on C. D.	3,939	79 18 33	Bad	1,028		4				4	10	
43	11,540	Ballast and Freight	2,159	49 18 71	Good	1,612						2	2	
44	9,758	Freight on W. D.	2,190	22 22 45	In Shop	1,478						2	2	
45	12,459	Passenger and Freight	2,063	74 16 56	Good	1,593						12	2	
46	12,686	Passenger and Freight	2,540	14 20 02	Good	1,193						6	3	
47	17,598	Passenger on C. D.	2,426	75 13 79	Good	724							1	
48	12,484	Passenger and Freight	1,967	69 15 76	Good	1,461						12		
56	10,142	Freight and Pass., C. D.	1,813	81 17 88	Fair	1,050						10	5	
57	7,944	Freight on E. D.	1,298	87 17 61	Good	868	1					6	3	
58	3,260	Freight on E. D.	666	54 20 45	Good	127								
66	4,334	Passenger on W. D.	533	77 12 31	Good	175								
67	3,910	Passenger on W. D.	495	07 12 66	Good	59								
68	3,687	Passenger on W. D.	511	19 13 86	Good	125								
Totals..	557,794	Totals	104,903	90		63,142	26	18	68	78	21	18		

* W. D. stands for Western Division, C. D. for Central Division, E. D. for Eastern Division.

REPORT on each Locomotive (M 3).—Continued.

Has been painted.	REMARKS.	No. of Engine.
	Repairs include cost of fitting up to send to Campbellton	1
	Is receiving general repairs, which will be completed in July	2
	Is receiving general repairs; will soon be ready for service. Is a light engine	3
	Has been at work constantly	4
	Is laid up waiting repairs. Is a light engine	5
	Is in need of a thorough overhauling	6
	Is receiving general repairs; has only been in the shop a short time	7
	Has only received running repairs	8
	Was altered to burn coal. Is laid up waiting repairs	9
	Needs general repairs. Is now shunting at Richmond	10
	Has received partial overhauling	11
	Has received only running repairs	12
	Has had tank repaired	13
	Has received only running repairs	14
Yes..	Received general repairs. A set of brass tubes were put in. Boiler tested to 190 lbs.	15
	Has received only running repairs	16
	Has received only running repairs	17
	Was damaged at West River by snow plough	18
	Has received only running repairs	19
	Is now receiving repairs at Richmond	20
Yes..	Has received general repairs. Was altered to burn coal	21
Yes..	Collided with Engine 25. Repairs charged to Collision at Brookfield	22
Yes..	Has received new drivers and ties, axles, &c., complete. Was altered to burn coal	23
Yes..	Received general repairs, a set of brass flues, boiler tested to 180	24
	Collided with Engine 22. Repairs charged to Collision at Brookfield	25
	Was repaired after being damaged during snow storms	26
	New engine. Received on line December, 1872	27
	New engine. Received on line March, 1873	28
	New engine. Received on line May, 1873	29
	Was thrown off track Dec. 24th, and badly damaged. Is receiving new firebox	30
	Repairs include cost of fitting up to send to Cambelton	31
	Is now receiving general repairs. Has had tank repaired	32
	Has received a partial overhauling	33
Yes..	Has received a thorough overhauling	34
Yes..	Has received general repairs. Has had tank repaired	35
Yes..	Has received general repairs	36
Yes..	Received partial repairs, including new smoke-stack	37
	Has only received running repairs	38
Yes..	Has received considerable repair	39
	Has received only light running repairs	40
	Has received general repairs	41
	Has only received running repairs	42
Yes..	Has received general repairs	43
	Is now receiving general repairs	44
	Has received only running repairs. Received on line January, 1873	45
	Has received only running repairs. Received on line January, 1873	46
	Has received only running repairs. Received on line January, 1873	47
	Has received only running repairs. Received on line Feb., 1873	48
	Has received one cylinder and piston. Received on line Sept., 1872	56
	Has received partial repairs. Received on line Feb., 1873	57
	Has received running repairs. Received on line March, 1873	58
	Has received running repairs. Received on line May, 1873	66
	Has received running repairs. Received on line May, 1873	67
	Has received running repairs. Received on line May, 1873	68

ABSTRACT from Locomotive Returns (No. 4).

MONTHS.	LOCOMOTIVE MILEAGE.		MILEAGE.			CONSUMPTION OF.					MILEAGE AVERAGES.					CONSUMPTION PER 100 MILES RUN.				
	Coal burners.	Wood burners.	Locomotive.	Cars.	Snowploughs.	Coal, in bushels.	Wood, in cubic feet.	Oil, in pints.	Tallow, in pounds.	Waste, in pounds.	Miles run to one hour in steam.	Cars to one mile run.	Snowploughs to one mile run.	Coal, in bushels.	Wood, in cubic feet.	Oil, in pints.	Tallow, in pounds.	Waste, in pounds.		
November.....	30,975	11,061	42,036	279,991	11	22,600	43,451	4,200	1,897	952	6 62	6 66	0 0003	72 96	392 83	9 99	4 51	2 26		
December.....	44,929	14,857	59,786	302,067	1,076	41,442	76,029	5,979	2,936	1,155	5 82	5 05	0 0180	92 24	511 74	1000 4 91	1 93			
1878 January.....	54,680	18,173	72,853	382,413	876	48,537	79,393	4,466	3,829	1,590	6 46	5 25	0 0120	88 77	436 87	7 50	5 26	2 18		
February.....	59,611	11,447	71,058	383,525	1,911	49,610	43,100	4,909	3,518	1,392	6 28	5 40	0 0269	83 22	376 52	6 91	4 93	1 96		
March.....	59,293	7,619	66,912	362,017	2,136	48,219	30,777	5,473	3,607	1,664	5 69	5 41	0 0319	81 31	403 95	8 18	5 39	2 49		
April.....	60,685	10,449	71,134	472,376	89	40,954	29,511	4,421	3,490	1,706	7 45	6 64	0 0013	67 49	282 43	6 22	4 91	2 40		
May.....	68,727	17,407	86,134	533,422	.....	41,767	48,333	5,429	3,771	1,962	7 61	6 19	.....	60 78	277 66	6 30	4 98	2 28
June.....	70,300	17,581	87,881	578,637	.....	42,486	62,625	5,401	3,776	2,018	7 90	6 58	.....	60 41	336 21	6 14	4 30	2 30
Totals and Yearly Average. }	449,200	108,594	557,794	3,294,448	6,099	335,597	413,219	412,78	26,824	12,439	6 72	5 91	0 0109	74 71	380 52	7 14	4 81	2 23		

The item of coal includes all fuel used by coal burning locomotives, and the item wood all wood burning locomotives.

COMPARATIVE STATEMENT of the Cost of Locomotive Power for each month from the 11th of November, 1872, to the 30th of June, 1873, (M. 5.)

Months.	Months.										Cost per 100 miles run by Engines.					
	Divers, Firemen's and Cleaners' wages.	Fuel.	Oil, Tallow, Waste and small wares.	Repairs to Engines, Tenders and Tools.	Water, including Pump and Tank repairs.	Miscellaneous, including expense of office, and engine houses.	Total.	Divers, Firemen's and Cleaners' wages.	Fuel.	Oil, Tallow, Waste and Small Stores.	Repairs.	Water.	Miscellaneous.	Total.		
Miles run by Engines.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
November	1,773 50	4,789 85	901 64	2,607 89	313 57	33 11	10,419 06	4 22	11 39	2 14	6 20	0 75	0 08	24 87		
December	3,828 13	8,641 77	1,236 59	5,783 22	2,439 66	140 30	22,079 77	6 40	14 45	2 07	9 67	4 08	0 24	36 91		
January	4,149 31	9,668 76	1,495 28	7,158 87	2,305 46	991 37	25,779 55	5 69	13 27	2 05	9 84	3 17	1 36	35 38		
February	4,494 61	8,628 25	1,390 50	8,198 10	1,776 04	1,176 33	25,663 83	6 32	12 14	1 96	11 54	2 50	1 66	36 12		
March	4,400 55	8,022 05	1,515 78	13,166 88	2,087 07	1,147 66	36,339 99	6 58	11 99	2 27	19 68	3 12	1 71	45 35		
April	4,226 70	6,915 97	1,430 37	12,751 69	1,299 84	900 84	27,525 41	5 94	9 72	2 01	17 93	1 83	1 27	38 70		
May	4,271 40	7,648 88	1,670 19	9,739 12	4,349 04	706 23	28,384 86	4 96	8 88	1 94	11 41	5 05	0 82	12 96		
June	4,687 62	8,242 71	1,708 89	8,468 25	1,310 76	741 44	25,189 67	5 33	9 38	1 94	9 64	1 49	0 88	28 66		
Totals and Averages. }	31,831 82	62,558 24	11,349 24	67,863 52	15,881 44	5,867 88	195,372 14	5 71	11 22	2 03	12 17	2 85	1 05	35 03		

STATEMENT of the comparative cost of Coal and Wood-burning Engines during the period extending from 11th November, 1872, to 30th June, 1878 (M 6).

ITEMS.	Coal Burners.	Wood Burners.	Total.
Hours in Station.....	65,720	17,250	82,970
Miles run.....	449,200	108,594	557,794
Car mileage.....	2,707,061	587,387	2,294,448
Snow Plough mileage.....	7,083	1,016	6,099
Consumption of Coal in bushels.....	335,597	.....	335,597
" Wood in cubic feet.....	.....	413,219	413,519
" Oil in pints.....	35,142	6,136	41,278
" Tallow in pounds.....	23,041	3,783	26,824
" Waste in pounds.....	10,697	1,742	12,439
Miles run to 1 hour in steam.....	6.84	6.30	6.72
Cars to 1 mile run.....	6.02	5.41	5.91
Snow Plough to 1 mile run.....	0.0113	0.0094	0.0109
Bushels of Coal per 100 miles run.....	74.71	.....	74.71
Cubic feet of Wood do.....	.....	380.52	380.52
Pints of Oil do.....	7.82	5.65	7.14
Pounds of Tallow do.....	5.13	3.48	4.81
Pounds of Waste do.....	2.38	1.61	2.23
Enginemen's wages.....	\$25,238 31	\$ 6,593 51	\$31,831 82
Fuel.....	48,504 45	14,053 79	62,558 24
Oil, Waste, &c.....	9,722 60	1,626 64	11,349 24
Repairs.....	58,545 27	9,338 25	69,883 52
Total cost.....	142,010 63	31,612 19	173,622 82
Enginemen's wages per 100 miles run.....	\$ 5.62	\$ 6.07	\$ 5.71
Fuel do.....	10.80	12.94	11.22
Oil, Waste, &c. do.....	2.16	1.50	2.03
Repairs do.....	13.03	8.60	12.17
Total cost.....	31.61	29.11	31.13

STATEMENT of Car Mileage (M 7).

ITEMS.	First Class.	Second Class.	Express, Baggage and Postal.	Box, Hay and Cattle.	Platform and 8-wheel Coal.	4-wheel coal, two rated as one.	Total.
November, 1872.....	39,524	36,807	23,481	94,953	58,588	26,638	279,991
December, ".....	43,169	44,202	33,737	98,792	75,750	16,417	302,067
January, 1873.....	47,407	55,540	37,266	89,556	113,142	39,493	382,413
February, ".....	39,160	54,360	34,213	78,010	140,456	36,426	383,525
March, ".....	41,418	47,728	34,179	89,346	104,045	45,303	362,017
April, ".....	44,961	60,709	42,211	123,901	147,663	52,931	472,376
May, ".....	54,549	61,186	49,620	157,106	189,968	20,993	533,422
June, ".....	60,618	54,687	58,258	150,779	223,504	30,783	578,637
Mileage in November and December, 1872, while employed by the Commissioners.....	370,806	515,236	312,965	883,341	1,043,116	268,984	3,294,448
Total from 11th Nov., 1872, to 30th June, 1873.....	370,806	415,236	312,965	883,341	1,165,955	268,984	3,417,287
Mileage before 11th Nov., 1872.....	2,935,164	2,900,487	1,818,099	8,373,398	7,822,010	1,044,063	24,393,414
Total mileage to date.....	3,306,164	3,315,722	2,131,064	9,256,739	8,487,965	1,313,047	27,820,701

 APPENDIX No. 18.

 REPORT OF THOMAS S. SCOTT, ESQ., CHIEF ARCHITECT, REGARDING
 WORKS AND REPAIRS EXECUTED DURING THE FISCAL YEAR
 ENDING 30TH JUNE, 1873.

 DEPARTMENT PUBLIC WORKS,
 OTTAWA, 14th Oct., 1873.

F. BRAUN, Esq., Secretary.

SIR,—I have the honour to transmit the following general remarks upon the construction of new works, and the repairs made to the public buildings, under the control of the department, for the fiscal year ending the 30th June, 1873.

PROVINCE OF ONTARIO.

PUBLIC BUILDINGS, OTTAWA.

PARLIAMENT BUILDINGS.

Arrangements are being made to carry out at an early date instructions received for the Ventilation, &c., of the House of Commons: after having given the matter due consideration, I am of opinion, that when the various arrangements are fully carried out the result will be satisfactory, so far as can be done in a Public Hall, occupied for so many consecutive hours each day—as in the case of this “House.”

The steam engine and machinery connected with it, and the warming apparatus have undergone a thorough repair.

The Lantern Tower is now, with exception of a few minor details, finished.

Work, &c., is being done under the immediate inspection of the Department.

LIBRARY.

The work on this portion of the Parliament building has been executed to such extent as, before the winter arrives it should be covered in.

Stone and other works contracted for by Messrs. Farquhar & Co., are now nearly finished.

The timber framing, &c., required for roof, is arranged to be done by day's work, as it can be pushed more expeditiously.

Tenders for metal and slate work required for the covering of roofs have been asked or—also tender for the glazing of winter or external sashes.

Mr. John Bowes, Architect in charge.

EAST BLOCK, DEPARTMENTAL BUILDINGS.

Arrangements have been made, and work is now being proceeded with, to utilise a portion of the attic—extending from the Governor-General's entrance stairs, to that portion of the building immediately over that now occupied as the Council Chamber. Rooms are to be occupied as offices.

This work entails the re-covering of roof, as adopted in the western block, making

new lucarne windows, in slate portion of roof—new floor complete, and the usual internal work required to finish the various offices. The warming apparatus, and usual conveniences will be arranged for—and consequently increased power in the production of heat will be required ; one extra boiler will, I fully expect, have to be provided.

The usual and ordinary repairs have been done.

Work, &c., done under the immediate inspection of the Department.

WEST BLOCK, DEPARTMENTAL BUILDINGS.

A further portion of the roofing has been repaired, and contracts entered into, for re-covering of same with galvanized iron. The system adopted last year having answered expectation and effecting a saving of labour and fuel.

I consider that extra boilers will be required—as attic rooms, devoted to the census, model rooms, drawing and other offices have now to be heated, extra to what was originally intended or arranged for. This however, was done last winter to a portion of these rooms, but the boilers being forced, entailed the use of a greater quantity of fuel. The ordinary and usual repairs have been executed.

Arrangements have been made to keep on hand a stock of materials in the shape of iron and other pipes, &c., for steam and water purposes ; this was considered advisable in order to carry out work at the least possible expense, and with the greatest despatch any necessary or immediate extensions or repairs.

Work done under the immediate inspection of the department.

GROUNDS.

The fence walls on line of Wellington-street, began last year are not yet finished but will be before the close of the season.

Iron work required has been contracted for ; to be fixed and in place on or before the month of November.

A design submitted by Mr. Marshall Wood for laying out of grounds has been adopted, and arrangements are to be made to carry out the same.

POST OFFICE, CUSTOM HOUSE, AND INLAND REVENUE OFFICE.

The above building is now in course of erection, it is situate near the junction of Wellington and Sparks-streets, and adjoins the bridges over the Rideau Canal. The site is central for the various parts of the city, and in close proximity to the Public Buildings.

Contracts have been entered into for the whole of the works required in erecting and completing same, with the exception of warming apparatus.

The plan of the building is slightly irregular in shape, having to conform to the shape of the lot, ends of Building being parallel to Wellington and Sparks-streets on which they face.

The principal floor is, with exception of two angle spaces required for stairs and saies, one large room, its size being broken by cast iron columns only, which support the wrought-iron girders and floors above : this plan is adopted so that the internal fittings may not only be the more easily arranged, but, that the fewest possible obstructions may be in their way, apart from the extra amount of light thus afforded, for the working of the office.

The materials used in construction are Gloucester stone for the foundations and work up to level of base course of main building, and sand-stone from " Berea," near Cleveland U. S., for the upper portions. Roof, of timber, covered with galvanized iron, and slate, with ornamental iron cresting, &c.

Style is Italian, adapted to suit the site and requirements. The front towards the Canal is 99 ft. 3 inches ; that towards Wellington-street 73 ft. ; towards Sparks-street 72 ft., and in rear 116 ft. 9 inches ; in height to the top of stone work 49 ft. 3 inches, and top of Roof 59 ft.

Advantage has been taken of the inequality of level of the site to obtain extra rooms under the terrace which will connect the two bridges and afford ample space as an extra and central entrance into the post-office.

The internal finish is to be good, but plain. The Long Room, however, is an exception, it being intended to be decorated with pilasters with carved capitals, highly enriched cornices, and coved, panelled, and enriched ceiling.

Iron is to be freely used for supports, not only to floors but to roofs.

FIRST FLOOR.—This floor is divided into two parts, by a corridor of nine feet in width, extending the full length of Building, and from stair to stair. The front or east portion is set apart for the Custom House, the long room 53 ft. x 32 ft., by 26 ft. in height, occupies the height of two floors or stages, with the collectors and other offices placed at either end of it.

The rear portion is to be occupied by the Inland Revenue Department; large and commodious safes built of brick are provided.

SECOND FLOOR.—Is not to be finished at present, except so far as floors, divisions, &c., are concerned. The staircases leading to it are, however, to be finished.

BASEMENT FLOOR.—Is divided into rooms for the use of the three departments, the central one to be used as an examining warehouse, this includes the space under the terrace and a room under the latter placed on a level that goods can be delivered into it from the Canal, closely adjoining.

Architect, Mr. Walter Chesterton. Contractors, Messrs. Hatch, Brothers.

RIDEAU HALL.

The usual and ordinary repairs have been done, in addition to which alterations in internal arrangements have been carried out. The reception room is so far finished as to be used; the decoration of this Room is now in the hands of workmen.

A new Greenhouse to take the place of the present one, is in course of erection.

The Military Secretary's house having had an additional story added, is finished and occupied,

Gas from the city, is now laid on to the Hall.

Work done under the immediate inspection of the Department.

LONDON.

CUSTOM HOUSE.

This building, now nearly completed, is situated in the central part of the city fronting on Richmond Street, with side entrance on East North-street.

It is in the Italian style of architecture—three storeys in height, with an ornamental clock tower on roof—constructed of stone from the quarries near Cleveland, Ohio, U. S., two kinds being used in order to give effect. Roof is covered in part by slate, and in part by galvanized iron—and for finish it has ornamental iron cresting.

The frontage on Richmond-street is 67 feet—and on East North-street 45 feet 0 inches, with an examining warehouse in rear, extending a further distance of 43 feet x 28 feet 0 inches—the whole enclosed in front, and portion of sides by a dwarf wall, with iron railing fixed on same, and the balance of side and rear portion, by brick walls on stone foundations.

In plan it is divided by hall, staircase &c., extending from front to rear, into two parts. The various rooms &c., being divided to suit the requirements of the various branches of the business. Apartments for the keeper are arranged for, in the basement. Large and commodious safes are provided, two of which are lined with boiler plate-iron. Divisional walls are almost entirely built of brick.

Warming of the building is done by a steam apparatus, fed from a large boiler, arranged for and fixed in the basement of the building.

Architect, Mr. W. Robinson. Contractor, Charles Dunnett.

POST OFFICE.

Usual and general repairs have been done to this building. A new wing to accommodate the increased amount of business, will be required at an early date.

IMMIGRANT DEPOT,

Is situated on a plot of land three acres in area, wedge-shaped in form; the site being between the lines of the Grand Trunk and Great Western Railways, and within a mile from the centre of the City.

Its position allows immigrants to be landed from one line of Railway and embark on the other, in case they do not settle in the vicinity, the depot lying between.

Building is constructed of wood, on stone foundations, 88 feet in length by 24 feet in width, with a wing in rear 24 feet by 29 feet, the central part being intended for offices and stairs, leading to the upper floor, which will be used as sleeping apartments. Work is now in course of construction.

Architect, Mr. W. Robinson. Contractor, Mr. John Christie.

HAMILTON.

POST OFFICE.

Plans of alterations and additions to this building having been prepared, work will be commenced at an early date. The style of the façade of the building will be maintained in the additions made, and correspond with same as to materials. The interior will be arranged to suit the convenience of the public; present space being too small.

Architect, Mr. F. J. Rastrick.

CUSTOM HOUSE.

Repairs to a slight extent have been made during the last year. The building is not yet externally complete, it requiring to make it so, fence or enclosure walls on line of street and retaining walls in the sides and rear of the building. Internally, wood work, &c., will have to be seen to and made good.

TORONTO.

NEW POST OFFICE.

This building, now nearly completed, is built upon a plot of land extending from Adelaide-street to Stanley-street, occupying the full depth of, by the greater portion of its width. The front faces immediately upon, and forms the end of, Toronto-street.

The main façade, with portion of returns of sides, is built of Ohio stone. The balance of external work is of white brick, which in colour approximates very closely to the stone.

The design is Italian in character, treated very freely—its height is divided by cornices, &c., into three stages, and these again are divided vertically by columns, pilasters, &c., into bays, these are occupied by windows with moulded archivolt, pilaster jambs, cornices, keystones, &c.; the stone-work of ends of the main front and return is coursed and polished ashlar.

The main cornice is of galvanized iron, highly enriched.

Roof, which rises to a great height, is broken into a central, and two angular or side features. The central one approaches in outline the form of a dome. The side towers, turret form, are square on plan; the whole surmounted with cresting, &c., of an highly ornamental character. In this portion of roof (or as it is generally termed, the "Mansard" portion) are inserted windows—having small pilaster jambs, ornamental cornices and small pediments returning on a portion of the ends.

Chimney shafts of stone, form prominent features of the design.

Roofs are covered with galvanized iron.

In plan the building is divided into two parts; the main or front portion 75 feet 0 in. x 66 feet 9 in., is three stories in height, and rear portion one storey, both having good basement rooms under.

On the main floor of the first named part, the general delivery is arranged for, the rear portion being used for the reception, despatch, and assortment of the mails.

In general delivery portion, are arranged the boxes in which the letters are placed for the public, and forms one large room 70 feet x 50 feet, and 20 feet high, ample accommodation is provided in shape of doors, for entry, and exit: and in that of windows, for light. The floor above, is supported on ornamental cast iron columns, which carry wrought iron girders, and the ceiling is by them divided into bays, deeply sunk and highly enriched—in these bays are fixed centre flowers from which gasaliers are suspended.

The screen in which the lock-boxes, &c., on the American pattern, are placed, is made as low as possible in order to give effect to the room; its style accords with that of the building; portion of its frontage is retained for registered letters and money orders, behind which are rooms fitted up with all necessary desks, tables, &c.

Between the general delivery and sorting rooms: brick safes, lifts, and stairs to upper floors, (the latter having side entrances) are placed.

The rear portion is one large room, well lighted from the sides and end, and with additional light from skylight placed in the ceiling. The size of this part is 105 feet in length, 70 feet in width, and 19 feet in height—roof being supported by eight cast iron columns.

The first floor of front portion of building, is divided into rooms for the Inspector of the district and his clerks, also for railway mail clerks, and Accountant's office.

The second floor is finished throughout in a similar manner, but plainer in character—to allow for the extension which, in the course of a few years, will no doubt be required.

In basement, the warming apparatus is to be placed,—the system adopted is steam, with Nason's Radiators; these are so arranged in rooms above as to give the requisite amount of heat required—and at the same time not interfere with the working of the office.

The court yard is paved with McBeans wood pavement.

Boundary walls are of brick, with entrance gates, &c., on Adelaide and Stanley-streets.

Mr. Henry Langley, Architect.

Mr John Elliott, contractor for the whole of the works.

This Building will form another addition to the already numerous fine Buildings now existing in the city, and is of sufficient size to meet the anticipated requirements for years to come.

NEW CUSTOM HOUSE.

The site taken for this building is that of the previous one, extra land being acquired on the southern and western boundaries.

Plans have been prepared, and contracts for the whole of the works except warming apparatus, enclosure walls, and outbuildings, entered into.

The old building has been taken down and excavations are now in course of being executed, and it is expected that the main walls will be built before winter sets in to the level of the main or principal floor.

The main entrance or front, faces on Front-street, and is 63 feet in length; with portico going two stages of its height; side fronting on Yonge-street being 112 feet in length, with extra entrance on this as well as in the rear of building.

Georgetown stone is to be employed for the lower portion, and Ohio stone from the Amherst quarries for the superstructure.

The Renaissance style of architecture has been adopted, affording ample scope for an ornamental design.

Internal arrangement is planned to suit the purposes for which the Building is intended ; the main floor being set apart for officers connected with the department in shape of rooms for lockers, brokers, merchants, gaugers, landing waiters and surveyors.

The Long Room is placed on the first floor, and is an important feature in this building, it being 60 feet by 40 feet, and 40 feet in height ; one large room being found to be the most satisfactory, viz., in having the various employees close to, and in direct communication with each other, instead of being in different rooms ; necessary surveillance can thus be maintained, and the time of the public saved.

The walls of this room are divided by pilasters into bays, the pilasters having Corinthian capitals, supporting an highly enriched entablature running around the room ; in the bays between the pilasters are large windows giving ample light. Large and highly ornamental fireplaces form prominent features in this room. The ceiling is coved towards the centre, and divided into deeply recessed and highly ornamental panels, with centre flowers for gas pendants.

On one side of the Long Room is placed the cloak rooms, &c., and on the other are offices of chief clerk, both having access to the gallery hereafter referred to. On front portion of this floor, are offices for the collector, clerks, and other officers. From one of these rooms a small staircase runs down to a room beneath, in which will be placed the old books and records.

The upper floor is finished in part only with rooms for custodian. The Long Room, owing to its being two floors in height, takes up a large portion of this floor.

Access to the Long Room and other rooms on first floor is obtained by means of a highly ornamental staircase, placed in the centre of main hall, immediately facing the main entrance, and landing at top on to a gallery, with the several rooms surrounding it.

The main hall is lighted from the top by means of a lantern light, with coved, bracketed and highly ornamental ceiling.

Basement floor is divided into rooms for coal, &c. ; and rooms for the heating apparatus—for which every preparation will be made in the building whilst in construction.

Cast iron, in shape of columns, and wrought iron in that of girders, will be largely employed—economising space and affording opportunities to alter, if at any time required, the internal divisions. Main division walls are of brick.

Roof is to be covered with galvanized iron and slate. On the front, a clock tower is to be placed.

The whole of the works are contracted for to be finished in the month of June, 1875. This building will, when finished, be in close proximity to the banks, and business centre of the city, as well as to the steam-boat wharfs.

Architect, Mr. R. C. Windeyer. Contractor, Mr. Benjamin Walton.

IMMIGRANT DEPÔT.

These buildings are now in a good state of repair. During the last year slight repairs, but not to any great extent, have been made.

ASSISTANT RECEIVER GENERAL, INLAND REVENUE OFFICE, AND OFFICES FOR MARINE AND FISHERIES.

Plans, &c., have been prepared for the alteration of the present Post Office into offices for the above Departments ; work to be started so soon as new Post Office is finished.

The offices for the Assistant Receiver General will occupy the front portion of the ground floor of the present building, it being divided to suit the required arrangements, and having a brick and iron safe of large dimensions, built.

Inland Revenue Office portion, will occupy the rear of this floor, as well as a large room to be built immediately over it, together with a portion of the first floor of front portion and several of the rooms on basement.

Department of Marine and Fisheries will have appropriated to them say three rooms on the first floor.

Accommodation is also arranged for the keeper or custodian.

Usual accessories, in shape of water closet, lavatories, furnace room and coal cellar are provided.

Plan has been so arranged as to make available as much of the present work as possible, outlay being simply for necessary work.

Owing to the solid nature of the main front of the building no alterations are proposed to be made to it; in rear it is proposed to lift the present roof *en masse*, and build walls for the extra story under, thus giving a large amount of extra space at a minimum cost.

Mr. Henry Langley, Architect.

KINGSTON.

CUSTOM HOUSE.

The roof-covering of this building, showing evident signs of decay, it has, after having been several times temporarily repaired, been found necessary to renew it with galvanized iron.

Leakage having affected the walls, these have to be repaired internally and externally. Painting requires to be done, and portion of the out-buildings repaired.

Stone-work is in good condition. Brick and other work, except where in close proximity to roofs, in similar state.

Specifications have been made, and Tenders are to be asked for at an early date.

Architect, Mr. John Power.

POST OFFICE.

The present roof-covering having been found to be in bad condition, it has been decided to replace same—but with galvanized iron in lieu of tin; the internal parts are to be made good where they have been damaged by leakage—repairs, slight in character, are required.

Specifications, &c., of work have been prepared, and Tenders will at an early date be asked for.

Architect, Mr. John Power.

PROVINCE OF QUEBEC.

MONTREAL.

NEW POST OFFICE.

This building is now in course of construction, the walls of the basement being completed, and a quantity of cut stone work for other portions prepared, and work being rapidly proceeded with. As noted in my previous Report, it is situate on the line of St. James Street, being in the most central part of the City.

A contract was entered into on the 12th day of November, 1872, for the mason, brick, carpenter's and other works; also, for all works connected with the roofs, it being considered advisable not to award the other portions required, viz: joiners, plasterers, painters, glaziers, &c., &c., till a later date. Materials for all external walls, are stone, from the Montreal quarries,—it being considered the stone best adapted for the rigorous climate. These walls, after being built, are to be lined with brick.

Building as contracted for, is oblong on plan, the greatest length being on St. James Street, on which are placed the main public entrances, five in number.

The style adopted is Italian. The facade on St. James Street, consists of a main or central feature, with two recessed wings. This facade above St. James Street level is divided horizontally by a moulded cornice into two heights, the lower being a continuous arcade, formed by massive piers and columns, the former moulded and panelled, the latter fluted with carved caps and bases, the stylobate being coursed and rusticated, between these piers are placed the entrance doors, and windows, having plain pilaster jambs, moulded caps, and segmental heads. The upper portion being divided into bays, by columns and pilasters, with carved Corinthian capitals, these bays are again divided horizontally by a moulded string, dividing the windows of first and second floors, and at the same time connecting them with each other for effect. The basement portion is of rock faced ashlar, in courses. The main cornice is to be of cast iron, this material being adapted to save the great weight that would otherwise exist if stone had been used; it is to be highly enriched with consoles, dentil ornaments, &c.; the frieze is of stone, highly ornamented and enriched. Above this an attic storey is arranged for, with segmental headed windows, having moulded pilasters as jambs, with consoles &c.

The central portion of main front being the main feature, is surmounted with a lofty Mansard roof arranged in two stages; on the upper one is arranged a clock tower of proportionate size; on the lower at its junction with main cornice, a large and effective window, with side lights highly ornamented, is placed; usual and ordinary dormers are placed in roof but suited to the general design: also four small campaniles or towers placed immediately over the coupled columns.

The facades on line of St. Francis Xavier Street, and towards the Montreal Bank are of similar character and style to the main one on that of St. James Street; that of Fortification Lane is plain in style, but assimilating to, and ranging with, other portions.

The main floor is to be devoted entirely to the service of the public and sorting and delivery of the mails, except so far as regards the space required for stairs to the upper floors, of which there are two, as also a large vault built of brick, thus forming one large room without breaks of any kind, excepting as before named; the floors above to be carried on cast iron columns which on this floor are of highly ornamental character, and twenty in number, by this arrangement any future sub-divisions can be made without extra expense, and office fixtures are so arranged as to give every facility in working, with light at every part. Lofty and large windows on the four sides will, it as expected give, with addition of two lanterns, ample and sufficient light; and five entrance doors allow for exit and entry for the public. Arrangements are made so that in winter the arcaded portion on St. James Street front can be closed in, thus forming winter porches; side doors are provided for entry and exit of officials and others on public business.

The basement floor is intended in part to be used, for the reception and delivery of the mails, which will be carried to, or brought from the floor above, by means of lifts: in part by letter carriers to sort their work, and also for the keeper's apartments, storage of papers, heating apparatus, fuel, water-closets, &c., &c. Owing to the great difference in level now existing between St. James Street and Fortification Lane (about 13 feet), the whole of this portion cannot be utilized to such an extent as could be wished.

The first floor is in part to be devoted to the Inspector's offices, mail clerks' offices, &c. &c., and is reached by stairs from St. Francis Xavier Street, side passage from St. James Street, and also from main Post Office. The lantern lights of main Post Office room underneath, giving light on this floor, to the main passages.

The second floor is not intended to be finished at present, but is so arranged that it can be at any future time, if so required; it, however, will now form a store room.

In case extra space is required for the Post Office, the first floor can be combined with it, and the Inspector's offices removed to the floor above.

The roof is constructed of timber, covered with galvanized iron, having large skylights for the rooms below. Staircases are provided, extending from lower floor to the attic, with doors, &c., on to each floor.

Architect, Mr. H. M. Parrault. Builders, Messrs. Allard & Dufort.

CUSTOM HOUSE.

The warming apparatus and other parts of work connected therewith, is now being rapidly proceeded with, and will be ready for use in the fall. The work being executed under instructions from the department by Messrs. Charles Garth & Co. of Montreal.

Small but necessary repairs have been executed.

SECOND IMMIGRANT STATION.

Owing to the Grand Trunk Railway not having laid a track to the city passing through the lot of land on which the late Dépôt is erected—the greatest difficulties occurred; in immigrants having to take their baggage by carts or otherwise from the station to the Dépôt—it was therefore deemed advisable to make temporary use of a shed situated near the tanneries property, on a siding of the main line of the Grand Trunk Railway, and there make the necessary alterations in order to accommodate immigrants, utilising the fittings of the old Dépôt as far as possible, this has been done, and works, so far as originally intended, completed.

QUEBEC.

POST OFFICE.

This building previously described in report for fiscal year ending 30th June, 1872, is now occupied, and except slight details in shape of gas and other fixtures, finished.

The lock or letter boxes on the American pattern have been brought into use, and so far, have, I am informed, given satisfaction to the public.

Architect, Mr. Pierre Gauvreau. Contractors, Messrs. Breton and Frère.

CUSTOM HOUSE.

Slight but essential repairs have been made to this building.

The wood work in cribs of wharf requires in parts to be renewed—and approaches to, and surroundings of the Custom House re-gravelled and levelled up.

Landing stage or wharf is now finished.

OBSERVATORY.

Plans, &c., having been prepared for the residence of the Director of the Observatory; tenders were asked for, and building is now being proceeded with. It consists of a frame building 34 feet by 30 feet, on stone foundations $2\frac{1}{2}$ stories in height; with necessary accommodation, &c., for the various instruments, &c., required, in separate out buildings, built so that the present tower will form a portion of it when completed.

Architect, Mr. Thos. J. Lepage. Contractor, Mr. Josedh Matthieu.

MARINE HOSPITAL.

Repairs of an extensive character are now under consideration; these are required to keep the building in good order and condition. Tenders for the works have been asked for, and contract will be awarded at an early date.

Architect, Mr. Thos. J. Lepage.

CITADEL.

Alterations and additions have been made to the various buildings situate in the Citadel, in part to render them suitable for the accommodation of His Excellency the Governor General and staff, and in part to keep them in good condition, and also for the services of the Garrison, these repairs are still being proceeded with, and will require for the future a constant and annual expenditure to maintain the walls, buildings, &c., in an efficient state.

CULLER'S OFFICE.

This building has received a thorough overhauling in shape of repairs, both internally and externally. The work is now completed.
Contractors, John O'Leary and W. McDonald.

IMMIGRANT DEPOT, POINT LEVI.

Additional accommodation being required, a gallery has been arranged for and is now being constructed, abutting against the main building, its length is 118 feet. This will be used for the luggage of immigrants, for which a large space is required.

Necessary repairs have been, and are now being executed.

Architect, Mr. Thos. J. Lepage. Contractors, Mr. Jacques Jobin and Joseph Garneau.

QUARANTINE STATION, GROSSE ISLE, NEAR QUEBEC.

Additional accommodation being required, and present boatmen's dwellings and other buildings which these replace being in a bad state of repair, contracts have been entered into for the erection of a block of boatmen's houses, 114 feet x 26 feet. Immigrant shed, 175 feet x 24 feet. Two stables, one 32 feet x 22 feet; the other 24 feet x 20 feet, and for a new Catholic Chapel.

These buildings are constructed of framed timber, on stone foundations, the roofs being covered with shingles. Owing to the rigorous climate, extra precautions had to be taken to keep out cold, the expense therefore being greater in comparison with similar buildings in other portions of the Dominion. There are also other and minor repairs being made to existing buildings, many of which have existed for twenty-six years.

Next year, repairs will be required for the wharfs.

Architect, Mr. Thos. J. Lepage. Contractors, Messrs. Piton, & Co.

CUSTOM HOUSE AND INLAND REVENUE OFFICE, THREE RIVERS.

Plans for this building are now in course of preparation, to suit the altered site,—the previous one selected being found to be too expensive for the amount of appropriation, and to avoid local difficulties. Tenders will be asked for at an early date, so that the work can be started this year.

Architect, Mr. H. M. Perrault, of Montreal.

IMMIGRANT DEPOT, SHERBROOKE.

Further and essential work has been done in shape of footways and washhouse, &c., to this Depot; it has now direct and clear access to the railway station, to which it is in close proximity.

Contractor, Mr. John Woodward.

PROVINCE OF NEW BRUNSWICK.

ST. JOHN.

NEW POST OFFICE.

This Building is now in course of erection, placed as stated in my previous Report, on the lines of Prince William, Princess and Water Streets, immediately adjacent to the Custom House, and in close proximity to the Carlton Ferry.

Foundations being of a difficult character, were commenced and carried on whilst the present contract plans were being prepared, and were finished in time so as to allow of the super-structure being started immediately contract was awarded.

The site being on an incline or slope, one main entrance only could be obtained—this was on Prince William Street. In order, however, to carry out in a proper manner the internal arrangement, the right of way to a passage adjoining the Bank of New Brunswick was obtained, with a further right of light on it as well as on yard of a building situate in rear of Lot.

The building is to be constructed of stone for external work, and brick for backing of same as well as divisional walls. Up to the level of Prince William Street, stone work is granite, in courses of rock-faced ashler. Above this level, stone is from the Ross Wallace or Caledonia quarries.

Roof is to be of framed timber, covered with slate on sloped portions, and lead on, flat ditto.

Style of Architecture adopted is Italian. Owing to the peculiarities of the site, the main front had to be treated in a somewhat novel character, its angles or corners being on plan a quarter circle; this, however, has been turned to advantage, as giving to the space left between, a better proportion. The building is three stories or stages in height, the first being channelled masonry, with semi-circular headed windows inserted, having key and other stones, joints of which radiate and line with horizontal ditto; the second and third storeys are plain ashler; windows having pilaster jambs, semi circular head, with moulded archivolt and key stone.

The main cornice, belts, strings, &c., are to be of stone, moulded.

Above this, on the main front, is a highly ornamented clock tower, top of which lines with that of ridge of roof, ordinary and usual dormer windows are placed from distance to distance. Chimney shafts are made to form portion of the design, and it is expected that by the treatment adopted, a greater effect of height will be obtained.

Internally the whole main floor is 82 ft. by 45 ft., and 19 ft. in height, the whole space except that occupied by stairs to upper floors, and brick safes, being devoted to the Post Office proper. The upper floors are supported on eight cast-iron columns, carrying the necessary beams, joists, &c.

First Floor, 18 ft. in height, is divided into two parts by a passage of 9 ft. in width, running its full length with windows at either end for light and ventilation. Rooms on either side are to be devoted to the use of Post Office Inspector and his Clerks, also for Stationery and Mail Bags.

Second Floor, 21 ft. 8 in. in height, has on the River side a large room 45 ft. by 25 ft., and full height of storey, which may if required be used for public purposes or otherwise, as may be found to be most suitable. The front portion is divided into News and Committee rooms.

Basement Floor.—In rear end or frontage on Water street, a large space has been left for the receipt and delivery of Mail bags, these to be raised or lowered to or from the main floor by means of lifts. The balance is divided into keepers' apartments, coal and furnace rooms, water closets, &c.

The main staircase entered from the passage before referred to, gives access to the various floors, above and below. An extra staircase is provided for the Post Office officials leading from Post Office proper to the Clerks' rooms above,

Safes constructed of brick, and to be built in the strongest manner, totally distinct from the main walls of building are provided. The usual and necessary conveniences in shape of Lavatories &c., are provided on the various floors.

Building is proposed to be heated by steam or hot water, the system is not yet decided upon, and apparatus is not included in contract.

Contractors for Foundations C. F. Tilley & Redfern, and Charles McGuiggan.

Architect, Mr. Matthew Stead

Contractors for balance of work, Causey, Stirling and Emery.

CUSTOM HOUSE.

Ordinary and usual repairs have been executed. Owing to its central position, and being in view of Partridge Island, as well as that of nearly all the shipping in the port,

it has been decided to place on the roof, the new Signal Station. The effect on the appearance of the building will, it is expected, not be prejudicial, but the reverse. This work is now in course of being proceeded with, under the supervision of Mr. Stead, Architect.

SAVINGS BANK.

The alterations and additions, external and internal, made to this building, are now completed, and early occupation can be obtained. In addition to works previously contracted for, internal fixtures, burglar proof safe, and other furniture have been supplied.

The works executed, have added materially to the appearance of the building, as well as to its internal accommodation.

Architect, Mr. Matthew Stead. Contractors, Messrs. Tilley and Redfern.

QUARANTINE STATION, PATRIDGE ISLAND, NEAR ST. JOHN.

The buildings are generally in good condition, but require essential and annual repairs to be made to keep them in order, being built of wood, and whitewashed only. New Signal Station is arranged for in order to make that now in course of construction on the Custom House, St. John City, complete; it will have the extra advantage of being able to command a view of the Bay of Fundy for many miles.

The wharf recently erected has been the cause of diverting the current along the Island; it will require from 200 to 300 tons more ballast laid in to keep it in place.

Architect, Mr. Matthew Stead.

CHATHAM.

CUSTOM HOUSE, POST OFFICE, AND INLAND REVENUE OFFICE.

A stone building, covered with slate, having been purchased for the above, the internal portion had to be altered so far as to make it suitable for the requirements of the above Departments, this was not necessary to any great extent, except in the lower portion, which, by taking divisions away, made it into one room. Roof required to be altered, and small outbuildings built. These various works are now in course of being executed, and will, it is expected, be finished about the month of November.

Plans, &c., prepared by the Department.

Contractor, Mr. Peter Loggie.

NEWCASTLE.

CUSTOM HOUSE.

A stone building covered with slate, now and for some time past used as the Custom House, having been purchased, requisite repairs are being made to place it in a good state of repair. The extent of these are not great, the building having been previously used as a branch of the Commercial Bank of New Brunswick, being good, strong and substantial.

Plans, &c., prepared by the Department.

Contractor, Mr. George Brown.

MIRIMACHI.

QUARANTINE BUILDINGS.

The Island on which this station is located is situated about two miles below the town of Chatham, on the river Mirimachi, and is of easy access from the main shore. The works are so far advanced that they will be finished within a month or six weeks.

These are now in course of erection,—two Hospital Sheds, 24 ft. by 21 ft. 6 in., and a Steward's House, 28 ft. by 24 ft., two storeys in height, all built of framed timber, roofs covered with shingles, and foundations of stone.

Drawings, &c., prepared by the Department.

Contractor, Mr. James Stothart.

ST. ANDREWS.

MARINE HOSPITAL.

The previous building having been destroyed by fire, necessitated the erection of one to fill its place. Plans have been prepared and contract awarded.

The building is of frame timber, erected on stone foundations, having ample accommodation for 24 patients, with, at same time rooms for the staff in charge.

PROVINCE OF NOVA SCOTIA.

HALIFAX.

DOMINION BUILDING.

Alterations, &c., in the warming apparatus, have been made, and slight repairs done ; but, as mentioned in my Report for year 1872, further repairs, &c., are still required. The changeable character of the climate being very severe on buildings, exposed as in this case on its four fronts to the action of the weather.

Mr. H. G. Hill, Architect.

QUARANTINE BUILDINGS, LAWLOR'S ISLAND, NEAR HALIFAX.

The various new buildings contracted for last year, viz., two Hospitals, a Convalescent Shed and Store Shed, are now finished, and ready and fit for occupation. They are constructed of framed timber, plastered inside, with roofs of shingle and foundations of stone, and are located on the different parts of the island to suit the divisions of same. Repairs have been made to the old Buildings.

A Landing Stage or Pier is projected.

Two Hospitals,.....	size,	40ft. by 20ft.
One Convalescent Shed,.....	„	120ft. by 20ft.
One Store Shed,.....	„	30ft. by 20ft.

Architect, Mr. H. G. Hill. Contractor, Mr. Jacob Bowser.

PICTOU.

CUSTOM HOUSE.

A site having been determined upon for this building, viz: the Steam Boat Landing forming the town terminus of the Pictou Extension Railway, now forming part of the Intercolonial Railway, plans were at once prepared, submitted and approved of; on tenders being asked for, the cost far exceeded the appropriation; plans therefore had to be altered and reduced, and yet the amount of appropriation was exceeded; this amount was in the first instance too small to build a Custom House of the size required to accommodate the staff; the question now submitted to the Department, is whether the building is to be of less dimensions, or the amount of appropriation extended.

Architects, Messrs. Sterling & Dewar, of Halifax.

 PROVINCE OF MANITOBA.

POST OFFICE, &C., FORT GARRY.

Owing to difficulty in arranging for the dimensions required for the public buildings to be erected at Fort Garry or Winnipeg, several sets of plans had to be prepared. A decision, however, has been arrived at and tenders are now asked for the following buildings, viz. : Custom House and Inland Revenue Offices, two stories and a-half high ; Post Office and Savings Bank, two stories high ; Land Office and Service Offices, two stories high. Plans, &c., made by the Department.

PENITENTIARY NEAR FORT GARRY.

General outline plans having been approved of, contract ones and specifications are now in course of being prepared, and will in a short time be submitted to the public for Tenders.

Architect for general plans, Mr. Painter. Contract plans, &c., being made by the Department.

CUSTOM HOUSE, PEMBINA.

Owing to boundary line between the United States of America and the Dominion having been found to be incorrectly ranged, the previous building was found to be situate on the south side of the line. This necessitated the erection of a new building, plans of which have been sent to the Local Architect in order to obtain tenders for the work, which are expected to be received at an early date.

Drawings prepared by the Department.

 PROVINCE OF BRITISH COLUMBIA.

POST OFFICE, SAVINGS BANK, AND CUSTOM HOUSE, VICTORIA.

Buildings are now in course of construction for Post Office, Receiver General or Savings Bank, Public Works and Indian Departments.

Materials used are stone for foundations, brick for external walls, roof of wood covered with gravel. The buildings are so arranged that when found to be insufficient for the requirements they, when other, but suitable ones, are erected, can be sold to advantage. Architect, Hon. B. W. Pearce.

Plans are now being made by the Department for Custom House, in which building is to be placed offices for Departments of Inland Revenue and Marine and Fisheries.

PENITENTIARY.

Plans are now in course of preparation by the Department for this building.

Accommodation will be provided for the staff, and fifty male and twelve female prisoners ; the general internal arrangements of the cells being similar to that now adopted in the Central Prison, Toronto. It will be so arranged as to be increased at any future time without detriment or interfering with arrangements as now proposed.

I have the honor to be, Sir,

Your obedient Servant,

THOS. S. SCOTT,

Chief Architect, Public Works.

APPENDIX No. 19.

GENERAL STATEMENTS shewing: 1st, Water Power and other Public Property leased on Canals, &c., during the Fiscal Year ending 30th June, 1873.

Date.	Terms of Lease.	Lessees.	Property Leased.	For what purpose used.	Amount of Water Power Leased.	Area of Property.	Date from which the Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
									Amn't of each instalment.	When payable each year.	When 1st instalment was payable.	
2 March, 1873.	Plea- sure of Gov't.	Jos. A. Maurice ..	Strip of Land at Chambly, S. W. side Canal ..	To till it ..	.....	128,725 feet ..	Date of lease ..	1 00	1 00	1 May ..	1 May, 1872.	
25 June, 1873.	do	do	Triangular lot near lock No. 7, Chambly Canal ..	To remove his house thereon ..	.....	13,300ft.	do	12 00	12 00	1 July ..	1 July, 1873.	
11 Jan. " 1873.	do	Hon. Jas. Skead ..	To continue his boomsage on Ottawa River, in front of Lot No. 30, con. A, Nepean.	Nepean new mills ..	.....	.....	1 Dec., 1872	50 00	50 00	1 Dec ..	At delivery of lease	
27 Nov., 1872.	do	Montreal City Pas- senger R.R. Co.	To lay their track and cross over bridge at Cote St. Paul Lachine Canal ..	Crossing ..	.....	.....	Date of lease ..	10 00	10 00	1 Jan ..	do	
22 Oct. "	do	Jas. N. Dixon ..	Cornwall Canal Bank opposite his property, near Monle- nette Church, N. of Canal.	Wharf ..	.....	100 feet.	Delivery of lease ..	20 00	20 00	do	do	
4 " "	21 yr's renew- able.	Abr. Hendershot ..	Wharf lot at Welland Canal, below Main Street swing bridge, W. side of Canal ..	do	.....	2-100ths acre ..	16 May, 1872	15 00	15 00	do	do	
17 " "	Plea- sure of Govt.	Jos. Demers ..	Lot on Beauharnois Canal bank, near guard lock ..	To discharge his barges ..	.....	100 feet.	10 Sep., 1872	.....	.....	.....	.....	(before discharg- ed (before discharg- ing his barges). do (do)
15 April, 1873.	do	St. Amour & Co ..	do do do	do	.....	100 feet.	17 Feb., 1873	.....	.....	.....	.....

2nd.—Property Purchased or Sold by the Department during the Fiscal Year ending 30th June, 1873.

Date.	Vendors, &c.	Purchasers.	Property Sold or Purchased, &c.	For what purpose used.	Area of Land.	Price of sale.	Remarks.
11 Nov., 1872.	F. McMartin and S. and A. Dale	Her Majesty	Release of damages (past and for five years to come) to their mill property at St. Andrews, District of Terrebonne, by feeding dams, &c., of Carillon Canal			\$2,850 00	
4 Dec., "	Intercol. Iron and Steel Co. (L.)	"	The rights of the Company to the land over which the branch line from Acadian Coal Mines, at London-gerry, N. S., to the Intercolonial Railway is built	Intercolonial Railway	50 feet wide, &c.	1 00	
13 Sept., "	R. J. Reekie, Grey Nuns and <i>et</i>	"	Consent that channel of River St. Pierre, at Côte St. Paul, be cut straight through their farms	To drain Lacine Swamp			On condition of filling old channel, pay all damages, erect bridges, &c.
2 March, "	Daniel McKercher	"	do do do do	" "		Free	} On condition of filling old channel, pay all damages, erect bridges, &c.
18 Sept., "	Widow F. X. Desève and D. Turvet	"	do do do do	" "		Free	
14 Oct., "	H. Tuck and <i>et</i>	"	Lot of land No. 4, block A, Water St. at Newcastle, New Brunswick	" "		Free	
16 "	Hon. W. Muirhead and <i>et</i>	"	Lot of land, No. 36, S. E. side of Water Street, at Chatham, New Brunswick	Custom House.		4,000 00	
30 Dec., "	John Brown	"	Steam tug <i>Minnie Beale</i> , dredge No. 7, and two scows	" "		10,000 00	
23 Oct., "	Hon. O. Mowat & <i>et</i>	"	London, Yonge and Espinasse Streets, Toronto, in front of Lot No. 2, N. S. of Front Street	Dredging		19,350 00	
17 "	Wm. Thompson & J. Burns	"	London, between Front Street and at lane in rear, Toronto, west of present Custom House Lot	Custom House.		27,800 00	
26 April, "	Mary M. Boyle	"	London, No. 2, East Street, Village Lt. Colborne, Welland Canal	To enlarge Harbor	Strip of 25 ft 8 in — in all 4,326 ft.	8,983 00	
					1 acre	1,800 00	

2ND GENERAL STATEMENT—Continued.

Date.	Vendors, &c.	Buyers.	Property Sold or Purchased, &c.	For what purpose used.	Acres of Land.	Price of Sale.	Remarks.
31 Dec., "	Hon. W. Muirhead and ux.....	"	Middle Island or Barrataria, in Miramichi River, Chatham, N. B.....	Quarantine.....	18 acres.....	1,100 00	
30 Jan., 1872.	John Walker & ux..	"	S. E. part of N 1/4 of Lot No. 11, concession c., London, between Great Western Railway and Grand Trunk Railway.....	Immigrants' Buildings.....	3 1/2 acres.....	2,500 00	
6 Nov., 1872.	Chas. Nolin & ux..	"	Land at Oak Pt., on Lake of the Woods Road, County of Provencher, Manitoba, on River Seine.....	Immigrants' Buildings.....	1 ch x 1/4 mile....	25 00	
6 " "	Ol. Ducharme & ux..	"	Land at Oak Point, on Lake of the Woods Road, County of Provencher, Manitoba, on River Seine.....	"	"	25 00	
24 May, "	Thos. Evans, N. S....	"	Mortgage of a dredging machine and vessels, chattels, &c., and insurance thereof; sum advanced to be repaid; security.....	Security.....		15,000 00	
13 Dec. "	Frs. Lalonde.....	"	Release of damages to lot No. 1, Côte St. Catherine, at St. Zotique, through Beauharnois dams.....			52 50	
4 Jan., 1873.	Joseph Scott.....	"	Release of damages to lot, in village of Coteau Landing, Beauharnois dams.....			70 00	
7 " "	Jas. McCoppen & ux..	"	Part of lot No. 203, Thorold, taken for removal of east bank of Deep Cut.....			125 15	
20 " "	Daniel Kelly & ux..	"	Part of lot No. 186, Thorold, taken for removal of east bank of Deep Cut.....		..5a. 2r. 21p.....	427 03	
9 April, "	John C. Jordan.....	"	Part of lot No. 186, Thorold, taken for removal of east bank of Deep Cut.....		..3a. 1r. 33p.....	259 22	
27 Feb., 1871.	Sam. Barker & ux..	"	Part of lots Nos. 10 and 11, on N. of North Street 11, south of North Street, and 10 and 11 south of Fullarton Street, London, Ont.....	Post Office.....	2,700 ft.....	1 00	
16 Dec., 1872.	Wm. Carling & Hon. J. Carling & ux..	"	Part of lot 11, S. of North St. at London, Ont.....	"	..840ft.....	1,500 00	
						2 00	

2ND GENERAL STATEMENT—Continued.

Date.	Vendors, &c.	Purchasers.	Property Sold or Purchased, &c.	For what purpose used.	Acres of Land.	Price of Sale.	Remarks.
17 June, 1873.	Her Majesty.	Royal Institution for advancement of learning.	Release of a loan and surrender to them of land on St. Catherine and Cathcart Sts., Montreal, &c., and Government to remove Exhibition buildings therefrom within 75 days.	Formerly used as Exhibition buildings.	40,000 00		
26 "	James Vernon & us.	Her Majesty.	Part of lot No. 15, in 11th Concession, Seignour, River Trent.	Heeley's Falls' Works	12 acres 5 acres	1,000 00	
17 Sept., 1872.	Order in Council.	Dep. of Public Works	Transferring the "Platoon" at Three Rivers, P. Q.	Custom House.			
5 June, 1873.	Trustees of Public Property, Pictou County, N. S.	Her Majesty.	Lot known as "Marine Hospital and Quarantine Grounds," at Pictou, N. S., on Harbour shore.	Report, plan and appraisal of land taken for a road to breakwater at Brooklyn, to Fish Point, N. S.	Quarantine... 35 acres	4,000 00	
14 Oct., 1872.	General Sessions of the Peace, County Queens.	"	Release for damages to R. C. Church at St. Zotique, P. Q., through Beauharnois Dams.	Road.	878 feet long, 30 feet wide	333 00	Paid by locality.
9 Dec., "	Fabrique St. Zotique	"	Release for damages to R. C. Church at St. Zotique, P. Q., through Beauharnois Dams.			2,500 00	
9 "	John Taylor.	"				2,500 00	As surety for the Contractor.

APPENDIX No. 20.

STATEMENT of Claims referred to and awarded upon by the Official Arbitrators during year ended 30th June, 1873.

Claimant.	Subject of Claim.	When referred to Arbitration.	Amount Claimed. \$ cts.	Amount Awarded. \$ cts.	Date of Award.
John A. Cameron	Lachine Canal.....	18th May, 1872.....	12,804 20	2,979 25	4th July, 1872.
David McAlpine.....	European and North American Railway	27th June, 1872.....	2,419 25	990 00	10th August, 1872.
George Rochester.....	Ottawa River Works.....	4th July, 1872.....	2,691 00	Nothing.	21st November, 1872.
J. & D. McFarlane.....	do	do	2,949 10	do	do
Mayhen & Faichney	do	do	1,198 00	do	do
Donald Monroe.....	do	do	333 00	do	do
M. Cafferty	Welland Canal	5th October, 1872.....	1,500 00	500 00	27th November, 1872.
F. B. McNamee	Piers and Booms, Sault au Recollet.....	11th do	3,779 05	845 60	do
S. & C. Peters	Custom House, Quebec.....	20th February, 1873.	4,168 88	2,229 40	20th May, 1873.
W. & B. Griffith.....	Red River Route	21st do ..	660 76	624 36	12th July, 1873.
Alex. Yuill.....	Ottawa River Works	21st April, 1873.....	6,793 84		

F. H. ENNIS,
Secretary to Arbitrators.

OTTAWA, 30th June, 1873.

APPENDIX No. 21.

WELLAND CANAL ENLARGEMENT.

No. 17,690½.

QUEBEC, 3rd January, 1873.

GENTLEMEN,—The enlargement of the Welland Canal is such a large work, and of such importance for the future of Canada, that the Government of the Dominion wish to obtain the best advice they can procure from Engineers of eminence in this country, and even in the United States. I have therefore requested you to examine the proposed enlargement, as indicated on the plans and in the specifications prepared by our Engineer, Mr. Page, and I am sure you will not object to consult with Mr. McAlpine, whose knowledge and experience are well known. I have, therefore, the honour to inform you, on behalf of the Government, that you are hereby authorized to communicate with Mr. McAlpine, and to ask for his professional counsel and advice in this matter—you should not limit yourselves to the above plan and specifications, but you should also consider any other plan or scheme which has been suggested to the Government, and may be found in my Department. The report we expect from you should state whether the proposed plan of Mr. Page should, in your opinion, be modified, and in what particular, and the object of such modifications, adding any other remark or recommendation you would think proper.

Messrs. C. S. Gzowski and
Keefer. }

H. L. LANGEVIN,

Minister of Public Works.

Copy of No. 28,600.

OTTAWA, 14th February, 1873.

To the Honorable HECTOR LOUIS LANGEVIN, C.B.,

Minister of Public Works, &c., &c., &c.

SIR,—In compliance with a desire expressed in yours of the 3rd January, that we should examine the proposed enlargement of the Welland Canal as indicated in the plans and specifications prepared under the directions of the Chief Engineer of your Department,

We lost no time in making the necessary arrangements for entering upon that duty, and beg now to submit the following report as the result of our labours:—

After a preliminary conference in Toronto, we addressed a communication to your Chief Engineer, inviting him to meet us and give us the benefit of the information which his official connection with the plans and surveys so well qualified him to do. (Copies of our letter and his reply are appended.)

To arrive at a satisfactory conclusion on the merits of the several projected routes described in the memorials and documents referred to us, it was considered necessary to make a personal examination of that portion of the peninsula between Lakes Erie and Ontario. We therefore visited nearly the entire line of the present canal, making more special examinations of the localities near St. Catharines, Thorold, the Deep Cut, Port Colborne, and the line proposed by Mr. Grenville.

We have also visited Chippawa, Drummondville, Queenston and Niagara.

The intimate acquaintance with the several localities named, and of that section of the country generally, by one of our number, with the general knowledge of its geological character by all of us, removed most of the difficulty caused by the ground, at the time of our examination, being covered with snow.

Although your instructions refer more particularly to the examination of plans and specifications already prepared, we believe that our statement, on this head, will be more clear and better understood if we, in the first place, express our opinion briefly on the several alternative lines, and conclude our report with the recommendations we are prepared to make in regard to the located line.

The first of these alternative lines is that proposed by Mr. Grenville, and supported by the St. Catherines Board of Trade, and some others; its chief features are, 1st, the descent of the mountain range by two flights of combined locks, located in a straight line; and, secondly, the saving of distance in the new line to be constructed.

Mr. Grenville's proposed line commences at a point on the located line on Marlatt's Pond, and connects with it again near the junction of the Twelve Mile Creek with the canal, making the distance three and two-thirds miles, as against the located line of eight and two-thirds miles.

The difference of level between these points is proposed to be overcome by two flights of double combined locks, one combination of fifteen locks, and the other of six combined locks.

Examination of the ground on this route reveals its peculiar features, which are a rocky ridge, with an abrupt declivity, covered with the debris or drift from the solid formation of the rocky plateau.

The larger number of the combination of fifteen locks are placed on the face or scarpment of this plateau, partly in rock and partly in clay and debris.

The very great difficulty, in our opinion, of obtaining a safe and uniform foundation for the locks so located, the danger from slides and infiltration that cannot always be successfully guarded against, even with a largely increased cost in construction, and the impossibility, from the general features of the rocky formation in that vicinity, of finding any other line to meet the proposed arrangements of combination of locks, precludes our entertaining the project of entering further into the discussion of its merits and demerits.

We may, however, add, that were the natural features favourable for such a location and arrangement of lockage, the cost of construction being nearly double that of the located line, would, in itself, be sufficient reason for not recommending its adoption.

The next alternative line is the Chippawa, St. Davids and Niagara, or Queenston line.

This involves heavy cutting of rock and clay through the summit; and combined double locks for descending the mountain at St. Davids, and at Queenston, or Niagara, there being no way avoiding them.

The length of the summit cutting, from Chippawa to St. Davids on the line indicated in the memorials and pointed out to us, is nearly seven miles. The depth of cutting at the summit, according to levels we had taken, would be 120 feet, and the average nearly 65 feet.

A lower summit can be found on the plateau below Drummondville, where the deepest cutting would be about seventy feet, and the average depth not exceeding fifty feet, but with an increased amount of rock cutting.

The length of canal to build from Chippawa to Queenston would be about ten miles, to Niagara about fifteen miles.

The magnitude of excavation for either of these lines is one of the chief objections—but there are still others. The *termini* of the canal at Chippawa, or at a point indicated a short distance above are objectionable on account of the current in the Niagara River, which is due to the fall of nearly eleven feet between its head near Fort Erie and Chippawa, but varied by the conformation of its banks, and in several places increasing to upwards of five and a half miles per hour. Such a current must call for constant service of tugs for all sailing crafts, and thereby increasing the cost of transport.

The proximity of Chippawa terminus to the very rapid current above the Niagara Falls, is another serious objection; any slight derangement in the machinery or steering gear of steam vessels passing into or out of the canal, or to the tug boat towing a sailing craft, would expose them to great danger of being carried down the rapids. Another serious objection to this route is the construction of the International Bridge below Buffalo and Fort Erie, compelling all vessels to pass through a draw.

The already powerful and growing railway interests in the United States and Canada striving daily to increase the facilities of communication between the great producing west and the eastern consuming markets, will, before long, require additional bridge accommodation across Niagara River, to carry the trade. Other bridges will, undoubtedly, be built; and that would still further increase the difficulties of navigation in that route, and must be considered as another objection to the adoption of Chippawa as the terminus of the canal.

Another projected route is called the Niagara Lateral Cut.

This line commences at some point on the present canal near Thorold, and terminates near the mouth of the Niagara River; and if constructed would increase the length of canal nearly four miles.

The construction of the works essential to a terminus for a canal on the enlarged scale of the Welland, with the best selection of the most convenient point in the river, must involve very large money outlay.

The river is too narrow and too deep to permit the construction of works which would still further reduce its width and increase the existing current (already sufficiently strong to call for the service of tugs for all sailing vessels) to a dangerous extent, but if so built the works would also be exposed to danger from ice, which passes in large quantities in the spring of the year. The entrance, wharves, piers, docks, &c., would therefore have to be built in part on the level bank above the river in deep cutting, causing a very large amount of excavation.

The construction of three or four combined locks to make the descent to the river is unavoidable, and as such combination of locks has been generally admitted to be objectionable, the necessity of having them at Niagara forms a strong objection to making that port the terminus of the canal.

The accumulation of ice in the spring of the year, held in and near the mouth of the river by northerly winds is another objection, and is one from which the existing harbour at Port Dalhousie is quite free.

No valid complaints, we are informed, have been made against Port Dalhousie harbour at the terminus of the Welland Canal. We do not therefore see any good ground for recommending the construction of a new line to the mouth of the Niagara River, fraught with the objections of increased distance of nearly four miles of canal—difficulty and great expense of constructing the necessary terminal works; necessity of having combined locks; tugs for the use of all sailing craft, and liability of detention by ice.

THE WELLAND CANAL PROPER.

No better harbours can be found either on Lake Erie or Lake Ontario, as *termini* for a canal uniting these two lakes than Port Colborne and Port Dalhousie.

They have answered the purpose of ports of entry ever since the canal was opened, without any complaint, and they can now, at moderate expense, be improved to meet all the necessities of the enlargement.

No better line for uniting these two ports can be found than the line of the existing canal except that a departure from it is inevitable for overcoming the descent from the upper to the lower plateau from Thorold to Port Dalhousie, for the reasons pointed out in the report of the Canal Commission of 24th February, 1871.

Here a loop line has been traced out between these points under the direction of your engineer, nearly corresponding with the line indicated in that report.

In making the enlargement there can of course be no departure from the existing line between Port Colborne and Thorold, and so far as the plans have been prepared for the enlargement of the prism of the canal, they meet our approval.

We have not seen any plans, if they are prepared, for the admission of the water at Port Colborne, nor for passing more at the aqueduct, and therefore make no reference to them.

The length of this deviation line, from the point of departure from the old canal in Marlatt's pond, above Thorold, to the point of intersection at lock No. 1, Port Dalhousie, is $8\frac{3}{4}$ miles, or $\frac{3}{4}$ mile less than by the old line between the same points. The difference of elevation to be surmounted in this distance is 320 feet.

According to the plans submitted to us, this is to be accomplished by 24 locks, 23 of which are on the loop line. Of these there are three of 16 feet lift, thirteen of 14 feet, one of 13 feet, two of 12 feet, one of 11 feet, and three of 10 feet lift. Of the reaches between the locks there are six of 630 feet, five of 730 feet, two of 830 feet, and the remainder varying from 1,120 to 6,930 feet in length.

We consider this arrangement of locks objectionable.

Where the conditions are such as to permit the adoption of nearly uniform lifts, as they certainly do here, we think so much diversity of lifts should be avoided. For the practical working of the canal, for the economical use of the water—for convenience of supplying reserve gates in case of accident—it is desirable that nearly uniform lifts should be maintained, unless they involve too much excavation.

We recommend that the difference of elevation should be overcome by 20 locks instead of 24, and to make the lifts chiefly 16 and a few 17 feet, so as to meet the conditions.

By this arrangement four locks will be saved, the reaches lengthened, and the time of transit shortened; while the levels of the long reach between locks seven and eight and that at the Great Western Railway crossing between locks sixteen and seventeen will remain unchanged, and the altered position of the locks will afford a better crossing of the Ten Mile Creek; and avoid making a siphon culvert for it under the canal.

While the sloping ground from Thorold to Port Dalhousie presents the only possible route for a single line of distributed locks, with ample basins between them, very serious difficulties have been interposed to the selection of a proper line by certain chartered rights which have been conceded by Parliament, since the existing canal was constructed.

These are the three railway crossings:—Two of the Welland, and one of the Great Western Railway—the latter being on a gradient of nearly forty feet to a mile.

Under all the circumstances we think your engineer has selected the best crossing that can be made of the Great Western Railway; but his treatment of the Welland Railway involves his line through the gorge at Thorold in very serious difficulties.

There are two reaches here where it is impossible to have outside basins except at very large cost in deep rock cutting; and where the canal surface is so limited that a single lockage would have the effect of lowering the water thirteen inches in one and twenty inches in the other; and where in the order to prevent grounding the vessels, it would be necessary to run a large body of water through the waste weirs outside the locks.

Allowance must be made in all the reaches for a fluctuating surface level, generally of only a few inches where ample basins can be made; but here it would be necessary to sink the mitre sills and bottom levels from one to two feet in order to provide for the lockages.

To avoid this complication of the navigation, we suggest that the line for the enlargement shall follow that of the existing canal through the little deep cut to Thorold and after descending into the first basin between the two upper locks to sweep round to the north of the village, and unite with the proposed line somewhere below Brown's Cement Quarry. On this line there is a guard lock already built, and half the excavation made through the ridge of the little deep cut—the ridge that must inevitably be crossed by any deviation line starting from above Thorold. There will be reaches between the locks from one thousand to twelve hundred feet in length, and facilities for obtaining a sufficient water surface for the working of the canal, while, by suitable arrangements of the locks and levels, and by shifting the line of the Welland Railway a little to the east, without altering the gradient, a good crossing of that railway can also be obtained.

Looking at this question in its engineering and commercial aspects, we consider this the best line for the enlargement, and if the Railway Company is obliged to have a draw bridge on its maximum gradient, this is not deemed an insuperable objection, but in view of the general interests of trade, it would be an inconvenience that must be submitted to as unavoidable.

It is true that this line involves changes of street crossings and purchase of some mill privileges, but we are of opinion that its cost will not exceed that through the gorge, while it will be much better for the navigation in every respect. And as regards the re-arrangement of the locks as we suggest, we do not think there will be any material difference in the cost, while we are clearly of opinion that it will afford greater facilities to the navigation than the one on which the plans have been prepared.

We do not think it necessary to construct the road culvert under the canal near the crossing of the Great Western Railway. It will be much better and save considerable expense to carry the road over the canal, by a swing bridge placed on the extended walls of the lock and on a sloping embankment forming the approaches to it.

We have examined the general plan of a lock which has been submitted to us with the other plans.

We observe that no provision has been made for filling the chamber of the lock through the lock walls, and that consequently the chamber must be filled entirely through the gates. We consider this a defect that ought to be remedied.

Means should be provided for filling, both through the gates and through the lock walls, so as to shorten the time of passing vessels, and also to prevent the surging when water is admitted in only one direction.

There are some minor points respecting which modifications might be suggested, but we consider that they will naturally occur to the engineer who will be charged with the duty of carrying out the recommendations we have made.

It may be well to observe, that the time occupied in the examination of this subject, to arrive at the conclusions we have communicated to you, has not in our opinion delayed the progress of this important work, for, in addition to the advantages gained, whatever they may prove to be in directing to its final location fresh and disinterested minds, the short postponement of the date (the 25th of January inst.,) for receiving proposals cannot practically be considered as a delay. The winter, in that section of country, by the 25th of January, may be considered as well over, and it would not have been advisable to allow the quarrying of stone for the locks, about the only work that might have been attempted, till the season of severe frosts had passed. No other preparation for carrying on the work could have been advantageously made before spring.

After a careful consideration of the whole subject we are unanimously of opinion:— That no line for a canal suitable to the existing and anticipated trade between the western chain of lakes and the waters of Ontario and eastward, can be obtained on the Canadian Peninsula, which is better adapted to the required purposes than that which has already been recommended by the Canal Commission;

That the best entrance and exit from and to such a canal, is at the ports of Colborne and Dalhousie;

That combined locks should not be introduced on such a channel of international navigation, but that they should be separated by basins of sufficient capacity to allow the traffic vessels to pass each other with the least inconvenience. And finally, that the line from near Thorold to Port Dalhousie, with the modifications we have recommended, combines all the requirements of such traffic better than any of those which have been suggested to us, or which have occurred to us during our examination.

We have the honor to be, Sir,

Your obedient servants,

(Signed,)

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C. S. GZOWSKI,
SAMUEL KEEFER,
WM. MCALPINE.

(Copy of letter to the Chief Engineer, Public Works.)

SIR,—As the engineers appointed by the Government to examine and report on plans for the enlargement of the Welland Canal, as well as certain schemes for the accomplishment of the same object, we have just met in this city to consider the matters referred to us. Before visiting the canal to enter upon our duties, we think it due to you, in your position as the Chief Engineer, under whose directions the surveys have been conducted and the plans prepared, to invite you to meet us at the canal. We shall proceed thither on Friday the 30th inst., and if it is convenient for you to join us there, shortly after, we shall be glad to have the benefit of the information which, by your official connection with the plans and surveys, you are so well qualified to give.

We have the honor to be, Sir,
Your obedient servants,

(Signed) C. S. GZOWSKI,
" SAMUEL KEEFER,
" W. J. McALPINE,

Mr. JOHN PAGE,
Chief Engineer, Public Works Dept.,
Ottawa.

(Copy of Letter from the Chief Engineer, Public Works.)

GENTLEMEN,—I have just received your letter of the 29th instant, stating that as "the engineers appointed by the Government to examine and report on the plans for the enlargement of the Welland Canal, as well as certain schemes for the accomplishment of the same object," you invite me to meet you at the canal.

In reply, I beg to inform you that I cannot attend. Allow me, however, to forward a printed copy of my general report of the 29th April, 1872, on the scheme of canal enlargement, which I was officially notified (by a letter dated 21st June, 1872) the Government had adopted, and obtained from Parliament an appropriation towards carrying out the work.

I beg also to enclose printed copies of the several specifications of works, accordingly advertised, and for which tenders have been received.

I have the honor to be, Gentlemen,
Your obedient servant,

(Signed,) JOHN PAGE.

Messrs. Gzowski and Keefer,
and the Hon. W. J. McAlpine.
(No. 18,298.)

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, February 27, 1873.

SIR,—I am directed by the Honorable the Minister of Public Works to send you herewith the report of Messrs. Gzowski, Keefer and McAlpine, on an examination recently made by them of the several routes proposed for the enlargement of the Welland Canal. The Minister wishes your attention to be given to the subject, and especially to that portion of the report which refers to the line between Thorold and Port Dalhousie, inasmuch as those gentlemen suggest a different arrangement from that it was the intention of the Department to carry into effect.

The Minister, before giving final instructions in the matter, desires to have your views, and will be glad to receive them at as early a date as possible.

I have the honor to be Sir,

Your obedient servant,

(Signed)

F. BRAUN,

Secretary.

John Page, Esq.,
Chief Engineer, Public Works,
Ottawa.

OTTAWA, 12th March, 1873.

The Secretary of Public Works :—

SIR,—I duly received your letter of the 27th ult., enclosing a Report from Messrs. Gzowski, Keefer, and McAlpine, on an examination recently made by them of the several routes proposed for the enlargement of the Welland Canal, relative to which the Hon. the Minister desires to have my views, before arriving at a final decision on the subject.

In order to enable this request to be complied with, I have carefully read over the report above mentioned, and have now the honor to submit, for the information of the Department, the following remarks in reference thereto.

It appears that the conclusions arrived at by these gentlemen are principally as follows :—

1st. That after an examination of the different localities, the Lake harbors at both ends of the present canal are considered the best for the enlarged channel, and that the main features of the line as located between Thorold and Port Dalhousie have also received their approval.

2nd. That detached locks are considered the most suitable for an important line of navigation like the Welland Canal, and consequently that locks in combination are not approved of, therefore any route on which their introduction is necessary has been condemned.

3rd. They recommend that the southern end of the new line be changed, so that the enlarged canal can pass through the Village of Thorold— and also that the locks be made from 16 to 17 feet lift throughout, so that there may be only 20 locks between Thorold and Port Dalhousie, instead of 24 as on the line marked out on the ground, and for a part of which tenders have been received.

4th. They recommend that means should be provided for filling the locks, “both through the gates and through the lock walls, so as to shorten the time of passing vessels,” &c., &c.

Referring to the several matters in the order above shown, it may be stated :—that the reasons for the selection of the located line are fully set forth in my report on the 29th April, 1872 ; in which will also be found a description of each of the harbors that have been proposed as entrances to the canal on Lakes Erie and Ontario.

In reference to the road-stead at the mouth of the Niagara River, the “Engineers” remark that the construction of entrance works to a canal terminating at this point would have a tendency to dangerously augment the already rapid current of the stream, which they describe as being “too narrow and too deep” to permit of this being judiciously done.

The river at the place where the line known as the “Lateral Cut Line” enters it, is about half a mile wide, and in the centre from 70 to 90 feet in depth. It is, therefore, difficult to understand how the construction of entrance piers could produce any sensible effect on a stream of this volume, or how its so called narrowness can be viewed as reasonable objection to its forming the inlet to a canal.

It is considered proper to correct at the outset, a statement made by the “Engineers” in their report, to the effect that the line as located is nearly that indicated by the Canal Commission.

The records of the Department show that the surveys were commenced in August 1870; and I may add that the rapidity with which the examinations were made, enabled the principal features of the route to be determined about the latter end of October following.

When called before the Canal Commission about the end of November of that year, I informed them that the new line would start from a point above Thorold, and continue downwards to Port Dalhousie. The information thus given admitted of their shewing the general direction of the proposed line on the map, which followed their report in 1871.

Generally when Engineers are invited to a consultation relative to large public works their attention is given to the discussion of leading principles, questions of detail being seldom introduced. The only proper object being to arrive at right conclusions, based upon facts and experience; matters are usually presented fairly and fully without reserve.

But in this case, the discussion of general principles has been avoided, while matters of detail occupy an exceptional degree of prominence.

In short, there is throughout the report a number of peculiarities unusual in documents of this kind, as will be clearly shewn further on.

2nd. I agree with the "Engineers" in rejecting the introduction of combined locks on a navigation of this importance, and of the character contemplated; and also, that the building of double locks is not now necessary or advisable.

In their report, however, no reasons are given why they have arrived at these conclusions. It may therefore be well to state briefly, for the information of the Department, my views on both these questions.

There is no instance on record of a line favorable for detached locks on a ship canal having been ignored, and in its stead another chosen, where the locks had of necessity to be combined.

On the contrary, every effort is made to ascertain where nature affords the best facilities for passing from a higher to a lower level, and to follow this, should it even considerably increase the length of the canal to be formed.

Combined locks have been found to answer tolerably well on a line of boat navigation, but even for that purpose, and with a double range of them, they are less serviceable, and more expensive to construct and maintain than locks separated by reaches of moderate length.

They are also liable to accidents of a serious nature by which the navigation on an entire range might for a time be destroyed, and much damage done to vessels in the locks below.

This, I am credibly informed, has occurred several times at Lockport, on the Erie Canal, and to my own knowledge a similar accident took place a few years ago on the Rideau Canal, which resulted in a vessel being sunk in the lower lock of a range, and led to a vast deal of expense and delay.

As such casualties occur on boat canals, it would at once be evident that the risk would be greatly augmented by having combined locks on a ship canal, on which the future traffic will doubtless be so enormous as that of the Welland.

It will, of course, be readily admitted by any person practically acquainted with the requirements of navigation, that if the locks are combined, two ranges of them would have to be built. This would necessitate an immediate outlay of at least double the money that would be required for the construction of one line of detached locks, whilst the latter could be doubled at any future time when called for by the trade, and that at a less aggregate cost than would be required in the first instance to construct a double range of combined locks.

It was not therefore deemed advisable to recommend double locks of any kind at present, inasmuch as they are not now required, whilst the large additional outlay which their construction would involve, together with the interest on that amount, and the future maintenance of the structures, would be at least as much, if not more, than their first cost before they might be required, besides the property itself by that time might be considerably deteriorated.

The downward trade on the present canal amounts in round numbers to a *million of tons* moved annually; and that carried by the Erie Canal from Buffalo is *about twice as much*; or in all about *three millions* of tons are annually moved eastwards by both these water routes.

A moderate estimate of the carrying capacity of the enlarged canal with single detached locks, double towing paths, and such other arrangements as have been proposed, is at least *nine millions* of tons annually in one direction, or about *three times* that of the trade now offering to both the Welland and Erie Canals.

3rd. At the southern end of the line as located, the "Engineers" suggest a change so that the enlarged canal shall pass through the village of Thorold. The principal reasons given for this being that they consider the arrangement of locks objectionable, this they represent to be as follows:—

"According to the plans submitted to us, this (difference of water level) is to be accompanied by 24 locks—23 of which are on the loop line. Of these are 3 of 16 feet lift, 13 of 14 feet lift, 1 of 13 feet, 2 of 12 feet, 1 of 11 feet, and 3 of 10 feet lift. Of the reaches between the locks there are 6 of 630 feet, 5 of 730 feet, 1 of 830 feet, and the remainder varying from 1,120 to 6,930 feet in length."

On a profile of a new trial line, some such arrangement as that above described may have been shown as best suited to the levels of the country through which it passes, but the whole of the 24 locks are nevertheless intended to be made 12 and 14 feet lift. This is clearly and distinctly shewn on the plans exhibited to contractors for those parts of the works for which tenders have been received. These plans were placed in the hands of the "Engineers" at *Ottawa*, and they closely examined duplicates of them at Thorold.

It therefore seems strange that when the correct documents were before them, they could inadvertently make such a mistake as to produce a medley like that above quoted, and represent it to be the design contemplated.

In speaking of the three railways crossings, which unavoidably occur on the line, these gentlemen notice the fact that the Great Western Railway has a gradient of forty feet to the mile, and that the best crossing of it has been selected; but that the "treatment of the Welland Railway involves his (the) line through the gorge at Thorold, in very serious difficulties."

The fact, however, is suppressed, that at the two places where the Welland Railway is crossed, the track is all but level.

At the point to which one of these crossings would be transferred, if the recommendations of the "Engineers" were acted upon, the grade is 83 feet to the mile, another fact which these gentlemen have neglected to mention.

They have also ignored the fact, evident to anyone acquainted with such matters, that a drawbridge on the gradient or inclination stated, would so seriously interfere with the working of the railway as to render it practically useless.

Both canals and railways, being highways, which essentially benefit the public, the reasons must, in reality, be strong, that would warrant the serious injury of either one or the other.

But even this might be justifiable if the object to be effected were of greater public importance than the interests that had to be sacrificed.

To follow such a course, however, where no necessity for it exists, would be decidedly wrong, whilst to advocate it under the guise of a public improvement, as in the case under consideration, appears, to say the least of it, a manifest absurdity.

It may further be said that by following the course suggested by these gentlemen there would have to be at least *five mills* purchased, and quite a number of private houses and village lots acquired.

In short, forming a canal of the dimensions contemplated would, in twisting through the village of Thorold, dig the very heart out of the place, cross the principal street at such an angle as would necessitate its being cut off from the main line of travel, and thereby inflict a great injury on the inhabitants.

It would also throw the point of divergence of two important lines of navigation into the centre of the village, where the traffic would be cramped up in a comparatively small space, a difficulty that would be constantly growing in extent as the trade of the canal increased.

In this connection it may be stated that the traffic of the Great Western *Air Line* now passes over the Welland Railway, which, together with its own large grain business during the summer months, renders it a road of very great importance to the public, and therefore no hasty or inconsiderate action that might have a tendency in any way to impair its usefulness should be entertained. (See copy of Managing Director's letter hereunto appended.)

One of the greatest difficulties met with in fixing on a location in this vicinity was to avoid all injurious interference with existing lines of traffic, and at the same time secure the most practicable route for the new part of the canal.

To enable this to be done intelligently, the country was carefully and closely examined, many trial lines run, and all such information collected as would be likely to assist in arriving at right conclusions on these essential points.

It was found that the Welland Railway could be crossed at a fair angle in what is called Marlatt's Pond, about half a mile from the head of the grade, at a point where the track is nearly level, and the rails about ten feet over the present canal surface.

Here a long wide water space presents the best point for a divergence of the new from the old canal, and where ample deep water basins can be formed at the minimum of cost, in which a considerable number of vessels can lie, should this at any time be found necessary.

If a point to the north of this had been selected for leaving the present canal, it would have involved the crossing of the Welland Railway on the 83 feet grade, and between the bank of a ravine, a fact which alone was considered sufficient to condemn any such location.

In 1854, W. Shanly, Esq., when surveying a line for the "Lateral Cut" to Niagara, diverged from the old canal at a point about midway of the "Little Deep Cut." He, however, draws attention to the fact, that a direct line to Marlatt's Pond can be formed if required; but he does not propose to turn out below any of the locks in the village of Thorold, even at a time when there was no Welland Railway in existence.

On referring to the reaches between the locks, at the southern end of the new line, the "Engineers" state, as previously remarked, that there are:—

"6 of 630 feet, 5 of 730 feet, 2 of 830 feet," &c., whilst the fact is, as shewn on the plans exhibited to intending contractors, which were also seen by the "Engineers," that there are 1 reach of 660 feet, 5 between 700 and 800 feet, and 7 between 800 and 900 feet.

It is also stated "that there are two reaches where it is impossible to have outside basins, except at very large cost, in deep rock cutting."

This is also a mistake. There is only one reach without an outside basin, namely, that between the twenty-third and twenty-fourth lock, as shewn on plans. This reach is, however, about 780 feet in length, and nearly 160 feet in width at bottom—in fact, it is a basin of itself.

From these mis-statements deductions have been drawn which lead to very erroneous conclusions, and to which it is considered necessary to direct attention here.

If the supply to all parts of a great line of water communication, such as that under consideration, were not uniformly maintained, evaporation, leakage, &c., would very soon empty it, independently of the demand for lockage purposes.

When the water is drawn from Lake Erie, it is intended that the inclination of the bottom of the canal shall be sufficient to admit of a mean velocity equal to about five-eighths of a mile an hour in the summit level, and that such other arrangements shall be made as will allow of this current being continuous, if required.

The passage of this large volume of water will be secured throughout by a series of regulating weirs placed generally in raceways, a short distance from the respective locks.

These weirs are to have such width of spill-way, and area of sluice openings as to fully effect the object in a manner suited to the position and circumstances.

Thus a volume of water from *three to six times* greater than that required for lockage purposes, will at all times be passing into each reach or level between the different locks.

It will therefore be evident, that calculations based on a theory that deals with the question as if the canal consisted of a series of still water ponds, liable to be drawn down by every lockfull of water required for navigation, are for all practical purposes utterly worthless.

The time occupied in filling a lock, is not over one-fourth of that required by a vessel to pass from one level to another; whilst the water is flowing constantly through, and over the weirs at a rate fully as rapidly as it could be judiciously discharged into a lock.

This being the case, there is not even the remotest probability of the levels being drawn down; but on the contrary, care will be required to regulate the discharge so as to guard against the reaches getting too high, if there be any considerable length of time between the lockages.

In working the present canal, the levels are seldom, if ever, drawn down below navigation height, unless on reaches where the means of controlling the supply for milling purposes are defective.

There is, however, a vast difference between drawing as at present from a limited uncertain source of supply, and the time when the canal bottom will be at such a level as to admit of Lake Erie being tapped. Then the volume of water need only be limited by the current that can be judiciously permitted in the prism of the canal.

It is, of course, desirable to have basins adjoining reaches of moderate length, when they can be obtained at reasonable outlay, but to secure one on a level nearly 160 feet in width, would scarcely warrant the destruction of a great public highway like the Welland Railroad.

Especially as after this had been done the traffic of both the old and new lines would be thrown into a channel in which even the width above stated could barely be obtained.

Moreover, when one-fifteenth part of the probable outlay required to make so destructive a change would form a basin between the 23rd and 24th locks, if it should at any time be wanted, which there is no reason to believe will, under the circumstances, be required.

The recommendation of the "Engineers" that the difference of elevation should be overcome by 20 locks instead of 24, and to make the lifts chiefly 16 and a few 17 feet," is so much at variance with precedent even on boat canals of comparatively little width, that it is necessary to consider carefully such an unusual proposition.

It has been already shewn that the locks on the line are intended to be 12 and 14 feet lift, and that the gentlemen had an opportunity of knowing this fact; their advocacy of uniform lifts, as if it were something new, is therefore, to say the least of it, quite superfluous.

Their suggestion relative to increasing the lift of the locks has doubtless mainly in view the lengthening of the reaches between them, and admitting of the line passing through the village of Thorold.

It has already been shewn what would be the effect of carrying out the latter change on the village property, as well as on the Welland Railway, so that it is unnecessary again to refer to these matters.

Still it is proper to bring under notice the fact, that by following the suggested line through Thorold, the curvature would be greatly increased at the places where the locks would be situated, and that the water would have to be drawn off for one or more winters from the present canal during the progress of the works—a matter which of itself would be attended with serious consequences.

If the lift of the locks were increased, their number of course could be diminished, and this would to some extent lessen the quantity of masonry, but it would largely

increase the amount of excavation to be done, and as a whole would considerably augment the cost of the work ; besides the risk to the gates and foundations would be greater.

When fixing on the height of the different levels, the question of the lift of the locks was carefully considered in all its different phases, and every effort made to arrive at right conclusions.

All accessible written authorities were consulted, and the arrangement of lockage on most of the canals on this continent, as well as in Europe, was studied. This information, together with my own experience in the construction and practical working of canals, led to decisions on all leading points, which, after a careful review, I feel confident are right.

Along the quickly sloping ground at the base of the mountain, the locks are shewn with lifts of 14 feet, an arrangement best suited to the levels, and other controlling circumstances.

This, it is believed, is the highest that could be judiciously introduced on a line of navigation like this, where the gates are wide, and where it is at the same time of the greatest importance that they should be expeditiously worked, and no unnecessary risk invited.

On the extensive system of boat canals of New York State, where the locks are only 18 feet wide, the perpendicular lifts are all less than 12 feet, except in two or three cases at the river outlets, where in one instance there is a lift of about 15 feet at periods of extreme low water.

On the canals in Great Britain, the lifts of locks seldom exceeds 11 feet, but is often considerably less. The lift of the locks on the St. Lawrence Canals is generally from 9 to 10 feet, except at the lower end of the Lachine Canal where the lift is 13 feet.

On the present Welland Canal, where the locks are $26\frac{1}{2}$ feet wide, there are some of them 14 feet lift ; the rest are $12\frac{1}{2}$ feet and under, except at Port Robinson and Welland. The locks at the latter two places are $26\frac{1}{2}$ feet wide, and have at present lifts of 17 feet ; but when the summit level is lowered to that of Lake Erie, they will each have only 9 feet lift.

When submitting a plan for the Caughnawaga Canal, Mr. John B. Jarvis proposed to have locks of about $12\frac{1}{2}$ feet lift, and Mr. Walter Shanly, in his report on the Niagara Lateral Cut, fixes the minimum lift of the locks on that line at 14 feet.

On other projected lines of a similar character in this Province, the locks are generally placed at from 10 to 12 feet lift.

There is no case on record, as far as I know, in which an experienced Engineer after due consideration, has advised the construction of locks 17 feet lift on a line, of navigation of such dimensions as that of the Enlarged Welland Canal, and where the gates require to be so expeditiously worked.

4th. The "Engineers" advised that "means should be provided for filling both through the gates and through the lock walls so as to shorten the time of passing vessels," &c.

In the practical working of canals, the mode of filling and supplying the locks has of course occupied considerable attention, and numerous plans have been tried to effect this in an expeditious and satisfactory manner. These may generally be classed under the following heads :—

1st. By passing the water around the gates, through sluice-ways formed in the masonry of the side walls.

2nd. By building a culvert parallel to the side wall of the lock for the passage of the water, admitting and discharging it through tunnels formed at one or more points, as was done by Sir William Cubitt, many years ago when carrying out the improvements of the Severn Navigation.

3rd. By sluices of various kinds, constructed in the gates themselves.

The plan first mentioned was adopted in the locks on the Ottawa Canals, upwards of forty years ago ; but it was found that the action of the water, together with that of

frost, injured the walls to such an extent, that in order to save them from being entirely destroyed, it became necessary to fill up the tunnels, and introduce the water through sluices placed in the gates. Although tunnels no doubt answer well in some countries, they are nevertheless found to be quite objectionable where the action of frost is so trying and severe as in Canada.

On the St. Lawrence and Welland Canals, which were constructed long after those above referred to were in use, the water for filling or emptying the locks is passed wholly through sluices in the gates. This mode of effecting the object has been found to answer a very good purpose, besides possessing the advantage of being rapidly overhauled and repaired.

The time generally occupied in filling or emptying a lock on the Lachine Canal, by means of the quadrant valves now in use, is from four to five minutes—this, as before stated, is only a small part of the time necessary to pass a vessel from one reach to another.

The enlarged locks on the Welland Canal of 14 feet lift, can, however, by means of an improved kind of valves, intended to be used, be filled, if necessary, in $3\frac{1}{2}$ minutes; but although provided with the means of fully affecting this, I do not think it would be judicious to do it in less than about five minutes.

Previous to arriving at a decision as to the mode of filling and emptying the locks, all the different plans that were known to have been previously in use were carefully considered with a view of endeavoring to modify, improve or adapt them to the circumstances.

Tunnels formed of masonry alone, whether immediately around the gates or parallel with the side walls, it will be seen, are objectionable for the reason above stated.

These difficulties, it might be supposed, would be met by lining the tunnels with cast, or even wrought iron, or by introducing a number of large iron pipes embedded in concrete, with branches at various points leading into the lock chamber, but the rapid oxidation of such a large surface of metal, together with the unavoidable difficulty of access to such conduits for the purposes of repairs, would, in case of accident when the canal was open, be likely to cause serious interruption to the navigation.

Moreover, it was considered, on thoroughly investigating the matter, that the risk of failure to the working equipment, the probable damage to the walls, &c., by this mode of introducing and regulating the water, would more than counterbalance any possible advantage that could be gained, or time saved, by its adoption.

On again reviewing the subject, there appears to be no reason to alter the conclusions arrived at, especially when it is borne in mind that introducing the tunnel system would involve a greatly increased annual cost for maintenance, and necessitate at present an additional outlay or from forty to fifty thousand dollars at each lock, or in all considerably over (\$1,000,000) *one million of dollars for that purpose alone.*

In conclusion, it is deemed proper to submit a brief summary of the reasons why, in my opinion, the line selected for the enlargement should be adhered to, and to repeat a few of the principal reasons why I believe the suggestions contained in the "Engineers" report should not be entertained.

1st. The line as located is the best that can be obtained between the wide part of the canal above Thorold and Lake Ontario.

2nd. It passes through the country in rear of the village of Thorold and town of St. Catharines, where the land damages will involve no great outlay; whilst the water power subsequently available will render the land acquired valuable.

3rd. The interests of both the land and water routes are as well secured as circumstances will permit.

4th. The length of the reaches, arrangement of basins, lifts of the locks, and the means of emptying and filling them, are such as to secure the efficient and expeditious working of the canal, without incurring unnecessary risk; whilst economy has been fully consulted.

On the other hand, it may be stated with reference to the changes proposed by the "Engineers."

1st. That to throw the point of separation between the old and the new canals into the heart of the village of Thorold would lessen the efficiency of both channels of trade, and would add considerably as well as unnecessarily to the cost of the works.

2nd. That by crossing the Welland Railway near the middle of its maximum grade, the traffic would be so interfered with as to render the road practically worthless as a means of safe communication,

3rd. That by increasing the lift of the locks, the risk of accident, as well as the cost of the work, would also be increased without any benefit to navigation that would warrant such a course.

4th. That the filling and emptying of the locks in the manner suggested is not necessary or required, as it can be done as expeditiously as circumstances will warrant, without entailing upon the navigation the risk inseparably connected with tunnels and their equipment.

In short no advantage could be gained by adopting any of the suggestions of the "Engineers," but on the contrary there is a good reason to believe that if they were followed a less efficient canal would be constructed, and that, too, at an additional cost of full (\$2,000,000) *two millions of dollars*.

I therefore beg respectfully to advise that the line from Marlatt's Pond to Port Dalhousie, as located on the ground, be adopted, and that the works be carried out agreeably to the design contemplated, and for which tenders have been publicly invited and received.

I have the honor to be, Sir,

Your obedient Servant,

JOHN PAGE,
Chief Engineer, Public Works.

OTTAWA, 6th March, 1873.

MY DEAR SIR,—I learn that the Canal Commissioners recommend a deviation from the Government line at the village of Thorold, which will cross the Welland Railway at about the centre of its eighty-four feet grade. If this is so, it will be perfect destruction to the road, as the grade is nearly three miles long, and the difficulty, and at many times impossibility of stopping trains in descending, would seriously reduce its capacity for carriage of freight and render it dangerous to the life of passengers; and in ascending, it is found that when a train is once stopped great power is lost in getting under way again.

The Great Western now use the Welland between its Main and Air Lines, and at the present moment fourteen regular trains pass over that portion daily, besides specials; during the season of navigation the number will be much greater.

I feel it my duty, as Manager of the Welland, to bring this matter officially before you, and respectfully beg, that before adopting the proposed change, you will well consider the damage the road will sustain by it.

Yours truly,

THOS. R. MERRITT,
Chairman.

Hon. H. L. LANGEVIN,
Minister of Public Works.

(No. 18656.)

DEPARTMENT OF PUBLIC WORKS.

OTTAWA, March 22nd, 1873.

GENTLEMEN,—Your report on an examination of the several routes proposed for the enlargement of the Welland Canal, dated the 14th ult., having been referred to the Chief Engineer of the Department to obtain his views in regard thereto—I am directed

to furnish you with the accompanying extract from his report, with request that you will offer such remarks as you may deem necessary in the matter.

I have the honor to be, Gentlemen,

Your obedient servant,

(Signed),

F. BRAUN, Secretary.

Messrs. Gzowski and Keefer,
Civil Engineers,
Ottawa.

RUSSELL HOUSE,

OTTAWA, March 26th, 1873.

SIR,—We yesterday received a letter from the Secretary of your Department, dated the 22nd inst., accompanied by an extract from Mr. Page's report on the changes suggested by the Board of Engineers, in his plans for the Welland Canal, and requesting us to offer such remarks as we may deem necessary in the matter.

It is to be regretted that Mr. Page did not accept the invitation of the Board of Engineers to meet them at the Welland Canal, where the different questions treated of in these extracts might have been fully discussed, and by so doing saved the delay which has occurred.

We cannot enter into any discussion with Mr. Page. But having read the extracts from his report, and again referred to that of the Board of Engineers, and speaking for ourselves only, we have to state that we see nothing in his remarks to induce us to alter it in any particular.

We adhere to the recommendation to have uniform lifts for all the locks as far as practicable, and that these lifts should be mostly 16 feet, and a few of 17 feet to answer the conditions. That provision should be made for filling the chamber of the lock both through the walls and through the lock-gates. That the reaches between the locks should be made as long as possible, and that there should be ample basins on every reach—and that as the only possible means of attaining these objects, it is necessary to make the deviation recommended through the village of Thorold. That instead of building an expensive road-culvert under the canal for the Queenston road, the traffic should pass over a swing-bridge, placed on the extended wings of the nearest lock; and finally, that the position of the locks and levels should be such as would avoid making the culvert, for the Ten Mile Creek, a siphon culvert, and provided for in Mr. Page's specifications. These last two suggestions are not referred to in the extracts from Mr. Page's report.

We are still of opinion that a careful and impartial estimate would show that the cost of constructing the canal, according to the report of the Board of Engineers, would not exceed that of the present (Mr. Page's) plans.

In this age of active railway competition, the saving of time in the transit of freight is an important element in determining the course it will take. To economize the time as much as possible, the Board recommended lifts of 16 and 17 feet for the locks as perfectly safe, and the filling of the locks both through the gates and through the lock walls.

We may remark that at the combined locks on the Rideau Canal, in this city, we have an example of filling through the walls, which has been in use ever since their first construction.

We do not think that Mr. Page's plans are such as the magnitude and importance of our system of navigation demand: while the statements by which he endeavours to support them are some of them incorrect, and some exaggerations, both we fear only calculated to mislead.

In conclusion we beg to state, that if the report submitted to you by the Board of Engineers in reference to the enlargement of the Welland Canal be not adopted, we hope there will be no objection to our making that fact publicly known, as justice to ourselves

requires that we should be relieved from all responsibility connected with it, if this great work is executed on Mr. Page's plans, which we have, after careful examination, considered insufficient.

We have the honor to be,

Your obedient servants,
(Signed), C. S. GZOWSKI,
" SAMUEL KEEFER.

Hon. Hector L. Langevin, C.B.,
Minister of Public Works,
Ottawa.

(No. 18739).

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 23th March, 1873.

GENTLEMEN,—I am directed to acknowledge the receipt of your letter of the 26th inst., containing remarks on Mr. Page's report on the changes suggested by the Board of Engineers, in his plans for the Welland Canal, as called for by my letter of the 22nd inst.

The Minister desires me to call your attention to that portion of Mr. Page's report which refers to the crossing of the Welland Railway on an 83 feet grade, and to which no allusion is made in your remarks. The Government would like to have also your opinion on that particular subject.

I have the honor to be, Gentlemen,
Your obedient servant,
(Signed), F. BRAUN,
Secretary.

Messrs. Gzowski and Keefer, C.E.

OTTAWA, 31st March, 1873.

SIR,—In compliance with your request of the 28th instant, we will now add the following remarks in reference to the crossing of the Welland Railway, by way of supplement to our letter of the 26th instant.

A swing-bridge upon any line of railway is an inconvenience to the traffic, yet with a well constructed bridge, and properly equipped railway, and a compliance with the statute regulating the passage of trains over such bridges, there can be no danger to life and property, and but very little inconvenience.

Mr. Page's plan is to cross the Welland Railway where the grade is level, at an angle of 64 degrees. The line through Thorold would cross it at its maximum gradient of 83 feet in a mile, and with a slight alteration, without changing the grade, it would cross it at a right angle, the most favorable angle for the purpose; so that, as regards the horizontal angle of this crossing the line through Thorold, is much more favorable than the line through the gorge.

With regard to the inclination or gradient of the railway, Mr. Page proposes to cross the Great Western Railway where the inclination is something like 38½ feet per mile. The very heavy traffic of the Great Western Railway at this point will be much more difficult to control on this gradient than the light and comparatively unimportant traffic of the Welland on the steeper one.

It is difficult to assign a limit to the gradient at which it would be impossible to have a safe crossing, and we believe that it is quite possible to construct a safe crossing at the point proposed for the Thorold line.

No railway company has a right to adopt a gradient on its line on which the

force of gravity exceeds the power of the brakes on its engine and cars; in other words, every railway company is bound to have sufficient brake-power on its trains to bring them to a stand at any point on any of its grades.

The Baltimore and Ohio Railway, as well as the Boston and Albany Railway, two of the most important roads in the United States, each carrying an immense traffic, have gradients of 85 feet to the mile and upwards.

They find no practical difficulty in controlling their trains at all points on these gradients.

Practically, it is easy to protect the trains on the Welland Railway by semaphores, therefore, without adopting any more than the usual precautionary measures, we feel sure the crossing can be made quite safe.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

C. S. GZOWSKI,

SAMUEL KEEFER.

"

The Honorable H. L. Langevin, C.B.,
Ottawa.

P.S.—The undersigned considers it material to add that there is a level crossing of the Welland Railway on the Thorold and Queenston road, near the place where the swing bridge would be, at which the trains of the road are any day liable to be brought to a stand on its maximum gradient.

(Signed,)

SAMUEL KEEFER.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 10th April, 1873.

On a report dated 7th April, 1873, from the Hon. the Minister of Public Works, stating that on the 17th August, 1870, the chief engineer of his department (Mr. Page) was instructed to have such surveys and examinations made as would enable the best course to be adopted for the enlargement of the Welland Canal.

That on the 29th April, 1872, Mr. Page submitted a comprehensive report on the mode of effecting this object, advising that the harbor of Port Colborne should be adopted as the entrance from Lake Erie, and that the present line of canal downwards should be followed to a point above Thorold, thence a new line should be formed at Port Dalhousie, the present outlet on Lake Ontario.

That the cost of the works necessary to secure a canal of 12 feet available depth, and 100 feet in width at bottom, with locks 270 feet long and 45 feet wide, he estimated at \$9,240,000, and stated that it would require about four years to execute the works under the most favorable circumstances.

That this report was laid before Parliament, and an appropriation was granted towards carrying out the undertaking, and that the Chief Engineer was subsequently directed to make the necessary arrangements for carrying out the works, and to have part of them placed under contract at the earliest possible period.

That in November, 1872, the plans and specifications were sufficiently advanced to warrant tenders being invited, and that the 25th January was the date fixed for receiving them.

That during this time certain persons in the section of country through which the canal passes were favorably impressed with a project for shortening the line, and to effect this object, to make the locks in combination.

That the continuation of the line to Niagara was again revived, and the question of the formation of a canal from the village of Chippawa to Queenston was also urged.

That it was therefore considered proper to refer these various projects to other engineers for their opinions as to the best course to adopt.

That for this purpose Messrs. Gzowski and Keefer were asked to consider the subject, and to associate with them the Honorable J. W. McAlpine, an engineer of eminence in the United States.

That these gentlemen having visited the various localities and examined the plans, etc., prepared under the directions of Mr. Page, reported in favor of the main features of the line previously recommended to and adopted by the Department.

That they objected to any route on which combined locks were necessary, but suggested a modification of the line at the village of Thorold, as well as some changes relative to the locks.

That their report was subsequently referred to Mr. Page, who entered fully into the questions raised by those gentlemen, and that an extract from Mr. Page's reply having been sent to them, they adhered to their former opinions.

The Minister of Public Works states, that having fully considered the matter, he recommends that the design previously submitted by Mr. Page, and adopted by the Department be approved, and that authority be given to carry the same into effect.

The Committee submit the report of the Minister of Public Works for your Excellency's approval, and advise that Mr. Page's design be sanctioned, and authority given to carry the same into effect, as recommended.

Certified.

(Signed,)

W. A. HIMSWORTH,
Clerk, Privy Council.

APPENDIX No. 22.

"COPY OF A. BRUNEL'S PROPOSITION TO SUPPLY CANAL (WELLAND)
WITH WATER BY STEAM ENGINES."

OTTAWA, January 15th, 1872.

SIR,

In obedience to your instructions, I have the honor to submit a report on the proposed supply of the Welland Canal with water lifted from Lake Erie to the present summit level. Notwithstanding the large expenditure already incurred for the purpose of making Lake Erie the summit level, a large amount of work remains to be done, before that object can be accomplished, even to the extent necessary for the present scale of navigation, and a very much greater amount before the proposed enlargement of this part of the Canal can be completed.

If in the present state of the work, the water were drawn down so as to feed from Lake Erie, the depth of water in the reach between Port Colborne and Allanburg would not be sufficient at ordinary low water in the Lake to pass vessels drawing more than 9 ft., and the section of the Canal below water would be so reduced, that vessels, such as now use the canal, would not have room to pass each other, except at such passing places as have been widened for the purpose.

To deepen thus 14 miles of Canal, so as to adapt it for vessels drawing 12 ft. at all stages of the water, and to widen it so that the present class of vessels could easily pass each other at any point, is a work of considerable magnitude.

To extend this work so as to permit the passage of vessels, such as are now chiefly used in the carrying trade of the upper lakes, carrying from 40 to 50 thousand bushels of grain, will involve an expenditure, which, judging from past experiences, can only be truthfully measured by estimates that would almost certainly be rejected.

It is of the utmost consequence to the trade of the Dominion, to the part of it which looks to the St. Lawrence for an outlet to the seaboard, or for the cheapest means of transport between the Western Lakes and the Eastern portions of the United States and the Maritime Provinces, and especially to those Canadian interests that depend mainly upon the growth of our foreign commerce, that some certain means should be devised, whereby at a moderate cost, an abundant supply of water may be obtained for the summit level, irrespective of the supply given by the Grand River. For that supply has, with the settlement of the country, become less constant in its character, giving dangerous floods in the spring, degenerating into a very small stream in the fall, and yielding, with the utmost care and economy, less than enough for the present navigation, and almost none for the manufacturers who have established themselves along the canal.

When we consider the immense volumes of water raised for the drainage of districts, reclaimed from the sea in England, and in the low countries of Europe, and especially for the drainage of Lakes in Holland, whose beds are from 17 to 20 ft. below the sea level, and receive the drainage of large tracts of country; and when we examine the nature of the machinery used for the purpose and reckon the cost of lifting waters by steam power, as established by the experience there obtained, the solution of the problem becomes so obvious, that all difficulties at once disappear.

To supply the summit level by pumping is at once so easy and so certain in its results, that the cost may be computed with as much certainty as a miller can compute his profits, when he knows the cost of his wheat and the price he can realize for his flour.

There are, I understand, some who ridicule the proposal to supply the canal with water by steam power, they would do well to inform themselves as to what has been done by engines, constructed for emptying and thereafter draining Harlem and the surrounding country in Holland, and as to the immense power applied to the drainage of mines in

Great Britain. In comparison with the work there performed by steam, the supply of water to the present summit level of this canal, becomes a mere trifle to deal with. Using the most economical engines and appliances, water can be raised in large quantities, one foot at a cost of 60.7 cents per million cubic feet. In arriving at this cost I have reckoned the cost of coal delivered at the engine house at \$6.00 per ton, and I have added the cost of labour, repairs, depreciation and the interest at 6 per cent. on the capital expended on the construction of the works.

The cost, thus arrived at, will be modified by the time during which the machinery is at work. If it works during the whole year, the estimate stands, if it works only four months and stands idle eight months, then the estimate must be enhanced by the interest on the capital during the eight months, as also by the cost of taking care of the machinery during the period of idleness. It will be convenient to show the quantity of water required and the cost of supplying it under the following conditions.

1st. For the supply of the present scale of navigation, deepened to 12 ft. as the mitre sills, and used to the fullest extent possible.

2nd. For the supply of the proposed enlarged canal, assuming that the number of leakages will be increased to almost double the maximum number heretofore reached, or to 11,340 during the season,—in other words twenty-seven each way daily.

3rd. For the supply of the proposed enlarged canal, when used to its maximum capacity. In estimating the quantity of water to be supplied, and the cost of supplying it, I shall assume that the Grand River will continue to yield enough for all purposes during the months of April and May, and until the middle of June, and that during the remainder of the season it will do no more than compensate the loss by evaporation.

So far as I have ascertained, the shortest time in which it has been found possible to complete the lockage of a vessel through the large locks (Nos. 1 and 2) is about fifteen minutes; but there are so many causes of delay, that under the most favourable average conditions likely to prevail, it is not likely that more than two vessels per hour will ever be locked continuously in any one day through each way.

Taking this as the maximum, it will be necessary to provide water for 48 lockages each way daily, in order to meet the requirements of the conditions first stated.

Although the mountain locks are only 150 ft. x 26 ft. 6 in., enough water must be sent down for the same number of lockages, through the large locks below St. Catherines.

This will more than meet the requirements of the lock at Allanburg, which has 20 ft. lift.

The surplus, over what is used in the mountain locks, with such other surplus as may be provided, will go to supply the mills. This computation is therefore based upon the dimensions of the larger locks, which are 200 feet x 45 feet, and I have reckoned the lift at 14 feet. Each lockage will therefore require 126,000 cubic feet. But as every vessel that passes through the canal must be locked, either up or down at Port Colborne, enough water must also be included for that purpose. The summit level of the canal is nominally 8 feet above the normal level of Lake Erie, but it is not necessary nor desirable to maintain the summit at that level.

During the past season it has not been more than 6 feet above the Lake, and that is ample for all purposes. It gives sufficient breadth for the passage of vessels, and uniform depth of water from Port Colborne Grand Lock to Allanburg of about 18 feet. With this level, the lift at Port Colborne will be six feet, and the quantity of water for each lockage will be 62,100 cubic feet. This lock being 230 feet in length. This quantity added to that provided for each down lockage gives a total of 188,100 cubic feet, and this multiplied by the assumed number of lockages, 48, gives 9,028,800 feet per diem. As the average lift at Port Colborne is six feet, this supply is equivalent to lifting 54,172,800 cubic feet, one foot. But it is necessary to add to the above, some further quantity for the use of manufacturers; so far as I know, there is no data for estimating the quantity necessary for this purpose. I therefore state it arbitrarily, at the same quantity as is required to serve the navigation. To the whole, I add one-fifth of the whole for leakage. The gross quantity to be raised one foot high each day, will therefore be a little over 130,000,000 cubic feet.

An engine, exerting at the point of resistance of 175 horse power, will do this duty. The proposed enlarged canal is to have locks 270 feet long by 45 feet wide. The locks generally will not, I believe, have more than 14 feet lift; but as the lock at Allanburg may have 20 feet lift, the estimate is governed by the quantity of water these required, added to the quantity required for the up lift at Port Colborne, amounting altogether to 315,900 cubic feet, to be lifted six feet, or to 1,895,400 cubic feet, lifted one foot for each lockage.

During the past season 2,769 vessels passed downwards, and 2,856 upwards. This is equal to an average of 13.4 each way daily, during the whole season. But as the passage of vessels does not and cannot in the nature of things occur at regular intervals, I increase the estimate to 18 each way daily; and as it will not happen that an ascending vessel will always arrive at the proper time to enter a lock next after it has been vacated by a descending one, I increase the number of daily lockages to 27. The water necessary for such traffic will be represented by 51,205,800 cubic feet, lifted one foot each day. Increasing this quantity, as in the former estimate, by an equal quantity for manufacturing purposes, and adding the same allowance as before for waste, the total quantity to be provided will be 122,893,920 cubic feet, lifted one foot daily.

An engine, exerting at the point of resistance 165 horse power, will perform this duty. Basing a similar calculation for the supply of water for a maximum of traffic through the proposed enlarged canal, that is, for the same number of locks as has been estimated for the maximum traffic through the canal as it now is, namely 48 lockages each way daily; and making similar allowance for waste and mill purposes, as in the previous estimates, it results that a daily supply equal to 218,350,080 cubic feet, lifted one foot high, will be necessary.

An engine giving 290 horse power at the point of resistance will do this duty. Briefly stated then, it appears, 1st. That to supply the present Canal with water for a maximum number of lockages, assumed to be 100,000 each way annually, and to provide water for milling purposes, requires an engine of 175 horse power, working 155 days.

2nd. To supply the enlarged Canal with sufficient water for double the number of lockages that have ever passed through the present Canal, and to give water to the mills, will require an engine of 165 horse power working 155 days.

3rd. To supply the enlarged canal with water for a maximum number of lockages, and to give as much water to the mills as is estimated for the navigation, will require an engine of 290 H. P. working 155 days.

It might be considered expedient to erect, at first, machinery of only sufficient power to supply water for the existing trade. An engine of 100 H. P. would more than do this; and when the trade has so far increased as to over-tax it, another engine of similar power could be added. I am however inclined to the opinion, that economy will be best served by the erection of the large engine at once. It is always an advantage to have a motive power, fully master of the work to be done, and it will be a decided advantage to have an engine that can lift enough water in 10 hrs. to serve for 24. The summit reach is abundantly large to serve as a stronger reservoir for the supply lifted in advance.

I submit therefore, that the most judicious course, will be to erect at once an engine large enough to supply the existing canal, under the conditions stated in the first estimate. Such an engine will be sufficient, more than sufficient to supply the enlarged canal with water for twice as many lockages as have ever passed through the present one. When such a supply becomes insufficient for the increasing trade, another engine of equal power may be erected, and the two together will lift enough water for the maximum number of lockages. As it may however be advisable to keep in view the construction of the smallest engine, I shall give an estimate of the capital represented by the cost of its construction and maintenance at work, as well as of the capital similarly represented by the larger engine. The cost of erecting, maintaining and working the proposed machinery is comprised in:—Interest or capital. Depreciation or wear and tear. Oil waste and minor repairs. Fuel. Wages.

The cost of erecting the smaller engine with pumping machinery, boilers, engines

house, conduits, and other incidental charges, I estimate at \$45,000. The cost of the larger one at \$65,000.

The interest on these sums I put at 6 per cent. the depreciation, or wear and tear of machinery 8 per cent.

As stated at the outset, I reckon the cost of coal, at \$6 per ton delivered at the engine house.

It is not unusual for Cornish Engines to perform a duty, equal to lifting 100,000 lbs. one foot, by the consumption of one pound of coals. This is less than two pounds per horse power per hour, but in order to compensate any inferiority in the quality of the coal used, I should allow three pounds per H. P., which for an engine of 100 H. P. represent a consumption of 3.6 tons in 24 hrs. and for an engine of 175 H. P., a consumption of 6.3 tons in 24 hrs.

From the above data, the following estimates may be framed.

1st. For the Engine of 100 Horse Power.

Interest on Capital	\$2,750
Depreciation	3,600
Oil waste and repairs	250
Fuel, 558 tons at \$6.....	3,348
Wages of Engineer	1,200
Wages of Assistant Engineer.....	600
Wages of stokers, 155 days only.....	400
	12,148

2nd. For the Engine of 175 Horse Power.

Interest on Capital	\$3,900
Depreciation \$5,200. Oil waste and minor repairs \$460.....	5,660
Fuel, 976 tons at \$6, 5,856. Engineer's wages, \$1,200.....	7,056
Assistant's wages, \$600; stoker's wages, 155 days only, \$620.	1,220
	17,836

It is to be observed that the working expenses of the smaller engine are \$5,798 per annum, and the larger one \$8,736; and that these annual expenses added to the interest in the cost of construction, and the annual depreciation in wear and tear, represent in the one case, a capital of \$202,466; and in the other case a capital of nearly \$300,000.

But with reference to the current expenses, it may be observed, that fuel is the principal item; and that since the quantity consumed in either engine, will be in direct proportion to the quantity of water lifted, there will not necessarily be any greater consumption in the greater than in the smaller engine, for neither will expend more fuel than is necessary for doing the required duty. The wages, it will be seen, will come to nearly as much for the lesser as for the greater. The only present saving, therefore, would be in the first cost, about \$20,000, while as regards the future, there will be necessarily a loss, for when the necessity for an increased supply arises, there will be two engines instead of one to look after, and it is certain they will not be either housed or worked as one of equal power would be.

Before leaving these estimates, it may be well to put out, that although the estimated cost for working expenses, supplying the present canal when used to its utmost capacity, is \$8,736 per season, with the large engine, the cost of supply for the existing trade will be much less, although, the same engine is used, as the following estimate will show.

Fuel for 100 H. P. working 155 days—558 tons coal at \$6....	\$3,348
Wages of Chief Engineer.....	1,200
“ Assistant “	600
“ Stokers for 155 days only.....	400
Oil waste and minor repairs.....	460
	\$6,044

This estimate is, of course, irrespective of capital. For the present, therefore, this mode of supplying involves an expenditure of \$65,000 of capital and an annual charge of \$6,000.

As compared with the projected deepening of the summit reach so as to feed from Lake Erie, I submit the proposed to lift the supply 6 ft. by steam power, has many advantages to recommend it. They may be stated as:—

1st. Economy. As above shewn, a capital sum of \$300,000 will defray the first cost and leave a sufficient fund to represent, if invested at 6 per cent., an annual income equal to the interest on the capital expended, the depreciation of the machinery and the ordinary cost of working and maintenance until the volume of traffic shall have become six times as great as it now is. This capital sum is therefore to be compared with the cost of deepening and enlarging the works between Port Colborne and Allanburg.

I shall not attempt to estimate how much this would be. I do not know if the data exists, or can exist, upon which the cost of this work can be accurately computed. It would, I feel confident, have to be reckoned by millions.

2nd. *Time.* It is one of the objections to the Lake Erie level that the time necessary for its completion is so uncertain, in consequence of the nature of the work, its great magnitude, and the limited portion of each year, during which a large portion of it could be carried out without interruption to the trade. The machinery for lifting the water to the present summit can be ready for use, if set about at once, by the time it will be necessary to use it for next year's business, and its construction will not interfere with the business of the canal nor with any of the existing works.

3rd. Certainty as to result. The cost of the pumping machinery can be as accurately computed, and the work it will perform can be predicted with as much certainty as anything human can be. There is absolutely no risk in the undertaking.

4th. This mode of supply will at once, and for ever, silence the outcry that has been raised respecting the short supply of water, and it will finally dispose of the long vexed question as to how the supply is to be obtained in sufficient quantity.

The claim for Lake Erie level will cease to be urged.

5th. The sectional area of the canal, as it now exists, will not be diminished. This is of special importance at the aqueduct, which if the level were drawn down, would not admit the passage of a sufficient quantity of water, without creating an inconvenient current, it would therefore have to be enlarged or another constructed. I may here refer to an objection which has been advanced against lifting up water by steam power for the supply of water power to manufacturing establishments.

This has special reference to water used by mills drawing it from the summit level. It is worthy of consideration, whether water should be lifted for the supply of mills so situated, or whether they should only be allowed to work, when there is a sufficient natural supply for all purposes. This is all the leases have a legal right to, under the existing leases.

Certainly the water should not be lifted for their use, unless the leases held by them are equitably modified as to the rental. It is probable that the certainty of a constant supply of water throughout the year would so much enhance the value of these privileges as to justify the cost of pumping enough for their use during the dry season. This, however, may be considered as an open question, and does not affect the main issue as to the supply of the canal.

But what may ever be said against lifting water for these manufactories, may be urged with infinitely greater force against the most costly prospect of obtaining water for the same purpose by means of the Lake Erie level.

With reference however to lifting water for the supply of the mills, taking it below the summit level there, can be no question but that both theoretically and practically, it is an economical mode of obtaining power.

To the extent to which there is a demand, there can be no better investment than to lift water 6 ft. in order that it may be applied as a motive power for machinery during its subsequent descent through a fall of 330 ft.

I have formed a very decided opinion as to the description of engine and pumping machinery that would be found most economical, and also as to its location and general arrangement, but I do not deem it necessary or desirable to encumber this report with questions of that nature, especially as the plans can only be satisfactorily determined, after discussion from all points of view, with experts in the practical construction of such machinery.

If the principal is accepted, there will be no difficulty in settling the details, and although there may be difference of opinion, even amongst experienced engineers as to these details, it is of comparatively little consequence, which shall prevail, for the construction of this kind of machinery has been carried to so great a perfection by practical mechanical engineers, that there is little danger of committing any very great error.

In conclusion, I beg to submit, that should this plan of supply be deemed worthy of further consideration, there are important steps to be taken, which ought to be set about at once, if the machinery is to be available next season.

I assume that no contracts can be entered into, until money has been voted to defray the cost, but the details of the plan should be settled, dimensions determined and working drawings prepared, so that when the estimates are passed, the execution of the work may be commenced without delay.

All of which is respectfully submitted.

(Signed,)

A. BRUNEL,
Supt. Welland Canal.

APPENDIX 23.

OTTAWA, 27th February, 1872.

THE SECRETARY OF PUBLIC WORKS.

SIR,—I have carefully read over the accompanying report of A. Brunel, Esq., on the subject of supplying the Welland Canal with water lifted from Lake Erie by steam power.

This proposition, although not new, is presented in sufficient detail to allow of its merits being fully discussed. There is no doubt that the question of having an abundant and continuous supply of water for navigation, as well as a surplus for the manufactories situated on the banks of this canal, is of so much importance, that any reasonable scheme at all likely to effect this object, deserves the fullest consideration.

This is the more essential from the Grand River and Feeder, during the dry months of certain seasons, failing, at existing levels, to furnish the requisite volume of water for all the purposes to which circumstances render its application desirable.

To remedy this deficiency, as well as to furnish a full supply for the future enlarged canal, Mr. Brunel proposes to keep the present summit level at about *six feet* over the ordinary surface of Lake Erie; and to lift the necessary quantity for these purposes at Port Colborne, by steam power.

His mode of estimating the volume of water required in all cases, is by assuming a certain number of lockages, or lock-fulls of water per diem, and a like quantity for milling purposes,—to the aggregate of these quantities, he adds *one-fifth* for leakage.

The water passing through the Feeder during the dry months, he states, “will do no more than compensate the loss by evaporation.”

On this basis he submits *three* distinct estimates:

“1st. For the supply of the present scale of navigation, deepened to “12 feet on the mitre sills, and used to the fullest extent possible.”

In this case the lockages are set down at 48 each way daily; and the quantity of water required for that purpose is stated to be 9,028,800 cubic feet daily, or equal to 6,270 cubic feet per minute,—for mill power a like quantity, 6,270, equal to 12,540, to which one-fifth is added for leakage, 2,508 = 15,048 cubic feet per minute.

This quantity, it is stated, will be sufficient for 10,000 lockages each way annually; or $3\frac{1}{2}$ times the present traffic on the canal, or at the rate of one lockage each way every *half-hour* from the opening to the closing of navigation.

During the season of 1871, there passed through the canal 2,767 downward bound vessels, and 2,856 upward.

This was equal to about $13\frac{1}{2}$ vessels each way daily.

Adopting, for the present, a like method of arriving at the quantity of water used in the existing canal as that followed by Mr. Brunel in estimating the quantity of water stated to be required under each of the three conditions referred to in his letter; *i. e.*, Lock below St. Catharines, 126,000 cubic feet, and that at Port Colborne, 62,100 cubic feet, equal 188,100 cubic feet $\times 13\frac{1}{2}$ lockages = 2,539,350 cubic feet daily, equal $1,763\frac{1}{2}$ cubic feet per minute.

For mill purposes a like quantity, $1,763\frac{1}{2}$ cubic feet, equal $3,526\frac{2}{3}$ cubic feet, to which add one-fifth for leakage $705\frac{1}{2}$ cubic feet, equal 4,232 *cubic feet per minute*.

In order to test these quantities by practical results, it may be stated that when the navigation of the present canal, and the mills alongside of it were in full operation during the months of April and May, 1871, the Feeder was furnishing a supply of about 28,000 *cubic feet per minute*. Towards the middle of June this quantity diminished to a little more than 25,000 cubic feet per minute; about this time it became necessary to restrict the mills which drew their supply from the summit level. The volume of water in the Feeder continued to diminish, until in August and the early part of September, when

the minimum flow was about 12,000 cubic feet per minute, all of which was required for navigation, leakage, filtration, &c., together with what at times could be spared for such mills (on large or moderate sized levels) as returned their water to the canal immediately. It will be seen that even this volume of water is nearly *three times* as much as Mr. Brunel's method of estimating shews to be sufficient for the present trade of the canal, and all purposes connected with it, except "evaporation."

Further, it will be observed that the actual difference of the flow between low water in the Feeder, and when it is at the height at which the present navigation, mills, &c., are all in effective operation, is about 16,000 cubic feet per minute, a volume that of itself is larger than that estimated by Mr. Brunel as all that is required for a trade $3\frac{1}{2}$ times greater than on the existing canal.

It will therefore be evident that a theory which leads to conclusions so very different from the actual state of matters, as well as being at variance with the experience of all practical persons who have given attention to such questions, cannot be viewed otherwise than as extremely erroneous.

The quantity of water required to fill a lock, and the number of lockages upon the canal, cannot be accepted as proper measures of the volume of water required for its supply; whilst they can form no known proportionate measure of the quantity required for milling purposes. Moreover, the addition of only one-fifth of these quantities for leakage is not borne out by any precedent taken from existing works, (on the contrary) experience shews that the volume wasted by leakage and filtration, generally exceeds by many times that required for lockage purposes.

Setting aside therefore the theoretical mode of estimating the required supply, and taking a simple acknowledged practical view of the matter, it is believed that, in order to put a canal in the condition that it can be "used to the fullest extent possible," its supply should be sufficient to furnish abundance of water for all purposes required without creating such a current as might be found injurious to navigation.

This, on the summit level, if kept at the height stated by Mr. Brunel, might fairly be assumed at from *one half to five eighths* of a mile per hour; but it is believed that it would be very injudicious to attempt passing much, if any, over one third more water through that portion of the canal at and below Thorold (even were it raised to 12 feet on the mitre sills) than that at present used during the spring months. This would create a current on the upper level of about five-twelfths of a mile per hour, and give a flow of about 45,000 *cubic feet per minute*.

This quantity is about treble Mr. B.'s estimate, and would of itself, require at least treble his estimated steam power to lift it.

There would, however, still continue to be a further outlet, or lift lock at Port Colborne to be supplied, and if the Feeder, after the middle of June, will do no more than compensate "the loss by evaporation," as stated, then the quantity necessary for this purpose would also have to be lifted.

There is therefore every reason to believe that instead of it requiring only 175 theoretical horse power to lift the quantity of water necessary for the extent of trade contemplated by Mr. Brunel, it would require at least *five hundred and sixty* horse power.

The volume above mentioned may seem large, but it may be stated that the Erie Canal (which is of much less dimensions, and has fewer outlets) receives a supply at Buffalo alone, of 35,000 *cubic feet per minute* during dry seasons; and the Lachine Canal at the ordinary height of the St. Lawrence, receives a supply of considerably over 70,000 *cubic feet per minute*

"2nd, For the supply of the proposed enlarged canal, assuming that the number of "lockages will be increased to about double the maximum hitherto reached."

To arrive at this, Mr. B. estimates for locks 270 feet long and 45 feet wide—the outlet lock at Port Colborne is called 6 feet lift, and one at Allanburgh, 20 feet lift, and 27 lockages each way daily are assumed. He allows a like quantity for mill power, and one-fifth of the whole for leakage, &c., &c. All of these quantities is equal to about 14,224 cubic feet of water per minute, which it is stated could be lifted by an engine

of 165 horse power. It is presumed that this quantity of water, and this engine are additional to what is estimated for the present canal; and as both quantities must pass through the same channel until near Thorold, I submit an estimate based on the current in the summit level, as usual in such cases.

The canal is supposed to be 100 feet wide at bottom, and 13 feet deep, with a mean current of one half mile per hour, which would give a volume of water equal to 72,072 c. feet per minute. This would be sufficient for about double the trade, &c., &c., on the new portion of the canal that there is on the existing one; and at the same time would furnish as much water for the present canal as now passes through it during high water.

To lift this quantity of water at Port Colborne, together with that sufficient for the lock there, would require a steam power of 860 horses.

“3rd. For the supply of the proposed enlarged canal when used to its “maximum capacity.”

On a similar calculation as in the preceding case, but for 48 lockages each way daily, and making a like proportionate allowance for mill power and waste as in the previous estimates, Mr. Brunel makes the necessary supply equal to 25,272 c. feet per minute; the lifting of which he states would require an engine of 290 horse power.

The question being the “maximum capacity” of the enlarged canal, I assume the mean current through the summit level at eleven-sixteenths of a mile per hour; which gives a volume of water equal to 99,099 cubic feet per minute. In case the higher level were adopted, and it became necessary to lift this quantity of water at Port Colborne, together with a supply of water for the lock there, steam power would be required equal to at least 1,200 horses.

In all the foregoing calculations the measurement of horse power is that established by Watt, namely 33,000 lbs raised one foot high per minute. The lift at Port Colborne being taken at 6 feet, as assumed by Mr. Brunel.

Mr. Brunel pointedly draws attention to the work accomplished by the engines constructed for emptying, and afterwards draining Haarlem Lake and the surrounding country in Holland; and to the immense power applied to the drainage of mines in Great Britain.

He then states that in comparison with the work thus performed by steam, the supply of water to the present summit level of the Welland Canal “becomes a mere trifle to deal with.”

In this connection it is deemed proper to state that the first engine erected at Haarlem Lake, and known as the “Leegwater Engine,” had, when employed most effectively, a net power of 350 horses. It was arranged to work eleven pumps, each 63 inches diameter and 10 feet stroke, and was capable of raising 63 tons of water per stroke. This is equal to 11,550,000 lbs. raised one foot high per minute, or 1,925,000 lbs. raised 6 feet high per minute, which represents at that level a volume of discharge of 30,800 cubic feet per minute,

Two other engines, each of about like power as the first one, were subsequently erected, but with a somewhat different arrangement of pumps, &c.

The maximum duty required of all the three engines was to lift 36,000,000 tons of water in one month; this required an effective force of 1,034 horse power to be exerted during that period, or equal to discharge at 6 feet lift of 95,392 cubic feet per minute.

The cost of each of these gigantic steam engines and pumps connected with it, together with the necessary buildings, &c., was £36,000 sterling, or \$180,000—or for three about \$540,000.

It will therefore be seen that the greatest force exerted by all the three engines, would barely lift such a supply for the enlarged canal, and the existing one below Thorold, as would be necessary to fulfil the requirements of the “third condition” mentioned by Mr. Brunel.

It should, however, be borne in mind that, even were the object effected in any manner whatever by mechanical means, the necessity of enlarging the summit level would not be avoided.

If the water level was kept at 6 feet over that of Lake Erie, the width at 13 feet below that line, would through earth cutting be only 70 feet, consequently if the bottom width throughout is required to be 100 feet, there would be fully one-half the quantity of earth to be removed to obtain it on the higher level, as would be necessary to enlarge it to like dimensions on the lower level.

Through the rock cutting below Port Colborne the additional width in either case would be the same, and there would be only *one-third* more rock to obtain the lower level than for the higher one.

The present aqueduct would be insufficient to pass the necessary quantity of water for either the higher or lower level.

It therefore appears as if the matter may be briefly stated as follows :

To obtain the Lake Erie level the whole cost of enlargement must be incurred, and the risk entailed of occasional slips in the "Deep Cut," but there would be less lockage and the certainty of an abundant supply of water. On the other hand, to adopt the higher level would necessitate the removal of more than half the quantity of material, and at least half the entire cost for excavation required for the enlargement—the cost and maintenance of an extent of steam power never before known to be used for such a purpose—the numerous risks inseparable from such mechanical appliances, and that too, under circumstances where their action should be constant. There are also objections to such a large body of water being thrown on the surface of the canal, which could only be avoided by the construction of extensive basins for introducing the water under a head, and further, there are objections to entailing on this important line of navigation, additional lockage.

It is, at the same time, true that the risk of slides in the "Deep Cut" might in some degree be less, although they would not by any means be altogether obviated.

Having thus endeavoured to deal with the leading questions bearing on the matters under consideration in a plain practical manner, based upon facts, and the known requirements of navigation, it is only deemed necessary to add that it is of the utmost importance that the enlarged canal should be made on a scale capable of accommodating the vast trade likely to be attracted to it, and further, that all the works connected with its supply and efficient working, should, as far as possible, be placed in a condition beyond the risk of failure.

It will be evident to any one at all who is conversant with such matters, that if the natural mode of supply was followed, and the water of the Lake permitted to flow freely into the Canal, the volume that might judiciously be passed through it, would only be restricted by the current created. This, as before stated, might be fixed at from one-half to three quarters of a mile per hour, which would doubtless be beneficial to navigation, inasmuch as it would be in the direction of the down trade, and of by far the greater number of heavily laden vessels.

The lesser rate mentioned, would, however, furnish an abundant supply for a greatly increased traffic, as well as a large surplus for manufacturing purposes; whilst it could at any time be very much augmented by a very slight increase of current without additional expense.

But if the lifting system were resorted to, it is clear that every additional cubic foot of water furnished, either for actual canal service or for mill power, would entail its proportionate cost:—besides, the quantity of water necessary to do the same extent of business, would have to be much larger, if lifted, than if drawn at the lake level; inasmuch as 6 feet additional lockage at Port Colborne and Allanburgh would have to be provided for, as well as for the much greater loss from leakage, &c., which the higher level would entail from increased pressure.

The subject of canal enlargement, and the scarcity of water experienced during the past season, with certain queries relating to these matters having been brought under notice by your letter of the 20th of October last, it is deemed proper to refer to them briefly, in this connection, in the order following :

There cannot be a doubt but that the probable length of time which the execution of the works of enlargement will occupy, must, in a great measure, depend on the means and force employed, and the skill with which they are conducted.

In order that expedition may reasonably be reckoned upon, it is important that they should be placed in the hands of thoroughly competent contractors, and at such prices as will fairly represent the value of the work. Unless this is done it is believed no one can, with any degree of certainty, give even an approximate idea of when the work would be completed. In reference to the second query, namely, the possibility of using *Lake Erie Level* during the progress of the enlargement, and if not, the time that would elapse before it could be made available; it may be said that in order to guard against interruption to the traffic, the Canal should be kept up to within a few feet of its present height for the time required to do one-half the work connected with widening the prism through earth cutting. This, by employing, say one steam excavator on each lineal mile, might be done in four seasons, after which the water of the Lake could be introduced, and the work of increasing the width to the contemplated dimensions be proceeded with.

To enlarge and deepen the rock cut below Port Colborne, will take at least three winters (if confined wholly to winter work) during which time this portion of the Canal must be unwatered. This would not, however, interfere with that part of the Canal below the Junction, as it would, as usual, receive its supply from the Feeder.

In regard to your enquiry as to whether a scheme can be suggested by which a sufficient quantity of water can be introduced into the Canal to guard against a scarcity such as was experienced during the past season, I beg to submit, for the consideration of the Department, the following remarks:

Although the Grand River has failed in periods of great drought, to afford the full supply for all the requirements of the present Canal under existing arrangements; there is, even at these times, a large area of deep water above the dam at Dunville, from which it is quite probable the necessary quantity could be drawn, if the bottom of the Feeder were at such a level as would permit of this being done.

It is therefore proposed to deepen the feeder about two feet from the Junction to the Port Maitland Branch at Broad Creek; thence continuing upwards to Dunville, where the additional depth would be fully 18 inches.

All slips or accumulations found along the lower part of the banks to be removed—the rank growth of weeds that partially obstruct the channel to be cleared away, and generally all such work done as may be found necessary to secure as free and uniform a flow of water as possible. This if done, would doubtless afford the means of passing an increased supply at ordinary times; whilst at low water it would admit of a greater relative surface inclination, without materially diminishing the present sectional area; which at such times would of course greatly augment the flow.

It is therefore believed that were this suggestion acted upon the recurrence of such difficulties as have hitherto been experienced in very dry seasons would, to a great extent be avoided by a simple and practical remedy, the benefits from which might be secured at a reasonable cost, and without entailing any outlay whatever for future maintenance.

There is also another advantage that would result from the carrying out of this scheme, the importance of which can scarcely be overrated when viewed in connection with the question of canal enlargement.

The widening and deepening of the rock cut below Port Colborne is of itself a work that under the most favourable circumstances cannot fail to be attended with great difficulties, and these will be very much greater if the operations are confined solely to the winter months.

In the latter case the work would have to be unwatered in sections, and the dams constructed for that purpose in the fall, must be removed in the spring, at each re-commencement of the operations, that part of the Canal to be proceeded with, would have again to be entirely emptied by pumping.

There is no other means of obviating this than to turn the navigation through the Port Maitland route, as was done when the present works between the junction and Port

Colborne were in progress. This, the deepening of the Feeder would admit of being carried out, in case the Grand River would supply the necessary volume of water.

Hitherto there has been, in ordinary wet seasons, an abundance of water for all purposes connected with the present Canal, with the Feeder as it now is; but were it deepened two feet throughout to Port Maitland Lock, there would be at such times not only the means of admitting the supply, but also of passing vessels of the full dimensions and draught of those in use in the existing Canal.

The arrangements necessary for this purpose under the circumstances above mentioned it is believed, could be effected without any serious inconvenience to the trade.

To enable the time to be fixed when the route could be temporarily changed, the height of the Grand River would require to be noted and careful observations made of rain-fall during the early part of the summer, which would doubtless enable a tolerably correct opinion to be formed as to when it would be judicious to close the line leading to Port Colborne.

If a wet season were to occur within two years after the works of enlargement were commenced, and the route could be changed in the early part of *July*, it might reasonably be concluded that by proper arrangements nearly one year's uninterrupted work on the improvements would be secured.

This would enable the operations between the Junction and Port Colborne to be urged forward more expeditiously, and at less cost, than if they were protracted over a series of winters.

There is reason to believe that the difficulties which might be anticipated in navigating the comparatively narrow channel of the Feeder, would, to a great extent, be obviated by the formation of additional passing places.

It must be evident that, were this route brought into use for a time, the execution of the new works would be greatly facilitated, and in this way the pressing demands of the trade met at a much earlier period.

The cost of deepening and cleaning out the Feeder as proposed, would be about \$70,000, to which should be added \$20,000 for additional passing places, or in all say \$90,000.

I therefore advise that the necessary authority be obtained for this expenditure, so that arrangements can be made for the commencement of the work immediately after the opening of navigation next spring.

By adopting this course the benefits to be derived from the improvement, will be realized with the least possible delay.

I have the honor to be, Sir,

Your obedient Servant,

JOHN PAGE,

Chief Engineer, Public Works

APPENDIX No. 24.

RED RIVER ROUTE.

THUNDER BAY,
1st. July, 1873.

HON. H. L. LANGEVIN, C.B.
Minister of Public Works,
&c., &c., &c.,
Ottawa.

SIR,—In reporting on the operations of the past fiscal year, I beg to be permitted to draw attention to the fact that of the sums appropriated to the Red River Route, a greater proportion has been expended on the transportation of troops, and keeping open a line of communication, than in actual improvements, and in order that this may be understood, I would respectfully invite your notice to a brief review of the progress made, and the principal occurrences which have taken place since the commencement of the work.

The first appropriation made by the Parliament of the Dominion, for opening communications with the North West Territories, became available on the 1st July, 1869, and the present route from Lake Superior to Red River was soon afterwards commenced. The season was, however, so far advanced that, by the time a force could be assembled on the ground, but little over three months remained for work.

Nevertheless a fair commencement was made, and a waggon road pushed through to the Matawin crossing—twenty-five miles from Thunder Bay, besides which a quantity of timber was prepared for the various bridges on the Thunder Bay road.

Scarcely had operations been brought to a close for the season, when intelligence was received of a condition of affairs in the Red River settlement, which rendered it at once necessary to arrange for the transportation of a military force, in the following spring. In this emergency, I received orders from your department to provide boats, adapted to the navigation of the inland waters, intervening between Lake Superior and Fort Garry, and make such general arrangements as the circumstances called for, and by the time the spring opened, one hundred and fifty boats, with the requisite force of experienced voyageurs, were in readiness.

The transportation of the military expedition occupied the whole force on the route, besides the labor of the soldiers and volunteers so completely, that but little was done in improving the communication, and the cost of the operations in 1870 is properly in great part chargeable to military service.

In the fall of the same year, when order had been restored in the Red River settlement, arrangements were made for proceeding with the work of opening a road from Fort Garry to the Lake of the Woods; and on this long line of ninety-five miles, operations were pushed forward so rapidly that by the middle of June following, it was practicable to waggons for the whole extent.

In the winter of 1870-71, the Government having in view the practicability of sending emigrants to Manitoba, your department directed me to have the boats of the military expedition put in order, and make such other preparations as the circumstances would admit of, to that end. At the same time, contracts were given out for the construction of six steam launches for the smaller lakes, and two large steamers intended to ply on the long navigable sections on either side of Fort Frances.

In spring, the steam launches were taken forward, and the expeditionary boats of the previous year repaired and distributed at convenient intervals along the route.

But, notwithstanding boats and steam launches, the difficulties to be encountered

were formidable. The portages were at first in the condition in which they were when the military expedition had gone through, and in the navigable reaches, long sections had still to be passed with the oar. The dam at French Portage had not been built, and the water falling low, there was extreme difficulty at that place. The stormy Lake of the Woods proved a terrible drawback to the small boats, and emigrants were often detained at Hungry Hall, a place at the mouth of Rainy River where voyageurs and starving Indians stop before venturing on the Grand Traverse. Meantime the work of improvement went on. Roads were gravelled and portages opened, and by the close of the summer of 1871 the route was in a condition to admit of emigrants being sent through with some degree of comfort.

In the fall, when the line was being dismantled and closed, intelligence was received of the Fenian Invasion at Red River, and the approach of troops. Steps were immediately taken for the transportation of the force, and a second military expedition was sent to Fort Garry, under circumstances of much greater difficulty than attended the passage of the first, for the winter had set in earlier and with greater severity than usual, and by 12th November, the date at which the troops reached the north-west angle of the Lake of the Woods, the lakes were partly frozen.

It will be readily understood that the keeping of the line open so long was attended with large and unforeseen expenditure. The engineers of the tugs and some of the voyageurs had to be sent home by way of St. Paul at great expense; and, of those returning to Thunder Bay the last were frozen in, and having to march through the forests, were only in time to take passage from Prince Arthur's Landing on the 25th November.

It will thus be seen that a great proportion of the expenditure on the route in 1871, as in 1870, was occasioned by the transportation of troops, under circumstances which could not have been contemplated. But, apart from unforeseen exigencies of this nature, the maintenance of the route as a line of transportation for emigrants in its present imperfect state, must continue to be attended with expenditure in excess of revenue, and I believe the time has come when a more comprehensive system of improvement should be adopted so as to increase the traffic, and thereby add to the returns.

There are works of immediate necessity, which, if carried out, would at once render the line more attractive to passengers and reduce the working expenses; and, among these, I would again invite particular attention to the expediency of placing tramways, on the portages and lines of telegraph on the long land roads at either end of the route.

The construction of tramways, the ground being in general favorable, would not be a very formidable undertaking, and as there is abundance of wire and insulators at Fort Garry and York factory, the telegraph lines would be attended with comparatively small outlay.

The value of tramways will be understood when it is considered that the horses at present maintained at the portages of the interior are fed with provender brought all the way from Collingwood, and as to the telegraph lines, they would facilitate organization, and by their means the land service could be reduced to system. On the Lake of the Woods road, more especially, a line of telegraph would tend to a saving of expense.

There are works of greater magnitude scarcely less necessary, and among these a railroad from the Lake of the Woods to Fort Garry is the most prominent. The section of the Pacific Railway intended, as I understand, to connect these places will, when completed, reduce the cost of maintaining a line of communication by at least one half, and if a railway were also carried from Thunder Bay to Shebandowan, and certain improvements which I have heretofore suggested carried out in the region of the Lakes, the Red River route would be in a condition to defy competition by any existing line.

In the following statement are several items which have not as yet appeared in published documents, namely:—

RED RIVER ROUTE

CREDITS, 1870-72.

		\$	cts.	\$	cts.
<i>Militia and Defence.</i>					
Refunds deposited to credit of Receiver-General, voyageur account of 1870		4,005	48		
do	do	3,250	27		
do	do	992	13		
Barrack account of 1870		4,868	41	8,247	88
Balance	do	848	32		
Due Red River route on accounts of 1870				5,716	73
do	for transport of troops and Manitoba expedition, 1871			66,705	06
do	do over the route, 1872			37,685	95
				12,072	00
<i>Indian Department.</i>					
Amount of account for supplies, 1869-70		822	37		
do	do 1871	3,331	62		
do	do 1872	6,169	65		
do	supplementary account 1872	281	80	10,605	44
<i>Province of Ontario.</i>					
Amount of account, 1869-71		4,035	72		
do	1872	334	00		
do	do	159	00	4,528	72
<i>Canada Pacific Survey.</i>					
Amount of account, 1871		5,619	05		
do	1872	3,145	86	8,764	91
<i>Manitoba Surveys.</i>					
Amount of account, 1871		175	00		
do	1872	546	00		
Receipts for passages and sales of provisions to emigrants, &c., 1871-72				721	00
				12,483	64
				167,531	33

(Signed),

"D. A. GRANT,"

Accountant and Paymaster.

THUNDER BAY,

1st November, 1873.

In regard to the operations of the past fiscal year, the number of passengers was limited, and the men engaged in the transportation service were, from time to time, as opportunity offered, employed on the improvements; so that a greater amount of actual work was effected during the summer of 1872 than in any previous season.

THE WHARF AT THUNDER BAY.

The timber, of which there is about 100,000 cubic feet in this structure, had to be taken from the Kaministiquia and Neebing Rivers, before the close of navigation, and the stone for filling was at the same time collected and piled up within easy reach. The work of construction was carried on throughout the past winter, and, by the opening of the spring, the wharf was in readiness for the reception of shipping, although some little work, which has since been completed, remained to be done.

This wharf extends out 600 feet from the shore, and it has a wing of 200 feet in length.

There was no work more needed in a general way, and its local effect is already manifest in increasing traffic, enhanced value of property, additional buildings going up and a condition of prosperity at the village of Prince Arthur's Landing.

A *Breakwater*, or additional pier is still required as a guard against ice shoves, and the surf sometimes raised by easterly winds. A statement of the cost of this necessary addition will be submitted with the estimates for further works.

THE THUNDER BAY ROAD.

On this road, the gravelling was continued as men and carts could be spared for the work, and it is now in fair order, but in the swamps and clayey sections, additional improvement is still required to render the track sufficiently hard during the heavy rain which so often prevail in this district.

INLAND ROADS AND PORTAGES.

These were greatly improved during the past year, and a new road opened at Nequaquon. Until this latter work was completed, much delay and difficulty were experienced in passing from Nequaquon to Nameukan. There were two routes between these Lakes, one by the Loon Portages, and the other by the Nameukan River. The first was safe but tedious, more especially at low water, and the latter dangerous and difficult, on account of numerous falls and rapids. The new road avoids both these routes, and passes from a deep Bay of Nequaquon Lake to an arm of the Nameukan—saving in a distance of $3\frac{1}{2}$ miles by land, twenty-five miles of a detour by the Loon River. This road was carried through a swamp, and had to be cross-laid and bridged for a great part of the way. The Nequaquon Portage is one of the carrying places where a tramway is most needed, for its distance from Thunder Bay (175 miles), renders it difficult to maintain there the horses necessary for the transportation of emigrants and freight.

French, Brulé and the other Portages have all been put in fair order.

HOUSES.

Last winter a small saw mill was put in operation at the Height of Land, so that boards could be produced more economically than by hand sawing, and with the material thus provided, buildings are being put up on the Thunder Bay road, and at the various Portages as far as Brulé. At the Maligne, Nequaquon and Kettle Falls, log huts for emigrants are being erected. At the North-West angle of the Lake of the Woods, a commodious store house has been put up, and the houses and stables on the Lake of the Woods road, namely, at Birch River, White Mouth River and Oak Point Settlement, have been enlarged.

Buildings are still much needed at Fort Frances and at the Long Sault on Rainy River, but the construction of these will be more cheaply effected when boards can

be obtained from a saw-mill about to be put in operation by some enterprising lumber men, at Fort Frances. The accommodation for emigrants is being gradually improved and by the end of the present summer, the tents hitherto used will be superseded except at two stations, by moderately comfortable buildings.

WHARVES ON INLAND WATERS.

The wharves for row boats and launches are numerous though small, there being one at either end of each carrying place, between Shebandowan Lake and the North-west angle of the Lake of the Woods. Larger wharves are now required for the steamers about to be run, and a commencement has been made in preparing material for them at Fort Frances, Kettle Falls, and the Long Sault.

SURVEYS AND SOUNDINGS.

Surveys have been made, from time to time, to such extent as to admit of the country, immediately bordering on the line of route, being accurately mapped out, and in the prosecution of these, much information has been obtained as to the practicability of running railroads in sections where the ground was previously believed to be too rough and broken to admit of their construction. I am now confident that a railway could be run from Thunder Bay to Fort Garry, in a line nearly direct, and it would, in the first place, have the advantage of being the shortest which could be adopted between Lake Superior and Manitoba; in the next, it would be further South, on a lower level, and, consequently, in a better climate than the lines now being explored; above all it would pass through a country rich in timber, and having in certain sections good agricultural land, which would eventually occasion a traffic too important to be left out of consideration in projecting a line of railway. Moreover, the present line of route, imperfect as it is, would afford the means of carrying in men, material and supplies to numerous points, so that the work of construction would be simple, as compared to that of lines in a pathless wilderness.

I shall, on reaching Ottawa, submit a sketch showing this route, and would in the meantime respectfully suggest the expediency of having it thoroughly explored, before finally concluding as to the route to be adopted.

In respect to soundings, channels have been marked out, and buoyed where necessary, throughout the navigable sections of the route.

The Lake of the Woods, South of the North-West Angle, is a very shallow sheet of water. Indeed the bottom might be appropriately described as an area of flat ground, with from fifteen to twenty feet of water over it, and numerous hummocks, strewn with boulders, rising here and there, to the surface. In this shallow little sea, the wind when high, having an unbroken sweep of many miles, soon raises a dangerous surge, and a channel for the large steamers now about to run, is being buoyed and marked out with care.

The land marks and channels throughout the different Lakes are now becoming so well known to the pilots, that the tugs ply in the darkest nights, and as yet no serious accident has occurred from running on rocks or shoals.

DAMS.

The waters of the Shebandowan and Kashabowie Lakes, Lac des Mille Lacs, Windegoostegon, Kaogassikok and Sturgeon Lake, have all been raised beyond their normal level, and the navigation thereby improved and extended. The largest dam is that built last winter at the Maligne Rapids. It is 320 feet in length, and raises the water in front to the extent of nine feet, giving an additional depth of four feet in Sturgeon Lake, flooding the upper rapids of the Maligne, and rendering two miles of shallow water navigable, immediately below Deux Rivières Portage. The structure is strong, and capable of resisting any pressure of ice or water that can come against it,

but the bottom of the river where it is built is of schists set on edge, with fissures, which will allow too much water to escape when the river is low; and some work is yet required in putting brushwood, stones and gravel in front. This will be attended to in the fall.

THE TRANSPORTATION SERVICE.

This service was sufficiently effective for all the traffic of last summer, but this year there promises to be a large increase in the number of passengers and quantity of freight. In view of these circumstances, and having regard to the requirements sure soon to arise in the future, I believe that the time has come when a more comprehensive system of transportation should be adopted.

In the navigable sections, it would be easy to provide, with but limited means, for the carriage of considerable numbers of people, and a great deal of freight, that is, when tramways shall have been placed on the Portages, but the land roads would require a large annual expenditure.

The Lake of the Woods road is 95 miles in length, and to provide for the carriage over it of passengers and freight equivalent to fifteen tons each way, or thirty tons daily, ninety-five teams of horses would be required. Now, the maintenance of a team of horses in that section, with waggon and driver, including rations, cannot, in the present condition of the country, be set at less than \$3.50 per day. This would occasion an outlay for ninety-five teams of about \$10,000 per month, or \$60,000 for the six months of summer. But the horses would have to be maintained through the winter, as so many could not be sold off in the fall, except at great loss, nor easily replaced in spring. In addition to the maintenance of teams, would be the salaries of agents, station masters, and the pay of workmen to keep the road in repair. It will thus be seen that the Lake of the Woods road, alone, to maintain it in plant equal to the transportation of thirty tons daily would involve a large yearly outlay, not less according to the best estimate that I can make than from \$85,000 to \$90,000.

On the Thunder Bay road of forty-five miles, teams of horses can be maintained for about \$3.25 each per day, and to stock it properly fifty teams would be required during the six summer months, ten of which might be retained for winter. The total annual cost, including pay of overseers and the keeping of the road in repair, would be about \$30,000 to \$40,000.

The navigable sections intervening between the Thunder Bay and the Lake of the Woods road, cover a distance of three hundred and ten miles, and on these there are now, or at least soon will be, fourteen vessels propelled by steam in operation, twelve of these being launches for towing boats and barges, and two large steamers. The cost of working these sections, including the maintenance of teams on the Portages, would be about \$55,000 to \$60,000.

In navigable waters, the means of conveying freight and passengers would of course depend on the number and capacity of the vessels provided and in this case a few additional barges and steam launches would make the navigable sections more than equal to any freight that could come over the land roads.

From the foregoing, it will be seen that the yearly cost of working the Red River route in its present state, as a line of transportation by which thirty tons daily could be conveyed, would be as follows:—

Maintenance of the Lake of the Woods and Fort Garry road, 95 miles,	\$90,000
„ of Thunder Bay road, 45 miles,	40,000
„ of .30 miles navigable Sections and Portages	60,000
	\$190,000

In regard to returns, if the route were improved to such an extent as to render it attractive to passengers and convenient for the transportation of merchandise, a traffic averaging thirty tons daily would not be too much to look for, and on this a charge

of fifty dollars a ton, which is greatly less than the rate on the United States lines, would pay all expenses. I should mention that in these estimates six passengers with their baggage are reckoned as being equal to a ton of freight.

The sum of \$190,000 per annum will doubtless appear to be large for working expenses alone, and it might not be necessary to go at once to this extent; but in view of a considerable emigration to Manitoba and the North West Territories, and an increasing traffic, the line cannot be kept in satisfactory operation for much less. The true way to reduce the cost, or at least to make it yield a profitable return, is to improve the route, and in this regard the works, to which I have alluded, cannot be too soon undertaken.

In working such a line as this, a well organized company, with sufficient capital, would have many advantages not within the reach of the officers of the Department of Public Works. It would be in a position to offer employment, having some degree of permanency to its agents and servants, and thus avail itself of the services of men of experience, who would soon take a deep interest in their work.

At present, most of the employes who work the line are engaged for the season only, at the lowest rates possible, and they have before them in the spring the prospect of being turned adrift in the fall, to shift as best they may during winter, when there is but little chance of obtaining work. It will be readily believed that a service which holds forth but little inducement for the present, and no prospect for the future, cannot on all occasions command the highest capacity. I have been very fortunate in many, I may say most, of the employes placed under my direction; but, admitting, as a general rule, that they have done all that could have been expected, it should still be considered that, as operations are now conducted, a staff for the most part new to the nature of the work and the character of the country, have to be engaged every year on the opening of the navigation, and that the experience, which they acquire during the season, is lost to the line when they are discharged in the fall.

It would, therefore, be of advantage, that is, if the line is to continue to be worked by the Government, that such of the employes as distinguish themselves by the exercise of superior ability and industry, should be placed on permanent pay however moderate. They would thus be relieved from the anxiety which men with families must always feel in regard to the winter months for which, being at a distance from the civilized world, they cannot easily provide, and the line would have the advantage of their undivided efforts and constantly increasing experience.

In suggesting a company, as being a fit medium, through which to maintain the transportation service on this route, I cannot too strongly represent the necessity of its being an association possessed of ample funds. Otherwise, its operations could only result in failure and disappointment.

THE STEAMERS.

The contract for the building of two large steamers at Fort Frances, having been cancelled on account of the inability of the contractors to carry it out, the work was undertaken and completed under the superintendence of the officers of the route. The Rainy Lake steamer was launched last fall, and the one for the Lake of the Woods put afloat this spring. The former is now in a condition to be run, and the latter will be put in her place on the line early next month.

(Signed,)

“S. J. DAWSON.”

APPENDIX No. 25.

RED RIVER ROUTE—SUPPLEMENTARY REPORT.

THUNDER BAY, 1st November, 1873.

SIR,—As the improvements, which were in progress last winter, had not been fully tested at the close of the past fiscal year, I beg leave to submit a supplementary report in reference to the effect thereby produced at a later period in the season, taking occasion, also, to notice several other matters of interest which have since arisen.

I have the honor to be, Sir,
Your most obedient servant,
(Signed,) S. J. DAWSON.

F. Braun, Esquire,
Secretary,
Department of Public Works,
Ottawa.

SUPPLEMENTARY REPORT.

The Transportation Service.

During the past winter, as already reported, three new steam launches or tugs were built at Collingwood, and having been fitted with engines, in spring, were run up through Lakes Huron and Superior, as those prepared the previous year had been, to Prince Arthur's Landing. These launches are of a larger class than any hitherto provided, being 45 feet in length of keel by 10 feet beam, and 5 feet depth of hold. The hulls are very strongly framed, and weigh each about five tons.

It will readily be believed that to get such vessels over the Thunder Bay road was no light undertaking. They were taken forward, however, and one of them placed on each of the longest navigable sections intervening between Shebandowan Depot and Rainy Lake.

At the same time the work on the two large steamers, then under construction at Fort Frances, was pushed forward as fast as circumstances would permit, so that the Rainy Lake boat commenced running on the 4th July, and the one for Rainy River and the Lake of the Woods on the 14th August. Both vessels were closely examined by the Chairman of the Board of Steamboat Inspectors, and his report as to construction, machinery and power is satisfactory.

Simultaneously with these operations, decked barges fitted with cabins were completed and placed on Shebandowan Lake, Kashabowie Lake, Lac des Milles Lacs and Baril Lake, and open boats of a class sufficiently large to carry horses and cattle on Kaogassikok, Sturgeon, Nequaquon and Nameukan Lakes, while the launches were at the same time distributed along the line, so that there was a vessel, either large or small, propelled by steam, on each of the navigable sections between Shebandowan and the North-West Angle of the Lake of the Woods, leaving but a stretch of ten miles on the Maligne, which was not navigable to launches without one, and on it were boats with experienced voyageurs.

These arrangements gave an entirely new complexion to the Red River route. The row boats being superseded by steamboats or steam launches, except in the short section referred to, passengers and freight were carried to the north-west angle with despatch.

But the summer was far advanced before they could be carried out, and the emigrants who came early in the season, had no advantage beyond what could be afforded by the appliances which had been in operation the previous year. In the latter part of August and through September, the connections from east to west were well maintained as far as the North-West Angle, and, with the improvements now in progress and a little additional plant on the navigable sections, passengers can be sent from Thunder Bay to that place in five days or even in less time.

The result has been such as to show that, with the additional plant and improvement, which I am about to mention, the line would command the majority of the passengers and the principal part of the freight passing from the Eastern Provinces of the Dominion to Manitoba and the North West Territories.

First among the improvements to be suggested is a sufficient provision as regards plant for

THE LAKE OF THE WOODS ROAD.

With land carriage of nearly a hundred miles, extending between the Lake of the Woods and Fort Garry, any arrangement made for the conveyance of freight or passengers falling short at the North West Angle, will be inadequate to the end of having a practicable through route from Lake Superior to Manitoba.

It was believed last year, that if freight were conveyed at a moderate cost to the North-West Angle, the importers of Manitoba would themselves provide for its transportation from that place to Fort Garry, but the experience of the past summer has shown that they cannot do so. In the first place, vehicles in sufficient number are not to be obtained at call in Manitoba, and exorbitant charges are made for such as can be had; in the next, there is no telegraphic line by which they could be informed of the arrival of their wares, and if they sent out waggons, without such information, they would run the risk of having them waiting on expense; and lastly, they would have to maintain agents at the North-West Angle to receive their goods and provide for their transportation. They cannot, therefore, be expected to order their freight by the Canadian line if it is to be taken only to the North-West Angle. In regard to passengers, during the past summer, as in previous seasons, the Lake of the Woods Road has proved the principal obstacle to their speedy transportation, for in that long section there has never been more than from fifteen to twenty teams regularly maintained, and when passengers come in considerable numbers, as they did on several occasions, additional carts and waggons had to be hired in the settlements of Manitoba at very high rates.

In view of these circumstances, it is evident that as regards freight, if it is to be obtained in quantity sufficient to render its transportation remunerative, it must be conveyed all the way to Fort Garry; and to admit of this being done, covered waggons in sufficient numbers are required for the Lake of the Woods Road. In respect to passengers, there should be a tri-weekly line of stages on that road. For both services, that is, freight and passengers, horses and waggons in the proportion of a team to the mile, or ninety-five in all, would not be a high estimate, but on the opening of next season I would propose commencing with fifty teams, gradually increasing the number as the demands for transportation required it.

NAVIGABLE SECTIONS.

These extend from Shebandowan to the North-West Angle of the Lake of the Woods three hundred and ten miles. In this long distance are twelve portages or carrying places, having an aggregate length of eight miles and a half, ten of which are under and two over one mile in length. Between these carrying places there will be, when the improvements in the short sections at Island Portage are completed next spring, a succession of smooth navigable reaches on all of which steam will be employed as the propelling power.

With adequate provision on the land roads at either end of the route, express passengers may then be sent from Thunder Bay to Fort Garry in four or five days, and emigrants in from six to eight days.

But passengers coming from Fort Garry have to be provided for, and in order to have regular connections both ways, additional launches and barges are required on the longer navigable sections. I have already reported on the expediency of placing tramways on the portages, and having lines of telegraph on the land roads, at either end of the route.

The probable cost of these necessary works and of the additional plant required will be stated in the estimates about to be submitted.

STEAM LAUNCHES AND BARGES.

The experiment of providing for a broken navigation, such as that intervening between Fort Frances and Lake Superior, by means of steam launches and boats or barges, has been so successful, and might be applied with advantage to such an extent on the inland waters in the unsettled districts of the Dominion, more especially by the lumbermen and fur traders, that a brief notice of the scheme adopted cannot be otherwise than of interest.

A steam launch or small screw propeller on inland waters should be—

1st. A good sea boat, that is capable of standing a considerable surf.

2nd. Powerful enough to tow a barge of sixty tons capacity, at the rate of from six to eight miles an hour.

3rd. Strong enough to stand the working of a powerful engine.

4th. Sufficiently light to admit of its being taken over a portage or carrying place.

The experience of the Red River route has shown that these conditions can be met by a well framed boat of the following dimensions:—Keel, 38 to 40 feet; breadth of beam, 8 ft. 6 in. to 9 ft. 6 in.; depth of hold, amidships 4 feet 2 inches, aft 5 feet, so as to allow for immersion of screw; half-decked, with wheel house forward, light hurricane deck over engine and boiler; counter over, stern, round.

A boat of this description can carry a boiler and engine of the dimensions and power indicated by a cylinder of 9 inches diameter, by 10 inches stroke of piston, and will not be overloaded with ten hours' supply of wood for fuel. Its speed, without boats in tow, should be about eleven miles an hour, and a decked barge of from 55 to 60 feet keel, by 16 feet beam, of good model, can be towed by it at the rate of 8 miles an hour when light, or six when loaded. The barge can be fitted with a cabin or an awning, so as to be very comfortable for passengers.

A launch and barge of the foregoing description, on an inland lake, would command practically, all the conveniences both for the transportation of passengers and freight that could be obtained with a steamboat, which, to build on waters at a distance from settlements, would cost ten times as much.

THE INDIAN TREATY AND LANDS FOR SETTLEMENT.

The Saulteux tribes of the Ogibbeway Indians having now surrendered their territorial rights, I would respectfully invite the attention of the Government, through your Department, to the expediency of giving early encouragement to settlement on the line of the Red River route.

In the wide scope of the North-West Territories, there is not a finer field than that presented by the lands of Rainy River and the south-east coast of the Lake of the Woods. These lands are on navigable waters immediately on the line of route, and as regards soil and climate cannot be surpassed in the Dominion of Canada. The importance of this tract of fertile land, midway between Lake Superior, and Red River and in a region not in other places very well adapted to agriculture, cannot be overrated. A settlement established here would be invaluable to the line of transportation, to the lumber trade sure soon to arise, and to the development of the district generally.

Many of the emigrants passing over the route have expressed their determination of coming to settle on Rainy River, which of course they could not do until the Indian title was extinguished.

These lands are so valuable, that there is no price which the Government could consistently put upon them, which would prevent their being bought up, but promiscuous sales to individuals, for money, would retard settlement indefinitely.

The true, indeed the only effectual way to prevent speculation in these fine lands, and at the same time promote their development, is to adopt the free grant system.

If a range or two of lots on Rainy River were laid off and given in free grants to actual settlers, and to them only with such guarantees as would ensure continuous improvement, I believe that in a few years, an unbroken settlement would be seen extending from Rainy Lake to the Lake of the Woods.

In reference to the Indian treaty, there is one clause in it so much affecting the welfare of the Indians as to require particular notice, more especially if the working of the route is to continue to be managed by the Department. I allude to the stipulation respecting intoxicating liquors.

The chiefs drew attention to the fact that liquor, if allowed in their country, would debase and sweep off the population, and the commissioners, on the part of the Government, not only had the stipulation mentioned, inserted in the treaty, but solemnly pledged themselves to use all lawful means to prevent its introduction.

The laws in the neighbouring state of Minnesota, are very strict in regard to selling or giving liquor to Indians, and in so far as I have had an opportunity of observing, well enforced.

Now that a large Indian population on the line of the Red River route, has come with its lands, under the care of the Dominion, the Government is bound not only by the Treaty, but by every consideration of humanity to prevent the introduction of intoxicating liquors. Mere fines of small amount—and the present law provides no greater punishment, will not prevent traders from selling or giving liquor to Indians, where valuable furs are in prospect, and I think the offence should be made a misdemeanor punishable with both fine and imprisonment, as it is in Minnesota.

Respectfully Submitted.

(Signed),

“ S. J. DAWSON.”

APPENDIX No. 26.

TABLE shewing Dates of closing in winter, 1872, and opening in spring, 1873, of Canals and Harbours in the Provinces of Quebec and Ontario, and on Lake Superior.

CANALS.	Closing.	Opening.
Lachine Canal	December 7th	May 5th.
Beauharnois	do 2nd	do 1st.
Cornwall	do 8th	do 1st.
Williamsburgh	do 7th	do 1st.
Welland	do 10th	April 21st.
Burlington Bay	do 17th .....	.....
St. Anne's Lock	November 30th	April 24th.
Carillon Canal	December 4th	May 1st.
Grenville	do 4th	do 1st.
Chute à Blondeau	do 4th	do 1st.
Rideau Canal	November 29th	do 1st.
St. Our's Lock	do 30th	do 1st.
Chambly Canal	December 2nd	April 25th.
Erie Canal, New York	do 1st	May 15th.
St. Peter's Canal, Cape Breton	do 16th	April 15th.
HARBOURS.		
Quebec, River St. Lawrence	November 26th	May 5th.
Montreal	December 8th	April 25th.
Kingston, Lake Ontario	do 21st	do 15th.
Belleville, Bay of Quinte	November 28th	do 22nd.
Toronto, Lake Ontario	December 19th	do 15th.
Port Stanley, Lake Erie	November 30th	do 1st.
Rondeau do	do 26th	do 18th.
Kingsville do	December 5th	do 1st.
Windsor, River St. Clair	do 6th	do 20th.
Detroit do	do 6th	do 20th.
Sarnia do	do 20th	March 12th.
Goderich, Lake Huron	do 2nd	April 19th.
Kincardine do	November 28th	do 19th.
Owen Sound, Georgian Bay	do 30th	do 27th.
Collingwood do	December 2nd	May 5th.
Midland Railway Harbours, Georgian Bay	do 1st	do 1st.
Prince Arthur's Landing, Lake Superior	do 15th	do 9th.

BAIE VERTE CANAL.

REPORT

OF THE

CHIEF ENGINEER OF PUBLIC WORKS

ON THE

CONSTRUCTION OF A CANAL

BETWEEN THE

GULF OF ST. LAWRENCE

AND THE

BAY OF FUNDY.



OTTAWA:

PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET.

1874

COPY OF A REPORT

OF THE HONORABLE THE PRIVY COUNCIL, APPROVED BY HIS
EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, ON THE
9TH MAY, 1873.

(In No. 38,591.)

On a memorandum, dated 8th May, 1873, from the Hon. the Minister of Public Works, reporting that in the Session of Parliament held in 1868, the Senate passed an Address praying that copies of all documents and surveys relative to the construction of a Canal to connect the waters of the Gulf of St. Lawrence with those of the Bay of Fundy, might be procured from the Governments of Nova Scotia and New Brunswick, and submitted to the Minister of Public Works for report thereon.

That this information having been as far as possible collected, the whole was referred to the Chief Engineer of the Department, Mr. Page, who reviewed, in a comprehensive report, the various schemes that had been projected, and stated that further explorations and surveys were required before any opinion could be given on so important an undertaking.

That in July, 1870, the Chief Engineer, having been instructed to have such surveys and examinations made, he selected Mr. G. F. Baillairgé, an officer long connected with this Department, as a proper person for the discharge of this important duty, who, as soon as suitable arrangements could be made, proceeded to the place and completed the survey, &c., by the following June, when being ordered on other important services, it was only in April 1872, that his plans, reports, and other documents could be submitted.

That at this time, the Chief Engineer being very busy with other matters, it was considered advisable to invite Messrs. C. S. Gzowski and Samuel Keefer, who had already made a special report on the subject, under the authority of the late Canal Commission, to examine the said plans and documents, with a view to an early decision.

That these gentlemen have submitted several reports on the question, one of which is their General Report, dated February, 1873, in which they enter at considerable length into the subject, and recommend a canal, accessible only at half-tide from Cumberland Basin.

That the surveys of Mr. Baillairgé having been made for a canal accessible at all times of the tide, he was subsequently instructed to furnish an estimate of the cost of a half-tide canal, on one of the lines which he had surveyed.

That owing to the diversity of opinions that exists in regard to the different projects submitted, it is considered advisable that the whole subject, more particularly the half-tide projects, should be referred to, and reported upon by the Chief Engineer of his Department.

The Minister therefore recommends that all the documents be referred to the Chief Engineer, Mr. Page, in order that he may investigate the whole matter, and advise the Government as to the course best to adopt in regard thereto.

The Committee submits the above recommendation for Your Excellency's approval.

Certified.

(Signed,)

W. A. HIMSWORTH,

Clerk Executive Council.

To the Honorable,

The Minister of Public Works,

&c., &c., &c.

OTTAWA, May 10th, 1873,

(No. 19,415—Subject 22—Ref. 30,685.)

SIR,—In compliance with the terms of the accompanying copy of an Order in Council, dated 9th Instant, I have the honor to refer to you all the documents and surveys relative to the construction of a canal to connect the waters of the Gulf of St. Lawrence with those of the Bay of Fundy, in order that you may investigate the whole subject, (more particularly, the half-tide canal projects) and report advising the Government as to the course best to adopt in regard thereto.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

JOHN PAGE, Esq.,

*Chief Engineer, Department of Public Works,
Ottawa.*

REPORT
OF THE
CHIEF ENGINEER OF PUBLIC WORKS
ON THE
BAIE VERTE CANAL.

(In No. 38,591.)

OTTAWA, 10th December, 1873.

THE SECRETARY OF PUBLIC WORKS.

SIR,

I duly received your letter, No. 19,415, together with an order of the Honourable the Privy Council, dated 9th May, 1873 (copy prefixed), directing an investigation to be made relative to the different projects recently submitted for a canal between the Bay of Fundy and the Gulf of St. Lawrence.

In carrying out these instructions, it may be premised, that for the past 50 years a project of this kind has been at intervals before the public, and has resulted in several instrumental surveys being made, and numerous reports descriptive of the respective localities prepared.

These explorations appear to have been chiefly carried on at the instance of, or directly through, the Government of New Brunswick, who naturally retained the documents connected with them, and subsequently (1868) handed over as many of them as could be collected, to the Dominion Government.

All the plans and reports thus received were sent to me, with instructions to examine them, so as to advise the best course to adopt, in order to comply with the import of an address passed by the Senate and House of Commons on the subject.

In May following, I submitted a brief summary of these reports, together with such remarks in relation to them as circumstances seemed to warrant; it is not therefore

deemed necessary to refer again to them, further than to say that they had in view the construction of a canal of much less capacity than that now contemplated, and such as would be quite inadequate to the requirements of the present time.

On the whole, it was found that the documents did not contain sufficient information to enable a reliable opinion to be formed of a work of this extent, nature and importance; still it was clearly stated that a line between Cumberland Basin and Baie Verte was the most favorable route of any that could be selected for the purpose.

It is therefore recommended that authority be obtained to make such surveys and examinations of the isthmus, &c., as would enable the whole subject to be laid fully and clearly before the Government.

This was subsequently authorized, and in July, 1870, Mr. G. F. Baillairgé was detailed to the duty of conducting the surveys and examinations required, which fully occupied him until the early part of June, 1871.

In February of that year, Mr. Samuel Keefer, secretary to the Canal Commission, made a special report to that body "on the practicability of the Baie Verte Canal," making various suggestions on the subject, which, together with the estimated cost (\$3,250,000) of carrying them out on the scale recommended, are endorsed by Mr. C. S. Gzowski, one of the Canal Commissioners.

In April, 1872, Mr. Baillairgé submitted a carefully prepared map of all that section of the country between Cumberland Basin and Baie Verte, and for a width of fully 10 miles, shewing minute soundings of the harbors at both ends, accompanying which were profiles of six different survey or trial lines, and a report containing much valuable information relative to the tides, harbors, rivers and general nature of the country.

The principal features of the scheme recommended for adoption are to make the low water level of the canal about the height of the lowest neap tides in Cumberland Basin, or about 85 feet over datum*—bottom to be 69 feet over datum - and to make the high water level about two feet under ordinary spring tides, or 88 feet over datum, so as to leave a range of 3 feet for lockage purposes, &c., during neap tides.

This reserve, it is stated, should be as large as possible, but its height should be such as not to interfere permanently with the drainage of the marshes; if, however, the quantity thus retained be found insufficient, some of the rivers which empty into Cumberland Basin might be converted into reservoirs.

For a canal, accessible at all times of the tide, four locks are to be placed at the

* The assumed datum line of all levels marked on the map, shewn on the profiles, or referred to in the report, is 50 feet below ordinary low water of spring tides of the Bay of Fundy.

western terminus, three of them to have a lift of $40\frac{1}{2}$ feet, and one to be arranged so as to exclude the tide after the level reached the elevation of ordinary high water, or 88 feet over datum.

This summit level he proposes to extend either to a little above the post road bridge over the River Tidnish, a distance of $16\frac{3}{4}$ miles, or to about the full extent of the canal at Tidnish Head, where two locks, embracing a lift of about $22\frac{2}{3}$ feet, are to be built.

Thence outwards into Baie Verte, piers of cribwork are to be carried for such a distance as may be necessary for the protection of the channel after it has been dredged to a depth of 16 feet at low water. Piers at the western entrance are also to be built, and the channel made to a depth of 16 feet.

An estimate of quantities of excavation, pierwork, &c., required on each of the six lines described in the report is furnished, based upon forming a canal accessible to vessels of 15 feet draught at all times of the tide; but no estimate is given of the cost of carrying out the work on either line.

The Au-Lac, viâ Tidnish route, is recommended as the most favorable with respect to access at low water, elevation of the ground, water supply, and drainage of adjoining lands.

It is also stated that the terminus for a canal accessible to vessels of a like draught at about half-tide, can be located between Au-Lac Point and Sharp's Creek; but "the best entrance in such case would be between the outlet of the La Planche and Sharp's Creek."

The report of Mr. Baillairgé on his survey, together with the plans and other documents connected with it, were handed to me in the latter end of April 1872; but being at the time unable to give that attention to the matter which its importance demanded, the Minister invited Messrs Gzowski and Keefer to examine the plans, report, &c., and to favor the Government with their opinion on the subject.

These gentlemen at once complied, and after making some suggestions relative to the location, &c., prudently intimated that no decisive opinion could be given without a formal examination of the locality, and more time to consider the question.

In reply to a letter subsequently addressed to them on the subject, they informed the Minister that one of them was ready, if desired, to go over the ground to ascertain whether the best line had been selected.

In the latter end of August of that year, after an examination of the locality had been made by Mr. S. Keefer, they pointed out a number of objections to the line recommended, and directed attention to what was considered a more favorable and better route, a location survey of which they desired to have made under their own personal direction.

This having been authorized, the survey was made, plans prepared, and a general report on the subject, "with Mr. Gzowski's approval prefixed," was handed to the Minister in February last.

The latter document, together with others submitted since that time, contain elaborate descriptions of the design contemplated, the main features of which may be readily understood from the following synopsis:---

It is stated that there are great difficulties to be encountered in the construction of a canal through the isthmus; but that they can all be surmounted with care, skill, &c.

The entrance on Cumberland Basin is recommended to be at the mouth of the River La Planche, and from there the line continues straight to Fox's Point, thence trends to the Northward, and after passing in a winding course through Long Lake and certain swamps, it crosses, then follows in nearly the same direction the Little West branch of the Tidnish River.

Near the junction of this branch with the main river, the third lock is to be placed, and the water level below it raised five feet over high water in Baie Verte, by a dam at the mouth of the river.

From this lock downwards, the canal winds along either in the main channel of the river, or low ground adjoining it, to Tidnish Head, and by means of "a sea embankment," two-and-a-quarter miles long, is continued at the same level to the fourth or entrance lock, situated in the bay, at about 1,600 feet out from Weeks' Point.

This lock will have a lift varying from five to fifteen feet, and is to be connected with the shore by a water-tight embankment; and at the lower end, two parallel piers, 1,800 feet long, are to be built out to a depth of fifteen feet at low water.

At the Western entrance it is proposed to have two locks, both carried to the same height; the first, situated near the mouth of the La Planche, will have a varying lift from 0 to 12 feet, and the second, about 600 feet further inland, will be a guard lock, with gates facing both ways, and adapted to a lift of from 0 to 10 feet in either direction, and so as to keep out such spring tides as rise over ninety-two feet above the datum line.

It is recommended that arrangements should be made for the upper reach to have a variation of six feet—high water being assumed at ninety-two feet, and low water eighty-six feet over the datum line of Baillaigé's survey. The space between these heights in the prism of the canal, and certain adjoining lakes, is intended for the storage of water for the supply of navigation during periods of low tides.

This summit level is twelve-and-a-half miles long, and the reach between the third and fourth locks, $7\frac{7}{11}$ miles in length; the total distance between the respective outlet locks is $20\frac{1}{2}$ miles.

At the summit, 118 feet over datum, for a quarter of a mile in width, and a mile and a half in length, there is a spongy vegetable moss, from ten to fifteen feet in depth, under which was found from ten to fifteen feet of red clay, resting on red sandstone.

The bottom of the canal being seventy feet over datum, the solid excavation through the summit will be twenty-eight feet, besides twenty feet of moss; and the general depth of cutting through the marshes will be 22 feet.

Relative to the water supply, it is stated "the quantity that can be stored between the fluctuating surfaces of the upper reach, 6 feet deep, and $12\frac{1}{2}$ miles long, is 69,696,000 cubic feet; area of the adjoining lakes, 24,748,400 feet, which if all drawn down six feet to feed the canal, will afford a supply of 148,490,400 cubic feet; total, 218,186,400 cubic feet.

The water required for lockage, &c., daily, when the canal is worked to its full capacity, is estimated at 12,000,000 cubic feet, so that the storage capacity will be equal to the requirements of eighteen days.

When proceeding with the works, it is proposed first to excavate through the marsh lands on the summit level, a channel fifty-four feet wide at surface, eighteen feet wide at bottom, and eighteen feet deep, and to use the material to form an embankment along the sides. Gulleys of similar dimensions are to be cut through the moss at the water-shed to drain and dry it, so that it can be burned; when this has been done, and a channel cut through the earth and rock underneath, temporary road bridges put up, and a suitable outfit provided, the water is to be admitted into the cut, and allowed to take its course freely to Baie Verte.

This, it is stated, will have the effect of scouring out the channel in the most expeditious and economical manner. The floating bog to be cut into convenient patches, and floated out to sea.

The greater part of the material, it is said, will be thrown into the shallows in Baie Verte; but it is not likely to injure the fishing ground, "as the more valuable Shad fisheries of Cumberland Basin have a bottom precisely similar to that which this material will supply."

Carrying out the works as proposed, including land damages, superintendence, &c., is estimated to cost \$5,317,000.

The Contractor for the works to take the risk, and have the benefit of the scouring operations.

It has been deemed proper to submit the foregoing outline of matters relating to the projected canal from the time a survey was ordered by the Department, up to the

time when the documents were placed in my hands for examination and report. This course has been adopted in order to place in a comparatively short connected form the information embodied in papers, that from the nature of the subject are in some cases unavoidably long.

On carefully reading them over, and endeavoring to consider the different plans, charts, &c., it became evident that many of the questions involved, would be more readily and better understood by an examination of the locality, and especially of the routes that had been recommended for the canal.

To enable this to be done, it was thought best to have the salient points of the respective lines marked out on the ground.

On the La Planche and Tidnish line, recommended by Messrs. Keefer and Gzowski, this was done by Mr. David Stark, the gentleman who made the location survey under their direction. And Mr. G. F. Baillaigé marked out the Au-Lac and Tidnish route, recommended by him as the best of all the trial lines run at the time the general survey of the isthmus was made.

I met these gentlemen at the place, and went over the respective routes with them, getting such verbal explanations in each case as was of great assistance to me in acquiring a more general knowledge of the locality in a much shorter time than could otherwise have been done.

In the course of this visit, whenever it was found or considered necessary that other or closer examinations were required, they were at once ordered, and for the most part have since been made.

The information thus obtained, and collected from all other known available sources, together with that conveyed in previous reports, will, it is believed, enable the engineering part of the subject to be placed fairly and fully before the Department.

It would, however, have been desirable to be able to state in a general report on a matter of this kind the extent and nature of the trade likely to be benefitted by the projected works; but although efforts have been made in various ways to get the information necessary to enable this to be done, very little success, so far, has been attained.

This may have arisen, either from not knowing the proper authorities to apply to, or

from that part of the matter not having as yet assumed such a definite shape as would warrant other than a general opinion to be given in relation to it, even by those who, in other respects, have duly considered the subject.

It may at once be stated that the construction of a navigable channel between the Bay of Fundy and the Gulf of St. Lawrence, on any line that can be selected, will be an undertaking attended with unusual difficulty, not only from the nature of the work to be done, but from the great difference in the elevation of the respective tides.

In Cumberland Basin, the tides rise from 35 to 46 feet over ordinary low water line; those at the head of Baie Verte range from 5 to 9 feet. At times the water in Cumberland Basin is fully $18\frac{1}{2}$ feet over that in Baie Verte; whilst at ebb-tide the water in Baie Verte is fully $19\frac{1}{2}$ feet higher than that in Cumberland Basin.

The tide waters of the respective bays approach to within $6\frac{3}{4}$ miles of each other, and the dividing ridge at the lowest place is only 9 feet higher than a tide observed on the 25th October, 1870, and only 5 feet over the *Saxby* tide of October, 1869.

The surface of this ridge is of a soft marshy nature, under which there is for the most part clay resting on red sandstone.

The waters of Baie Verte are at all times clear and transparent, except during heavy gales from the eastward, when sand at times is washed inwards, so that the water is now at some places represented to be of less depth than it was 30 years ago.

The waters of the Bay of Fundy are at all times heavily loaded with dark brown mud and sand, especially during the first half of the tide, but as the water continues to rise the quantity of mud held in suspension diminishes; nevertheless, even the surface water of ordinary tides carries with it sufficient sediment to form the extensive and productive marshes found at numerous places along the shores and head of the Bay.

The channel through that part of the Bay of Fundy known as Cumberland Basin, is described as being about one mile and a half wide, with a depth varying from 30 to 14 feet at low water, up to Barnes' Reef, or to half a mile below the upper end of Woody Point; and through this reef, Mr. Baillairgé in August last, found a channel 900 feet wide, and of sufficient depth at extreme low water to admit of a vessel drawing 15 feet to pass. (See his report appended.)

From Barnes' Reef to the mouth of the River Au-Lac, a distance of about 3 miles, the channel has a depth of from 30 to 15 feet, and the course is north-easterly. Thence,

upward to the mouth of the River La Planche, a course S. by E. half E. ; the distance is nearly $3\frac{1}{2}$ miles, and the depth diminishes to almost nothing at extreme low water, which is about $2\frac{1}{2}$ feet lower than ordinary low tides.

The course of prevailing winds on the Bay of Fundy is from the S.W. to W. S. W.—thus, a vessel with a fair wind up the Bay to near the mouth of the River Au-Lac, would there have to take a course within a few points of the wind, in order to reach the mouth of the River La Planche, and that too in a comparatively narrow channel, with dangerous patches of rocks and stumps at several places on the lee shore, and, it is said, quicksands at many places on the other side.

The objects proposed to be gained by the construction of the contemplated canal being to avoid the dangers of sailing round the Atlantic coast of Nova Scotia, and the shortening of the sea voyage to places situated in the Bay of Fundy, &c., &c., it is natural to suppose that an entrance easy of access and approach would have been selected, unless some formidable barrier in the way of its construction or cost was likely to be encountered.

Instead, however, of this being the case, Messrs. Keefer and Gzowski, the gentlemen entrusted with the first location survey, advise the Bay of Fundy terminus to be at the mouth of the River La Planche—a place, it is to be feared, that has little to recommend it as an entrance to a line of general navigation at any stage of the tide.

This will be evident by a glance at the Chart of the Bay and observing the position of the river, and channel to it, when no one willing to be convinced, can fail to foresee the difficulty that must be experienced by a sailing vessel in reaching the outlet of the River La Planche during south-westerly winds, which are said to prevail in that section nearly as steadily as trade winds, except during the summer months, when they become more southerly.

Adverse winds blowing across the channel, dangers near the shore, and fogs, are some of the perplexing difficulties certain to be experienced in making or leaving the proposed entrance. These facts, there is good reason to believe, are practically known to many who have had occasion to navigate that part of the coast.

Between Cumberland Creek and the mouth of the Missiguash, the stumps and roots of an underground forest extend for half a mile along the beach, for a width of fully 100 feet, adjoining which, for at least a like distance, and a width of 400 feet, the beach is

thickly studded with stones ; some are of large dimensions, and stand considerably over the surface. The elevation of the ground, in which the stumps are firmly rooted, is from 8 to 18 feet over the bottom of a half-tide canal, and many of the rocks also stand considerably over that line, so that in its present condition this would be a most dangerous place for vessels either leaving or making for a navigable channel on the north shore of the bay.

Between the outlets of the rivers Missiguash and La Planche there is also an underground forest for a distance of 1,900 feet along the beach, and a width of 200 feet ; and for a still greater distance the adjoining lower part of the beach is covered with large masses of stone for a width of from 600 to 1,000 feet.

Borings were made at several places in this vicinity, which indicated rock in position at the depth of 3 feet above the bottom assumed by Mr. Keefer for a half-tide canal terminus.

Cumberland Basin from Black Point to the mouths of the rivers La Planche and Au-Lac is of a triangular shape, the sides of which are about 7, 6 and $3\frac{1}{2}$ miles respectively, containing an area of about ten square miles ; the channel previously described is on the north and easterly sides of it, and Minudie Flats occupy all other parts of it, or $6\frac{1}{2}$ square miles.

The northern part of the Flats for an area of $1\frac{1}{4}$ square miles, stands for a height of from $1\frac{1}{2}$ to $7\frac{1}{2}$ feet over low water line, and the other parts containing an area of $5\frac{1}{4}$ square miles, is from $7\frac{1}{2}$ to $25\frac{1}{2}$ feet over low water.

It will thus be evident that Minudie Point could afford little or no shelter whatever to works, or to the entrance of a canal situated at the mouth of the La Planche at any time between half-tide and high water.

None of these impediments to navigation, or to the works connected with the construction of a canal, are mentioned by Mr. Keefer in any of the numerous reports sent in by him between May, 1872 and May, 1873.

It is, therefore, only fair to conclude that he did not know of their existence, rather than that he knew and failed to communicate the information, especially as it is mentioned in the specification submitted by him, that berths for the crib-work of the pier (stated in his general report to be 2,500 feet long) are to be dredged out uniformly to the level of 54 feet, and close ranges of piles are represented on his plan to be driven 18 feet into the bottom, which, on the shoal that extends out on the north side of the river, is rock at the level of 57 feet over datum.

BAIE VERTE.

The terminal works recommended by Mr. Keefer for this outlet of the canal, as already stated, are chiefly "a sea embankment" $2\frac{1}{4}$ miles long, inside of which the water level is to be maintained at 5 feet above the surface of the spring tides—the construction of a lift lock 1,600 feet out in the bay, and connecting it with the shore by a bank, and building two parallel entrance piers 1,800 feet long.

This "sea embankment" it is stated in the specification submitted, is to be formed of material excavated from the prism of that part of the canal across Tidnish point; but the rock and boulder stone "found in this excavation, are to be reserved for filling the "cribs along this embankment, and for the rip-rap protection of the outer slope."

These banks are to be carried up to 4 feet over canal surface, and a puddle bank (not shewn on plans) is described to be carried up in the middle part of them.

Their outer slopes are to be protected by crib-work from 10 to 15 feet in width, filled with stone, and raised to high water in the Bay, over which a heavy rip-rap wall is to be formed.

"The site of the lock is to be enclosed by a suitable coffer-dam sufficiently large to "embrace the whole of the lock, including its wings, with proper allowance for slopes, and "high enough to be safe from inundation by the highest tides, and strongest prevailing "winds on this coast."

For the carrying out of this plan, the aggregate length of crib-work required will be about 18,000 feet, and the immediate entrance will be in a depth of 15 feet at low water, or within 400 feet of the length stated in Mr. Baillaigé's rough estimate of pier-work as required, if carried to a depth of 16 feet at extreme low water; and which it may be observed was designated as "excessively lengthy and expensive."

On considering this part of the *scheme* there is reason to believe:—

- 1st. That the cost of the proposed works has been much under-estimated.
- 2nd. That to carry them out effectually in the manner intimated would be nearly, if not altogether, impracticable.
- 3rd. That even if they were executed, there is reason to fear they would not long continue to answer the purpose contemplated.

Relative to the estimated cost of carrying out the works at the Baie Verte terminus, it may be said that the crib-work for the protection of the banks alone would at the lowest rates of any work of a like kind that has been done under this Department for the past ten years, and that under the most favorable circumstances, amount to nearly, if not altogether as much as Mr. Keefer has estimated for the entire work connected with the so called "sea embankment."

In this connection, it may be observed, that the entrance piers proposed at the Baie Verte and Bay of Fundy would cost fully 33 per cent. more than his estimate. Moreover the outlet locks at the Baie Verte and Bay of Fundy alone, would, together with coffer-dams, &c., &c., cost at least two-thirds of the entire sum estimated by Mr. Keefer for the whole of the locks.

2nd. It is well known that a properly made earth bank of sufficient dimensions, either with or without a puddle wall longitudinally through it, when resting on a good foundation is quite likely to be tight under a moderate head of water. To form such a bank in a tide-way would, however, in all probability be attended with a much greater degree of uncertainty than might be supposed from a cursory view of the matter, or any theoretical deductions from ordinary bank formation.

A moderate wind acting on water otherwise smooth would raise a surf less or more destructive to a bank of loose clay or earth; a little more force would act on hard material, and in time, even rock yields to the cutting effects of waves.

In making a bank at even a moderate distance out in a river, or any sheet of water, little progress can be made during a high wind from any direction within 45 degrees on either side of the point towards which the bank bears.

If such wastage takes place in ordinary cases, there is every probability that it would be experienced to a much greater degree in a tide-way.

The materials for this bank being intended to be taken from Tidnish Point, its formation must be commenced near that shore, and extend outwards in a direction that unavoidably would leave its outer end open to the attacks of the sea during construction.

It would at the same time be in a constant current acting either inwards or outwards at heights corresponding to the rise and fall of the tides, and its outer end would be exposed to the full action of the sea raised by easterly storms, that sweep all but directly into the Bay.

These various causes operating against its formation and stability, it is to be feared could not be guarded against, at anything like a moderate expense, as any protection put in immediately at its outer end that could not be wholly and readily removed would be certain to prevent its answering the purposes contemplated.

The bottom of the Bay along the line of the proposed extension being sand and gravel, at some places of considerable depth, it would have of course to be removed down to a surface that would admit of the bank forming with it a water-tight connection.

But as this clearing of the seat would be almost certain to be again filled up by the action of every incoming tide, it could only be kept a very short distance in advance of the other work; and any attempt to form the bank, or any part of it, without the bottom being cleared, would doubtless prove a complete failure.

In short, the great uncertainty and difficulties connected with making a suitable bank capable of withstanding a pressure of 15 feet head of water, as it would be subjected to, at spring tides, leads, in my opinion, to the conclusion, that to be successful in effecting the object in the manner, position, and to the extent proposed, would be all but, if not altogether, impracticable.

3rd. Admitting that the works at Baie Verte were carried out as recommended by Mr. Keefer, it seems questionable whether they would remain in good condition sufficiently long for navigation to derive much benefit from them.

It appears that the highest water observed during the time of Mr. Baillaigé's survey was 77.37 feet over the assumed datum, but in August of the present year it rose to 79 feet over the same line; these heights, it may be stated, were taken at a place beyond the influence of the waves. It may also be mentioned, that at the breaking up of winter in 1872, it is said that large masses of ice were driven on to the banks, in the cove immediately above Weeks' Point, which are from 7 to 10 feet above the highest spring tides. At the time above alluded to (August last), high water was within 7 feet of the top line of the proposed "sea embankment," and heavy rolling waves were driven up the Bay, of a height and with such force as to leave no doubt whatever that an earth embankment must have yielded to their cutting effect.

It is not improbable that the waves would have passed over the banks to such an extent, as to raise the level inside, and that this, together with the wearing away of their top, must soon have resulted in their destruction.

Were even a small breach to take place at any time in one of the banks, whether caused by the sea, or defect in the bank itself, there would, doubtless, be great difficulty in stopping it, if it could be done at all, under a head of water varying from 5 to 15 feet in height.

An occurrence of this kind might result from various causes, such as the following:—the bottom, at places, might by mistake or otherwise, not have been properly cleared, or during the progress of the works the sea might have carried gravel or sand on to the end of the bank, that inadvertently might not have been removed—unsuitable material might, at places, be put in the bank itself—stone might have been put on the top for its protection, and afterwards a settlement occur at that place, until the stone were under the water surface, although the top by raising may have been kept at the regular height.

The great risk and outlay inevitably connected with the construction of a lock so far out in the Bay, irrespective of the question of future maintenance, give the impression that dangers have been invited, and unestimated expense recommended, that might, with advantage to the undertaking, have been avoided.

In short, the all but certainty of failure to make water-tight banks in the manner proposed, in a sea-way, and the risks connected with them, even if they were made, leads to the conclusion, that it would not be judicious to entertain a project so unlikely to be attended with success, and to which there are so many practical objections.

The foregoing matters relative to the entrances recommended by Messrs. Keefer and Gzowski, having been brought under notice, it is now proposed to draw attention to their location line between these points.

On the 27th August, 1872, Mr. Keefer reports that he had made an examination, alone, of the isthmus between the Gulf of St. Lawrence and the Bay of Fundy, as his "colleague, Mr. Gzowski, was unable to attend."

On this occasion he had a map of the survey previously authorized by the Department of Public Works, and other documents connected with the projected canal.

He remarks that from Fort Cumberland and Fort Lawrence ridges, an "Engineer has a good opportunity, even without the advantage of a survey, of forming his judgment as to the proper location for the canal," and then arrives at the conclusion that the line recommended by Mr. Baillairgé is not the one nature has pointed out.

He therefore advised a location survey to be made of the La Planche and Tidnish line *vid* Long Lake and the Black Ash Swamp, &c.

This having been agreed to, in carrying it out, a spongy mass of vegetable growth "entirely free from any mixture of sand or soil," was discovered at the summit, to take advantage of which the line was carried more to the eastward than was at first intended.

It may be here stated that the fact of finding a mossy plain near the water-shed does not appear in the light of a discovery to any of the gentlemen engaged on the first survey, as they state that several were crossed by the trial lines then run.

The surface of the moss referred to, however, is, as already stated, 48 feet over the intended bottom of the canal, from 13 to 18 feet of which is said to be rock, and from 10 to 15 feet clay, the upper part being moss.

Through the marshes the general depth of cutting will be about 22 feet.

	Cubic yards.
Total quantity of earth excavation on the located line	
will be	9,160,000
Rock excavation	440,000
Moss (most of which can be removed by draining and burning)	1,090,000

A location line is generally understood to be one that has been decided upon, marked out on the ground, represented on the plan, and relative to which such details have been obtained as enable correct information to be supplied for both present and future reference.

How many of these characteristics are applicable to the line in question may be inferred from the following quotation :—

In a report dated 12th April, 1873 (see Appendix), Mr. Baillairgé states that on the location plan submitted by Mr. Keefer, the River La Planche, as shewn, "is from 3,000 to 5,000 feet out of its true position at several points; La Planche Lake is represented on the north instead of the south side of the river; the River Tidnish and its tributaries are also incorrectly indicated; Tidnish Head, although a short distance from

“the location line, is placed 1,000 feet too far north into the waters of Baie Verte. Similar inaccuracies occur with respect to the roads, and the relative situation of the high and low land.”

“The discrepancies are so great and so numerous that it is a question how far the profile on which the La Planche and Tidnish location line calculations are based can be relied on.”

This gentleman, after having made a further examination of the respective places, repeats these statements in a recent report, in which other remarks of a like nature are also given. (See Appendix.)

The estimate of excavation above quoted having been examined in detail by Mr. Baillaigé, he points out conclusively that considerable omissions have been made in the calculations, a few of which may be stated in order to convey some idea of their extent.

1st. The estimate does not include any dredging at either of the entrances.

2nd. No provision has been made in the estimate for back ditches, or other means of draining the lands adjoining the canal.

3rd. The estimate does not embrace any quantities or sum for the mucking and clearing the seats of the banks, nor has any provision been made for getting rid of the floating bogs, other than that they may be cut up “into convenient patches and floated out to sea.”

4th. No provision is made for slope walls along the sides of the canal, which on the summit-reach would require to be not less than 10 feet high in order to adapt them to a variable level of six feet as proposed; and on the reach between the third and fourth locks they would require to be at least four feet high; this will be evident, as it is stated that “when the canal is in full operation it will always be necessary to have the modern appliances of steam tugs at each end, and others in the reaches for towing.”

Other omissions might be enumerated, but as these alone would cost at least *four hundred and fifty thousand dollars*, it will be evident that no fair comparison can be made between any such so-called estimate and one that would give a nearly correct statement of the work to be done.

In short, to get a fair idea of the approximate cost of carrying out the work described in Mr. Keefer's report and specification, some of the items should be more than doubled, others have 15 per cent. added, or the whole should be increased an average of 25 per cent., viz. :—

The estimate of Messrs. Keefer and Gzowski of the 18th	
February, 1873, is.....	\$5,317,000
Add 25 per cent. for under value placed on works, &c. . .	1,329,250
For omissions	450,000
	<hr/>
	\$7,096,250
	<hr/>
Probable actual cost of work, say.....	\$7,100,000

In reference to "the method of proceeding with the work," it is proposed "to remove the principal part of the earthwork—it is impossible to say how much—by means of the tidal power of the Bay of Fundy."

First, a gullet is to be cut in the "axis of the canal," and the material used to form banks to serve as dykes to isolate the canal from the adjacent lands. One or more gullets "are to be cut through the moss at the summit to drain it and dry it up, so that it can be burned." Afterwards a channel is to be cut through the earth and rock at this place—certain bridges and other works constructed—an outfit, &c, provided; then, "the water of Cumberland Basin may be admitted into it (the channel) and allowed to take its course freely to Baie Verte."

The current is to be trained, guided and other arrangements made so as to scour out the canal to the proper depth and dimensions.

This scheme looks very much like one that originated with Captain H. O. Crawley in 1843, whose report, Mr. Keefer states, was in his hands when he made that reconnaissance from Fort Cumberland and Fort Lawrence ridges before mentioned.

In the report above alluded to, Captain Crawley, after discussing numerous questions connected with the subject of a channel of communication between the Bay of Fundy and the Gulf of St. Lawrence, remarks: "it may be worth while to consider what would be the effect of cutting a channel from water to water, leaving it to the waters themselves to complete the communication to render it navigable."

But in a subsequent letter, after describing the probable effects which the currents would have on the marshes and banks adjoining, and even on the channel itself, Captain Crawley states, "these circumstances, deduced from theory, appear to me to render it doubtful after all if a channel as proposed would be easily navigable; at all events so much uncertainty appears to exist, that the project would be very hazardous, &c., &c.; that it is not desirable to prosecute the enquiry further."

The abandonment of the scheme, however, scarcely leaves it open for another person thirty years afterwards to claim its paternity, even although all benefits arising from it are freely offered to the contractor, on his assuming all the risk and expenses connected with carrying it out.

It is, however, much to be regretted that the unusual degree of penetration which can foresee the ultimate success of a scheme carried out in this manner, and even indicate the places where, the material washed out, will be deposited by the sea, its suitability for certain fisheries, &c., should not also be able to fix with some degree of accuracy the quantity that would be removed, and the length of time that the operations would occupy.

The means of furnishing the supply of water for the proposed La Planche and Weeks' Point line of canal is to be obtained from two sources—first, from the high water of the Bay of Fundy; secondly, from the fresh water lakes at the sources of the La Planche.

Between low and high-water level of the canal, there will be a range of six feet, intended to form the storage for the water to be used for navigation, which for the twelve and a half miles of the summit level, is estimated at 69,696,000 cubic feet.

The area of Round Lake, Long Lake, and other smaller lakes, is 24,748,400 square feet, which if drawn down six feet, = 148,490,400 ,, ,,

Total 218,186,400 cubic feet.

The above estimate assumes that the lakes can be drawn down six feet, or to the level of eighty-six feet over datum; but, from Mr. Baillairgé's report, it appears that the average elevation of the bottom of these lakes is at least 88 feet. This being the case, there would only be 168,000,000 instead of 218,186,400 cubic feet of water in reserve, when the level is at ninety-two feet over datum.

It will readily be admitted that a canal on which the levels are maintained at an uniform height, will be likely to meet the requirements of navigation to better advantage than one on which the reaches are subject to frequent variation.

In the first, there would be little or no perceptible current, and the surf raised by vessels in passing through, would act generally about the same line, thus admitting of the banks being protected by the least height of walling.

But when the supply is furnished at distant intervals, there must be a considerable range in the water levels, consequently strong currents will be met with at times, and to meet the case a greater height of protection walling must be built.

When the supply is intermittent, the more frequent it can be furnished, the less will be the current, and the range between high and low-water surfaces will also be of the least extent. It therefore seems natural, as the waters of the Bay of Fundy have to be used to feed the canal, that levels should be adopted that would allow the supply to be introduced as often as the tidal fluctuations would admit.

Instead, however, of this being the case, Messrs. Keefer and Gzowski select for the low-water level a height to which the tides for part of the time barely rise, and such as, for long continuous portions of the time, would admit little or no supply, while for the high-water level, an elevation has been adopted that could only, when at its height, be at rare intervals supplied by the tide.

It may at once be stated that a daily record of the rise and fall of the tides in Cumberland Basin was kept from the 13th August to the last day of December, 1870,

and during that, time there were between the 13th and 31st August, four days ; in September, two days ; in October, three days ; in November one day ; and none in December, that the tides did not rise to eighty-six feet.

Between the 13th and 31st August there were ten days ; in September, fourteen days ; in October, sixteen days ; in November, twenty days ; and in December, twenty-two days, that the tides did not rise to over $88\frac{1}{2}$ feet.

Between the 13th and 31st August there were fifteen days ; in September, twenty-three days ; in October, twenty-five days ; in November, twenty-three days ; in December, twenty-five days, that the tides did not rise to over $90\frac{1}{2}$ feet (height of springs, full moon)

The new moon spring tides in August, 1870, rose for three days to from 92 to $92\frac{1}{2}$ feet, and in each of the following four months they were for five days from 92 to $94\frac{1}{2}$ feet above datum.*

It will be evident that tides that rise to 86 feet only, could have no influence on a canal, the low-water level of which is at the same elevation. In fact, unless the tide rises from eighteen inches to two feet over the surface line of the canal, it cannot within the comparatively short period of its rising, slack water, &c., produce much effect on the reach.

The same remarks apply to any level to which the water may have fallen, or be at, below the assumed high-water line.

For the months of June, July, and August, there is reason to believe that the spring tides seldom rise as high as at other times ; in August, 1870, there was only one day that the tide rose to 92.5 feet. This being the case, it is barely possible that for once in each of these months the water of the summit level might reach a height of ninety feet over datum, by admitting as much as could flow through the prism of the canal, and allowing none to escape ; but there is no reason whatever to believe that it could be raised higher than ninety feet, although questionable whether it could reach that height.

If this be correct, it will be evident that a further reduction must be made in the storage capacity of the lakes, and also of the canal.

In reality, the 168,000,000 cubic feet previously mentioned would, during the summer months, be reduced to 95,000,000 cubic feet, or barely eight days' supply at the estimated quantity of water required daily for the efficient working of the canal.

It may be said that the water can be introduced at a lower level at such times ; this could of course be done, provided the tides rise higher than the surface of the canal ; but it should be borne in mind that this can only be the case on the rising tides after neaps, as the water in the canal would in all probability be as high as the range of the falling tides after springs.

* On the 25th October, 1870, an exceptionally high tide of 96 feet was observed ; and on the 5th October, 1869, the "Saxby tide" rose to 100 feet over datum.

In the face of these facts, it is strange to find the deliberate statement that "the volume of water in the canal and lakes between + 86 and + 92 on the summit level, will be sufficient to keep the canal in full operation with 110 lockages a day, for no less than eighteen days, without any addition from other sources. But the spring tides which occur about every fourteen days will be sure to render the supply continuous."—And a few paragraphs further on, it is stated, in relation to the high-water level of ninety-two feet, that "it must be observed that there would be no means left of draining and improving the lands at the head of these marshes. By keeping the bottom down to + 70, and reducing the level of the lakes to + 90, sufficient drainage will be afforded for this object; or they may be reduced to a still lower level with better effect," &c.

In fact, first claiming for the scheme a supply sufficient for 18 days, and immediately afterwards admitting the necessity of reducing it one-third. In short, the supply is represented to be one-third more than it is admitted the drainage of the lands in the vicinity would allow, and $2\frac{1}{4}$ times greater than it could possibly be at any time (except it might be when navigation first opened in the spring), and that, too, without having made any provision whatever for the protection of the banks to meet such a variation of level as it would involve.

In reference to the waters of Cumberland Basin, it is stated that while low water is exceedingly muddy "the high water is generally pretty clear, and quite as admissible for canal purposes, as that taken from the Grand River to feed the Welland Canal. No exception can therefore be taken to the admission of any tide water above the low-water level of the summit."

This comparison is rather unfortunate, inasmuch as the Grand River water at Dunnville, is as clear as any river water in the Dominion, except the St. Lawrence; in fact it could scarcely be otherwise, as the large area above the dam forms a settling pond, where the water remains in a great measure stationary for a considerable length of time. At many places along the feeder it is used for culinary purposes, but in passing through the canal, which has a descent of fully 330 feet, the currents, action of winds, cutting effects of the waves raised by steam vessels, &c., together with the dredging operations that have for many years been in progress, render it quite turbid and muddy before reaching the foot of the mountain range of locks. In short, it enters the canal moderately clear but becomes extremely muddy before leaving it.

There is no doubt whatever that the waters of Cumberland Basin are generally clearer when at or near their full height than at other stages of the rising tide; still the direction and force of the wind, at the time, affect the purity of the water to a smaller or greater extent.

In calm weather, the water carries with it less earthy matter than in rough weather, when the sea, stirred up by high winds, washes the shore and banks with such cutting effects as rapidly wear them away.

But the high water, although less muddy than the first half of the tide, is nevertheless that which supplies the deposit that eventually forms marsh lands such as can be rendered highly productive by dyking and draining.

Dr. Dawson, in his "Acadian Geology" states:—"The rising tide sweeps away the fine material from every exposed bank and cliff, and becomes loaded with mud and fine sand, which, as it stagnates at high water, it deposits in a thin layer on the surface of the flats, &c., &c."

"The falling tide has little effect on these deposits, and hence the gradual growth of the flats, until they reach such a height that they can be overflowed only by the high spring tides. They then become natural or salt marsh covered with coarse grasses, &c., &c."

This having been the case in the past, there seems no reason to believe that, so long as the same condition of things continues to exist, it will be otherwise in the future.

If the water of the Bay of Fundy is let directly into the canal, and thence passes into the series of shoal lakes represented as suitable to form storage for the canal supply, there is good reason to believe that the lakes would in time be, as other low places have been, converted into marsh lands.

This, together with the certainty of not being able to maintain anything like the high-water level proposed, and the fact of the bottom of the lakes being at least two feet higher than the line on which the water calculations are based, clearly points out the undesirableness of adopting a scheme based on a theory that bears so little investigation.

The La Planche, Tidnish and Weeks' Point line, together with the arrangements connected with it, as recommended by Messrs. Keefer and Gzowski, being liable to so many positive objections that could, in no perceptible way, be neutralized by any future practical advantages, while none of the trial lines previously run seemed to indicate a route that could be looked upon as coming within the range of a reasonable outlay, it was therefore considered desirable, as already stated, that a further examination should be made, and that Mr. Baillairgé, from his knowledge of the locality, and who was then in the vicinity, should be entrusted with that duty.

He was requested to search for the lowest point of the water-shed that could be approached, and left by a line on which there would be the least depth and extent of rock cutting; and also to run such lines of levels as would enable it to be fully determined whether it would be better to continue the summit level on to near Baie Verte, or descend by a lock, on reaching the valley of the Tidnish River.

In order to obtain further information relative to a line leading towards the eastern entrance, he was directed to explore that part of the country more fully, especially a ravine that seemed to extend from a point about half a mile below Doyle's Mill on the Tidnish, to within half a mile of Weeks' Point, as a line in this direction appeared quite favorable at both ends; but towards the middle it was so closely wooded that no opinion could be given in relation to it, other than that, if the elevation was suitable, the line would not be open to the objections of the one that had been proposed along the shore of the bay.

It was, however, subsequently found that, where this line passes through, or in the vicinity of Squire Thompson's property to the valley of Oxley's Mill brook, the ground was even higher than the low part of the dividing ridge between the Bay of Fundy and Baie Verte. This fact proved conclusively that it was unnecessary to proceed further with the examination of this part of the country.

The general map of the survey previously made shewing clearly the contour and elevation of the high and low lands, it was only necessary to direct attention to those places where more minute information was required, or a change of the line desirable to avoid rock or other heavy cutting.

This enabled a thorough examination to be made in a short time at those places, the result of which has been the obtaining of a more favorable route, the highest ground on which does not exceed $105\frac{1}{2}$ feet over the datum line already mentioned, and with comparatively little rock excavation on it at any place.

The arrangements best suited to the circumstances, it is believed, will be to make the high-water line of the canal 88 feet, and the low-water line 85 feet over datum—to place detached locks in connection with Cumberland Basin, and two locks, also detached, at Baie Verte, and to continue the summit level the whole distance between these points.

In a preceding part of this report, an attempt has been made to describe the position of the channel and flats in Cumberland Basin, and the difficulties as well as dangers that a vessel would be certain to encounter in passing much to the eastward of the Au-Lac River during south-westerly winds, which, on this coast, prevail for a great portion of the season of navigation.

It may further be stated that a sailing vessel in the upper part of this bay can scarcely, at any time, make headway against the tide, whether ebbing or flowing, except with a strong favorable breeze—the current in the channel on the north side of the basin being from four to five knots an hour, and through which all vessels, bound upwards must pass.

There are no natural harbors in this vicinity, and few, if any, at other places on the upper part of the Bay of Fundy, consequently, at the turn of the tide, vessels come to anchor, if possible; but in certain winds, from the nature of the coast, no safe or sheltered anchorage can be found, they are therefore obliged to lie aground on the beach or mud-banks until a favorable opportunity occurs for proceeding towards their destination.

There being in reality no place that possesses any very striking advantages to recommend it for an entrance to a canal, either in the way of access, accommodation, or facilities of construction, the choice should of course be made of the place that is the least objectionable.

For this purpose there are three places, near the north angle of the basin, deserving of consideration, viz. :—

- 1st. Inside of the mouth of the River Tintamarre.
- 2nd. At or near what is known in the locality as Cumberland Creek.
- 3rd. On the southerly side of Au-Lac Point.

It may be at once stated, that no matter where an entrance is made on Cumberland Basin, sailing vessels downward bound could not reasonably be expected to leave the canal earlier than within an hour of full tide, nor upward bound vessels reach the entrance over an hour after the tide has begun to ebb. Vessels provided with steam power, or those using tugs, could of course enter or leave the canal at any time when the height of the tide admitted.

In reference to the place *first* mentioned, it may be said that the lower part of the Tintamarre has a direction nearly north-east, and the current in it, is at times fully six miles an hour; the channel is about 450 feet wide at bottom; the banks have considerable slope, and are not less than 38 feet high over low-water line.

By removing part of the slopes, the bottom might be made 750 feet, and the surface level 850 feet wide at half-tide; but although widening would give more space, all that could be done in that way, could have no perceptible influence on the current. When the tide is ebbing, a strong south-west wind raises a heavy sea in this channel, such that a vessel from either direction would experience considerable difficulty in passing through. The current of the outgoing tide is stronger than when it is rising; the difference is, however, so little, that it is quite probable the only line of entrance to a canal that could be adopted in such a case would be nearly at right angles to the channel. In leaving, as well as entering it, vessels would have to veer round until they were all but broadside on to the current, an operation it is to be feared that, under the circumstances, would be both difficult, uncertain, and extremely hazardous.

Taking all these matters into full consideration, must, it is believed, lead to the conclusion that it would be injudicious to select a place so situated for the entrance to a canal.

2nd. Immediately at and above Cumberland Creek the shoal already referred to as covered with rocks, &c., extends for a considerable distance along and out from the shore, so that even a cursory examination of the locality clearly shows that there is no place in this vicinity at all suitable for the entrance to a canal.

From this creek towards Au-Lac Point the shore line is nearly straight, and the beach generally has less inclination than elsewhere. At a place about the middle of this stretch the low-water line is nearer to the shore than it can be found anywhere else on the easterly side of the basin. At this place, about 700 feet out from ordinary high-water mark, an elevation suited to the assumed bottom line for a half-tide canal, or 54 feet over datum, can be obtained.

The shore has a direction nearly parallel to the current when the tide is making or ebbing, and winds from the south-west are all but at right angles to it; still it may be said that the entrance to a canal might be placed at such an angle to the shore that the currents would interfere as little as possible with the ingress or egress of vessels. This, it is true, could be attempted, but there is reason to fear with no greater prospect of success than there would be on any other straight coast on which the prevailing winds blow directly, and where the channel is comparatively narrow and the current from opposite directions alternately strong.

3rd. At Au-Lac Point, from the line of ordinary high-water, outwards, the bottom has a descent from the surface of the marsh to 71 feet over datum in the first 500 feet; for the next 300 feet the inclination is only five feet, and 400 feet further, or 1,200 feet from the shore, the bottom elevation is 54 feet, or at the height assumed for a half-tide navigation. At this place an entrance to a canal could be made in a direction W. by S. $\frac{1}{2}$ W., or nearly in line of the deep-water channel through the bay below, and fully three-and-half points to the westward of the course of south-west winds. Here the volume of water at the rising tide is divided into two parts; one takes a north-east direction up the River Tintamarre, and the other a southerly course towards Sharp's Creek, Rivers Hebert, Macan, &c.

On the ebbing tide they again unite at or near the place where they separated, but the points of convergence as well as those of divergence are constantly changing with the fall and rise of the tides; nevertheless, there is invariably an eddy or large area of comparatively smooth water between the respective places and the shore, such as would enable vessels to enter at any time that the bay below could be navigated, and when the height of the water permitted.

It has been, nevertheless, stated that an entrance in such a position "would expose the lock gates to the direct assault of the sea and the full force of south-west winds," &c., &c., but as the line would be nearly east, and the range of the lock gates north-east, it will be evident that the circumstances are not as represented in the above quotation, apart from the result certain to be produced by the alternate meeting and separation of the waters of the two channels

In short, any wind that would interfere with a vessel entering or leaving a canal so situated, would render it extremely hazardous, if not impossible, to proceed higher up, or towards the mouth of the River La Planche at any stage of the tide.

In the low water anchorage above Woody Point, known as the "Sackville anchorage," there is good holding ground, which vessels were frequently observed to take advantage of, when the survey was in progress.

Au-Lac Point has the advantage of being near this anchorage—is accessible in any wind that will carry a vessel up the bay, and could be left in any wind that a vessel might safely venture downwards. There are no foul or dangerous rock-covered banks in the vicinity; and in other respects there is probably no place on Cumberland Basin that has more advantages and fewer objectionable features than the southerly side of Au-Lac Point, for the western terminus of the contemplated canal.

To form an entrance at this place it is proposed to construct two parallel piers 250 feet apart, the northern one of which will be about 1,100 feet long, and that on the south side 1,500 feet long—the channel to be excavated to the level of 54 feet over the datum line, and the seat for the piers made one foot lower.

From the end of the piers inwards, the channel, for a distance of 1,850 feet, will sweep round until it has a south-easterly direction at about 950 feet below the end of the first lock, whence it is to be continued on a line nearly parallel to the shore. The sides of this part of the channel to be protected by a docking of timber, well tied back into the banks, or by a wall of rubble masonry.

It is believed that for even a half-tide navigation there should be three locks at this end of the canal; nevertheless, for the purpose of comparison it will for the present be assumed that two will answer the purpose, and that they should be placed 600 feet apart, and arranged as described for those proposed to be built at the mouth of the River La Planche.

The head of the second lock would be about 4,200 feet from the shore; thence the line follows a course which at six-sevenths of a mile further on, crosses the Intercolonial Railway at an angle of 60 degrees.

It then continues along the valley of the Missiguash, crosses the post road between Amherst and Sackville at about $2\frac{1}{2}$ miles from the inner end of the piers, and at one mile and seven-eighths further on, it crosses the Mount Whatley Road.

For seven miles from the western terminus, the depth of cutting through the marsh land, to make the bottom of the canal 69 feet over datum will be from 22 to 23 feet; in this distance, the line at several places, crosses the upper and narrow part of the River Missiguash.

At the end of the seventh mile, it enters a floating bog that has a depth of from 6 to 10 feet or more, and extends fully $5\frac{1}{4}$ miles.

The surface of this bog is a species of live moss, from 10 to 15 inches deep, under which is a stratum one foot or more in depth of closely matted roots. When a pole is pushed into it, some resistance is felt at from two to three feet below the surface, after which it passes down quite freely, and when withdrawn is coated with black muck.

Levels taken at the same places, at different seasons of the year, seem to indicate that the elevation of the top crust of the bogs is variable, being higher in the spring and after a succession of heavy rains, than when dry weather has continued for any considerable time; their height throughout will average about 96 feet over datum; it is unsafe to venture across them without a guide, except when the surface, is fully frozen over. It was ascertained by borings that at the depth above mentioned (6 to 10 feet) the material is chiefly clay, but towards the eastern end, rock was found at several places, varying from 11 feet over the contemplated bottom line of the canal.

From the end of the bogs eastward for three-quarters of a mile to the summit, or to about 13 miles from the entrance piers, the elevation is from 100 to $105\frac{1}{2}$ feet over datum. For this stretch the upper part consists of moss and black muck, from two to five feet deep, underneath which, clay and sand were found for the full depth to canal bottom.

From the summit the line sweeps round to the south-east, and at a distance of about three-quarters of a mile crosses the North-west branch of the Tidnish River at an elevation of 92 feet.

The muck on this part of the route varies from three to six feet in depth.

Thence a straight course is followed until near the Tyndal Road, where the line curves more to the eastward, and intersects the main trunk of the river at about one mile and a quarter from where it first crosses the North-west branch. Between these places the general surface of the ground has a height of from 95 to 83 feet.

The line then follows the river for a short distance, and after crossing the first bend near Lucius Chappell's, it takes a northerly course until after crossing the post road leading to Baie Verte Village, at a distance of about one mile and nine-tenths from the first intersection of the main river.

The elevation of the ground on this part of the route varies from 74 to 93 feet.

Continuing on from the point above mentioned, the line crosses Smelt Brook and three bends of the Tidnish in a course leading towards the south side of the river outlet, thence takes an easterly direction across Tidnish Head to the water line of the bay, a distance of $2\frac{1}{4}$ miles.

On this part of the route, the ground varies in height from 70 to 94 feet; there are, however, two small hillocks near the junction of the Tyndal and Baie Verte roads which rise to a height of 101 feet.

The course of the river at a few places is to be changed, and a culvert constructed near its mouth of sufficient capacity to carry the water through under the canal. On Tidnish Head, two lift locks are to be built in line with the eastern portion of the canal and the deep water channel through the bay.

From the inner end of the piers at Au-Lac Point, to the water line of Baie Verte, the total distance is $19\frac{1}{4}$ miles.

In considering the various questions connected with the Baie Verte entrance to the canal, it should be borne in mind that the soundings shewn on the map have been reduced to an assumed low-water line of 65.57 feet over the same datum line to which the soundings at the western terminus, and levels along the route have been referred. It appears that this line was arrived at from certain marks on the abutments of Tidnish Bridge, which were pointed out to Mr. Baillairgé by an observant person who resides in the locality. During the $9\frac{1}{2}$ months, however, that the survey was in progress, the water was only once (30th September, 1870) down to 66.86 feet, or to within 16 inches of the assumed low-water line; but taking the lowest tide each month for the whole time of the survey, the average is 67.85 feet or 27 inches over the assumed low-water mark.

These facts, together with the recorded observations of Admiral Bayfield, who gave much attention to the subject, leads to the conclusion that the available depth of water at low tide may fairly be taken at about 18 inches more than shewn on the map.

This, it is believed, might be done judiciously, even if it were fully established that at distant intervals the tide did fall to the line above stated, as it must be quite evident that such an occurrence could only be of so short duration as could not to any practicable or even appreciable extent interfere with navigation.

The course thus intimated, it is considered, will bear the fullest investigation, and it is therefore recommended for adoption. At the entrance to the canal it is proposed to form a triangular-shaped basin by means of two piers extending out from the shore, and embracing an area of fully eleven acres. The north pier to be 4,000 feet long, placed so as to have an easterly direction in line with the locks on the shore and the deep water channel through the bay. The pier on the south side to be nearly at right angles to the shore, or have a north-easterly course, and be about 4,000 feet long, and so situated as to partly overlap the channel leading to the canal; but at a point on its inner line at right angles to the outer end of the north pier the distance will be 400 feet, and at its inner end, also at right angles to that on the north side, the distance between the respective piers will be 2,200 feet.

The seat of the north pier, and channel alongside of it for a width of 200 feet, are to be dredged to the level of 51 feet over datum.

The seat for the outer one-third of the south pier is also to be sunk to 51 feet over datum, and for the next 1,400 feet it may be dredged to 57 feet, thence to the shore the seat for the pier may be made 61 feet over datum.

When the trade, or for the purpose of sheltering vessels engaged in it, or those frequenting the port, renders it necessary, the area of deep water may be increased by dredging to such an extent as may be required.

By placing the south pier or breakwater in the oblique position described, and allowing it to overlap part of the channel, the heavy seas raised and driven in by easterly winds will be carried past, and vessels will be able to enter the harbor in any weather that they can safely approach.

The pier should be carried up to at least seven feet over high-water line, but a large part of the outer side of the south pier may possibly with advantage be made from four to five feet lower than the front.

This would to some extent prevent the shock of the waves from injuring the superstructure, and admit of the sea rolling over it during heavy storms which probably might have a tendency to make smoother water inside.

The outlet lock at this end of the canal may be placed near the shore line, and have a lift of from five to fourteen feet according to the height of the tide, and the next lock will be situated 600 feet further inland, and have a lift varying from seven to fourteen feet, as the summit level may be at high or low-water.

The distance between the second and third locks, following the line of the canal, will be about $18\frac{1}{2}$ miles.

To secure a depth of 16 feet in the summit reach throughout, when the canal is down to the assumed low-water line of 85 feet, the bottom must of course be made uniformly 69 feet over datum. This taken from the general elevation of the ground at the points above mentioned will give an idea of the depth of the excavation at the respective places.

For a canal 100 feet wide at bottom, with slopes of two horizontal to one vertical in clay cutting, and in rock of 3 inches to the foot rise, Mr. Baillaigé estimates the quantity of materials to be removed as follows :—

	Cubic Yards.
Clay and earth excavation in prism of canal, lock pits, &c....	12,078,000
Rock excavation.....	44,800
Removal of muck from line of channel.....	726,600

The banks on both sides of the canal to be carried up to two feet over the highest known tide, or to the height of 102 feet over datum ; seats of all embankments to be mucked for a space of from 12 to 15 feet in width, commencing at a line immediately under the top front edge of the slope, and extending outwards, or the mucking may be done under the slope itself as circumstances may require.

Where the line passes through boggy or mossy ground, whether soft or otherwise a space 15 feet or more in width should be dug out along the front edge of the bank, and the place be afterwards made up with the best class of material that can be obtained in the excavation.

	Cubic Yards.
Mucking under seat of banks.....	83,000
Removing muck from front edge of banks through bogs....	150,000
Cutting back ditches.....	60,000
Excavation and dredging at Baie Verte terminus of canal...	446,000
do do Western terminus.....	330,000
	1,069,000

It has been considered proper to draw attention to these matters separately from the prism excavation, not only for the reason that they in the aggregate form a large item of work, but from the fact that there may possibly be as much if not more work of a similar kind on the La Planche route, and for which no provision whatever appears to have been made in the estimate for that line.

The material of the marshes and at other parts along the route, is of a nature that there will be apparently no great difficulty experienced in excavating; even the bogs can all be drained by commencing operations at or near the north branch of the Tidnish, and continuing westward through the summit.

But from numerous borings made on the line it is found that at many places the material gets to be much harder as the depth below the surface increases.

In short, the examinations, borings and trials made, lead forcibly to the conclusion that the channel, if intended for use in the present age, will have to be formed in what may be considered the ordinary uninteresting manner of doing so by means of manual labor or steam excavators, or both combined.

Captain Crawley's discarded idea of scouring out a channel, or any modified way of effecting the same object by using "the tidal power of the Bay of Fundy for that purpose, it is to be feared, would scarcely warrant the supposed startling enquiry,—what "is to become of the five or six millions of cubic yards of stuff washed out of the canal if "removed in this way? even although the prompt answer be ready that the shallows of Baie Verte are there to receive it, and the Bay of Fundy be open for—" an infinitesimal "amount of the same material, which, in the ages that are past, its own waters have "thrown upon the land."

WATER SUPPLY.

The question of obtaining a sufficient supply of water suitable for a navigable canal through the isthmus between Cumberland Basin and Baie Verte, has led to many suggestions being made relative to the best way of effecting the object.

On the first inception of the project a canal of limited capacity was contemplated, which it was considered might be fed from fresh water lakes in the vicinity.

The scheme was however subsequently referred to Thomas Telford, Esq., who recommended a canal of larger dimensions, and advised that the highest spring tides in Cumberland Basin be adopted as the top water level of the canal.

Captain Crawley afterwards surveyed the locality, and in his report objected to the introduction of the muddy waters of the Bay of Fundy into a canal, and as a sufficient supply of fresh water could not be found, he considered it unadvisable to prosecute the inquiry further.

The various reports having been referred to me, as already stated, I advised in May, 1869, that the main level should be made from 10 to 12 feet below the highest tides in Cumberland Basin.

In February, 1871, Mr. S. Keefer, Secretary to the Canal Commission, appointed by the Government, reported on the scheme for the information of that body, and suggested, as an alternative course, that an elevation might be adopted by which "the clear water of the Gulf would be the source of supply, and render the canal independent of the fresh water streams."

Mr. G. F. Baillairgé, to whom was entrusted the surveys and examinations authorized in 1870, recommended the adoption of a low-water level 11 feet under the highest tide he had observed during the time of his survey.

To admit the Bay of Fundy water freely into the canal, and to keep such a reserve in the canal itself as would not permanently interfere with the drainage of the marshes; this range he assumed at three feet. If these were found insufficient to meet the requirements, it was proposed that one or more of the rivers which have their outlet on Cumberland Basin should be converted into reservoirs.

Mr. Keefer, in his general report of February, 1873, recommended the adoption of a low-water level about 10 feet under the highest tide, with a variable level of six feet to afford "storage for the water to be used for working the canal," and that this, together with certain lakes, the waters of which could be drawn down when required, would be replenished by the tides "through the second lock, and through the supply gates at the bend of the La Planche."

All the surveys and examinations that have been made of the locality lead to the conclusion that the so-called lakes met with, are maintained chiefly by the rain-fall, melted

snow, &c., &c. At all events, judging from the dimensions of such streams as flow out of them, and could be rendered available for any particular line, they would form only a very small item towards supplying a canal.

In fact, it is almost a certainty that if they, together with the bogs, were once drained or drawn down to the assumed low-water level of the proposed canal, they could not be replenished or again raised to the level of 92 feet over datum, by all the water that could pass through the full surface width of the canal at the time of the *high tides* during any one month in the year, *even if no water whatever was used for the purpose of navigation during the t period.*

This statement, however sweeping it may appear, is fully sustained by the elevations of the tides to which attention has been previously directed, and especially when it is borne in mind that for the last hour of the flow the tide rises from two and a half to three feet, and when at its height the slackwater, or "stand" does not continue more than from ten to twenty minutes before the water begins to fall, and then it goes down still more rapidly than it rose.

It is considered proper to remark here that the surface width of the proposed canal would be more than double that of both the "second lock" and "the supply gates at the bend of the La Planche," which have been erroneously represented as adequate not only to admit sufficient water for consumption but also to replenish the lakes, whereas they could do neither the one, nor the other.

These are facts that will be evident to any one who practically understands matters of the nature of those under consideration, or who can properly apply towards a theoretical solution of the question some of the information which was collected for that purpose during the first survey authorized by the Department, and which is duly on record in this Office.

There is good reason to believe that any channel for navigation that could possibly be made through this section of country, must draw its supply mainly from the Bay of Fundy, the waters of which are so highly charged with mud as to have been always looked upon by most people who have seen them, as an insuperable objection to their use for such a purpose.

It is quite true that towards high tide the water holds less earthy matter in suspension than at other periods of its flow, but it is to be feared that even when at the highest stages there are serious objections to letting the water pass directly into a canal, as the adoption of this plan would be all but certain to result in the channel being eventually to some extent silted up; besides, the means of admitting the supply would be wholly inadequate to the requirements.

Both these questions having been at some length discussed in a preceding part of this report, it is now intended to describe the plan proposed to meet the objections.

It has been stated that slack water at full-tide does not continue longer than ten to twenty minutes, and that during the hour previous to that time the tide rises from $2\frac{1}{2}$ to 3 feet, and falls even more rapidly. This shows that the time is comparatively short in which the tide is higher than the surface level of the canal, consequently it is desirable that the opening for admitting the water from the bay should be as wide as circumstances will permit, as the wider it is, the greater will be the quantity of water received. But if the supply be sent directly into the canal, no benefit could be derived from the opening being greater than the surface width of the channel: still, if it be less the inward flow will be restricted.

All the water, however, that could pass in this way, even through the largest serviceable openings, during the time that the tides were higher than the canal, would be barely adequate to meet the requirements of navigation, without providing for the low tides in any one month, but especially the summer months.

In considering this matter fully, one is led to conclude that the position of the reservoirs is at least equally as important as their extent, especially in view of the questionable benefits that could be derived from lakes situated near the middle of the route, such as could be readily emptied, and having to depend mainly on being replenished by the tide passing through the canal itself. The closer this part of the subject is examined in connection with the tidal elevations, the greater appears the fallacy of predicating a theory of supply on such a basis.

There is first the error of supposing that the canal could pass such a volume of water over navigation height in the short time of high tides (a few of which only occur at distant intervals) as would fulfil, in even a remote degree, the conditions represented.

And, secondly, the objectionable currents that would be produced in the canal, besides the still more injurious results of silting up the channel.

To meet these various questions in a way and to an extent that it is believed cannot fail to effect the objects contemplated,—it is proposed to carry out “the original idea” in this respect, but under existing circumstances, in a somewhat different manner.

The River Au-Lac, from its mouth up to the Aboideau, over which the Intercolonial Railway crosses, is to be converted into a reservoir, which at a mean between the assumed high and low-water lines of 85 and 88 feet over datum, will have an area of about 6,000,000 of feet.

The River Missiguash, from near its mouth up to the line where the canal first crosses it, is also to be converted into a reservoir, and will, at the height above mentioned, have an area of 4,700,000 feet.

	Feet.
These two reservoirs would have an area of.....	10,700,000
Area of canal, say	16,300,000
	27,000,000

In the three feet between the low and high-water levels of 85 and 88 feet over datum, there would be 81,000,000 cubic feet of water when the whole is filled, or about 6½ days' consumption.

This, it is believed, from the position of the reservoirs and other special conditions about to be described, will be fully as much, as is likely to be required at any one time; besides, there is nothing except the drainage of the marshes that prevents the height of water being increased, if unusual circumstances should render it necessary.

In carrying out this plan, an earthen dam is proposed to be formed at the mouth of the River Au-Lac, and another near the outlet of the River Missiguash; and at each place a channel, about 260 feet wide, is to be cut to a depth of about one foot or more below the low-water line of the canal in the most sheltered and advantageous position for connecting the basin with the respective reservoirs inside the dams. In each of these channels a bulk-head is to be constructed, with such a number of openings as will, in the aggregate in each case, make about 250 feet in width for the admission of the waters of the bay, when they rise to the level of 85 feet over datum, or to such other height as it may at the time be thought proper to admit them.

These reservoirs are to be connected with the canal by means of channels about 100 feet wide, and two feet lower than the assumed low-water line. Where they connect with the canal, a supply weir is to be constructed of such a capacity that the two, *i. e.*, the Au-Lac and the Missiguash Weirs, will be about equal to the surface width of the canal; otherwise, that each of them shall have a breast-wall with sluices in it of such dimensions that the aggregate area of those in both weirs shall allow, when open, as much water to enter the canal, as if it passed over a breast the same length as the canal is wide.

The objects proposed to be gained by adopting a low-water line of 85 feet over datum, and by introducing the water into reservoirs instead of directly into the canal, may be briefly stated as follows:—

1st. For all the time that a record was kept of the rise and fall of the tides in Cumberland Basin, there were only four days in August, two days in September, three days in October, one in November and none in December, that full-tide did not rise to over 85 feet above datum, although there were two days in each of the three first-mentioned months that it was only from five to seven-tenths of a foot above 85 feet, and one day in November two-tenths, or 85·2 feet.

In August there were two days ; in September, five days ; in October, four days ; in November, four days ; in December, two days, that the tides rose to 86 and 86.9 feet.

In August there were two days ; in September, four days ; in October, four days ; in November, six days ; in December, 10 days, that the tides rose to elevations varying from 87 to 87.9 feet. The foregoing statements show that there are only two days in each of the months mentioned in which no supply could enter the reservoirs at a level of 85 feet, although there would be other two days each month that but little would be received.

But the wide openings made to admit the water into the reservoirs would allow, between the levels of 86 and 86.9 feet, as much water to enter in two tides as would nearly supply the requirements of navigation for a day.

For other parts of the month there is no doubt whatever but the supply would be so abundant, that both the reservoirs and canal might be kept at any desired height.

The fresh water lakes along the route that could be rendered available, without any great outlay, might be of service in the summer months when the tides are lowest.

In short, the principal reason that has led to the low-water level of 85 feet over datum being recommended, is the fact that there is only a very short period in any one month that water for supply cannot be introduced from the sea ; and it may be added, that it has also led to a variation of three feet in the summit level being considered sufficient when viewed in connection with the contemplated facilities for admitting the water.

2nd. Reservoirs are recommended for several reasons, some of which may be enumerated as follows :—

(1.) The beds of the Au-Lac and Missiguash Rivers are convenient to Cumberland Basin, and can be converted into reservoirs of considerable extent at comparatively little expense.

(2.) From their position, a connection between them and the sea can be made independently of the canal, thus securing the means of admitting a much larger quantity of water during the rising and “stand” of the tide than could be done in any other way. The proposed arrangements will admit of fully *six times* as much water being stored at a tide as could be drawn directly “through the second lock” and through the supply gates at the bend of the “La Planche,” and *three times* as much as could enter directly through an opening the full width of the canal.

(3.) They will form settling ponds, in which the water, by being allowed to remain quiescent for a few hours, will be likely to deposit much of its impurity before being admitted into the canal, a matter that, under the peculiar circumstances, is of considerable importance, as it meets to some extent, the objection to the waters of the upper end of the Bay of Fundy being used to feed a canal.

(4.) Ordinary tides of about 86½ feet, will furnish water for nearly three quarters of an hour, and high tides, an hour and three quarters ; in both cases the time of rising and “stand” is included.

The water in the reservoirs may therefore be allowed to remain quiescent for at least three hours, and still have fully six hours each tide for it to pass slowly into the canal, and that too at places $2\frac{1}{2}$ miles apart.

Otherwise, it would give an average of nearly *five* times as long as there could possibly be, if the water entered the canal directly from the Bay of Fundy.

These statements obviously lead to the conclusion that reservoirs situated at or near the western terminus, would be in every respect better than on any other point on the route, and as nature has already all but formed them, it would certainly be the reverse of judicious to overlook advantages that can be so easily rendered available.

In this connection it is deemed proper to draw attention to a statement prepared, at my request, by Mr. R. Steckel, a pains-taking and competent young man, who for several years has been employed by the Department. In it, are given the results of a careful theoretical computation of the quantity of water that would enter the reservoirs at each tide from near the full moon, until the tides are on the rise after the last quarter of the moon. This range of tides has been selected as one of the most unfavourable of any part of any month in the year, for supply at the elevation required; nevertheless, the results shew that sufficient water can be furnished at even these times by carrying out the plan recommended. (See Appendix.)

The dam across the mouth of the Au-Lac River, and also that at the outlet of the Missiguash, may both, as already stated, be formed of clay; but the outer faces of them should be protected by means of brush-wood arranged in layers, or with stone, or both combined, as may be subsequently determined.

The construction of these dams, cutting channels to admit water into the reservoirs, and from thence into the canal, will, in the aggregate, amount to about 380,000 cubic yards.

For the Au-Lac reservoir and race-way there will be nearly 5,000 lineal feet of dyke to be built, about one-half of which should be of sufficient width on top to form a roadway for access to the dam.

At the Missiguash reservoir there will be fully 1,100 feet of dyke to be formed to connect with those already built.

At the eastern end of the line, near the outlet of the River Tidnish, a regulating weir should be constructed and so arranged that it can be used for emptying the canal when found necessary.

For the crossing of the Intercolonial Railway, a swing bridge of wrought iron, with abutments and centre pier of masonry, must be constructed; and the openings made of sufficient capacity to admit of the water passing nearly as freely as at other parts of the canal.

A swing bridge will also have to be built for the post road between Sackville and Amherst, and another for the post road between Tidnish and Baie Verte; and means provided for carrying the traffic of other roads over the canal at such places as may be required.

To construct a canal suited to the levels, and on the line above described, with a bottom width of 100 feet, locks 40 feet wide, and 270 feet long between the gates, reservoirs for supply at the western entrance, &c., &c., would, there is reason to believe, cost as follows :—

Excavation in prism :—

	Cubic Yards.	
Earth, clay, &c.	12,148,000	}
Rock	44,800	
Muck (liquid)	726,600	
Entrance piers, Baie Verte and Bay Fundy.....		783,160
Railway and post road bridges, and other means for crossing canal.....		172,500
Four lift locks.....		951,600
Guard gates east of Missiguash reservoir, and weir and flume at mouth of Tidnish River.....		105,000
Land damages and superintendence		450,000
		\$6,875,432*
Dredging at both entrances, mucking seats of banks, removing muck from face of banks, through bogs ; cutting back ditches and new channel for River Tidnish ; slope walls, &c., &c.....		500,000
Constructing dams at mouth of the Au-Lac and Missiguash Rivers, cutting channels to and from reservoirs, constructing bulk-heads and regulating weirs, forming dykes, &c.....		260,000
Culvert for carrying Tidnish River under canal.....		55,000
		\$7,690,432
		Say.....\$7,700,000

This estimate, it will be seen, is about \$600,000 higher than that for the La Planche and Weeks' Point Line, which is in some measure due to the quantities of work to be done being fully represented and estimated at rates sufficient for their execution, as well as in some measure to the contemplated arrangements for the water supply.

It has been prepared, as above stated, for a canal 100 feet wide at bottom ; but it may be observed that a channel 80 feet wide would allow vessels the full width of the locks to pass each other freely, under ordinary circumstances, in the reaches.

* This estimate is based on rates and prices varying from fifteen to one hundred-and-fifty per cent., or an average throughout of 25 per cent. higher than those of Mr. Keefer's estimate, i. e. if from \$6,875,432 twenty per cent. is deducted, the sum will be \$5,500,346, or what the work would amount to at that gentleman's valuation.

By making the bottom, of the latter width, the quantity of excavation in the prism would be reduced one-seventh, without causing any serious apprehension that the diminished sectional area would, to any great extent, interfere with the navigation.

At all events, there is good reason to believe that it would be of fully as much benefit to the trade to increase the depth one foot or more throughout, as it could possibly be to have a canal of the greater width.

As directed by the Order of the Honorable the Privy Council, my attention has been chiefly given to matters connected with the construction of a canal accessible at the western or Bay of Fundy entrance at about half-tide, and at the Baie Verte end at all stages of the tide.

It may, however, be stated that the western entrance recommended, is so situated that it can be made serviceable at low-water, or at any other elevation of the sea.

To render this entrance available, say for 18 hours out of every 24, or three-fourths of the time daily, would probably cost in addition to the above estimate about \$400,000.

To adapt the western entrance to low-water navigation would cost about \$800,000 more than the estimate for a half-tide canal.

Having thus endeavored to discuss the various leading questions bearing on the subject without entering into the details of construction, it is now proposed to give a brief *résumé* of the objections, already stated, to the formation of a canal from the mouth of the River La Planche, *viâ* Long Lake and Tidnish, to Weeks' Point; and to repeat some of the chief reasons why, in my opinion, the Au-Lac and Tidnish line *viâ* the valley of the Missiguash, should be adopted.

1st. The mouth of the La Planche, from its position, is unfavorable for the entrance to a line of general navigation, adverse winds rendering it difficult of approach for a great part of the season. Dangers exist at its outlet and along the shores of the comparatively narrow channel that leads to it, and there is no safe anchorage in that vicinity.

2nd. The eastern end of the canal would depend upon the stability of a bank upwards of $2\frac{1}{4}$ miles long, such as it is to be feared could neither be satisfactorily formed to resist a pressure of from five to 15 feet head of water, nor be protected in the manner proposed to permanently answer the purpose contemplated; and although the risk and expense were incurred of constructing a lock 1,600 feet out in the bay, the entrance would still be near a dangerous rocky shore.

3rd. The line of canal through the valley of the Tidnish is extremely crooked, and the damming of the river would flood the low lands for several miles.

By keeping the water in the summit level at the elevation proposed, the drainage of the marsh lands between Long Lake and Cumberland Basin would be obstructed.

4th. To introduce the waters of the Bay of Fundy directly into the canal for the purpose of supplying a series of lakes situated at least seven miles in the interior, intended to feed the canal itself, would have a tendency not only to silt up the channel, but there would be a certainty of failure to either fill the lakes or furnish the supply required for navigation by the means proposed.

5th. The omission of numerous essential items of work, and the insufficiency of the estimate to meet the expenditure on the works enumerated, has a tendency to mislead as to the probable cost.

The Au-Lac and Tidnish line, as proposed, is free from all these objections and in its favor it may be said :—

1st. That its western terminus would be in a position that could be safely approached or left by vessels in any wind or weather that the Bay of Fundy could be navigated ; there are no dangers in the vicinity ; while it presents facilities for being made available at any stage of the tide, and it would be near what is known to be and is described in the "Sailing directions" as good anchorage.

2nd. A capacious harbor will be formed at the eastern terminus, the immediate entrance to which is in deep water—remote from shoals, reefs, or other dangers ; no questionable expedients are resorted to, or unnecessary risks invited in its construction ; all the works connected with it being intended to be made secure when the operations are in progress.

3rd. The elevation of the water level is such as will admit of the marshes being properly drained, and the arrangements proposed will guard against private property being inundated in the valley of the Tidnish.

4th. The adoption of a low-water level of 85 feet over datum admits of drawing a supply from the Bay of Fundy, when little or no water could be received at the level of 86. By means of reservoirs at the western entrance, three times as much water can be stored at a tide, as could enter the canal directly during the rise and stand of the tide, and six times as much as could enter in the manner proposed for the La Planche and Weeks' Point line.

They would also form settling ponds, and would allow at least five times as long for the water to pass into the canal, as there would be, if it entered the canal directly.

5th. The estimate of quantities is full for all classes of work that are likely to be required, and is extended at rates believed to be the full value of the respective items.

I am, therefore, of opinion that the Au-Lac and Tidnish line, *vid* the valley of the Missiguash, is the best that can be selected for the formation of a navigable channel between the Bay of Fundy and Baie Verte, or the Gulf of St. Lawrence.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

JOHN PAGE,

Chief Engineer, Public Works.

APPENDIX

TO

CHIEF ENGINEER'S REPORT

ON THE

BAIE VERTE CANAL.

APPENDIX No. 1.

REPORT OF G. F. BAILLAIRGE, ON S. KEEFER'S HALF-TIDE PROJECT FOR THE BAIE VERTE CANAL, AND ESTIMATE OF PROBABLE COST.

(In No. 29,889.)

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 12th April, 1873.F. BRAUN, Esq.,
Secretary of Public Works,
Canada.

SIR,

I have the honor to return you herewith the map and profiles of my survey for the Baie Verte Canal, together with Mr. Keefer's report on the projected work, and his plan and profile of the La Planche, Tidnish and Weeks' Point line, as located for the construction of the half-tide canal recommended by him.

These documents were submitted to me, for the purpose of enabling me to prepare an estimate of a similar canal on one of the routes I have examined, as set forth in your instructions of the 9th instant, and respecting which the following report is now furnished.

In comparing the official plan of Mr. Keefer's location survey with the map of my survey, the accuracy of which is admitted at page 18th of the printed report of Messrs. Keefer and Gzowski, of 18th February, 1873, I was struck by the singular disparity between the two plans, although both are drawn on the same scale.—The river La Planche, on the location plan, is from 3,000 to 5,000 feet out of its true position at several points; La Planche lake is represented on the north instead of the south side of that river; the river Tidnish and its tributaries are also incorrectly indicated; Tidnish Head, although a short distance only from the location line, is placed 1,000 feet too far north into the waters of Baie Verte. Similar inaccuracies occur with respect to the roads and to the relative situation of the high and low land.

The discrepancies are so great and so numerous, that it is a question how far the profile on which the La Planche and Weeks' Point location line calculations are based, can be relied on.

It has been already shown in my report of the 5th April, 1872, (pages 159-166 of Public Works Report for 1872), that the supply which can, under any circumstances, be derived from the fresh water of the rivers and lakes on the isthmus between Baie Verte and Cumberland Basin, is altogether inadequate for the requirements of a ship canal; that it must necessarily be taken from the tide-water of the Bay of Fundy; that the rivers emptying into this bay can be converted into reservoirs together with the canal, in order to ensure a full supply of water during all stages of the tide, and that the "Au-Lac and Tidnish route" should be adopted in preference to any other, for a full-tide canal.

Messrs. Keefer and Gzowski, to whom my report and plans were submitted prior to their location survey, have adopted the same source and partly the same mode of supply, but they have recommended the construction of a half-tide canal on the La Planche and Week's Point route through Long Lake, based on the following scheme, proposed by Mr. Keefer. :—

1st. To admit the Bay of Fundy water into the canal and lakes at the head of the La Planche marsh, through the entrance lock and the stop-gate at the bend of the La Planche river, near the Intercolonial Railway, from the time the tide has attained an elevation of 86 feet over datum until it reaches 92 feet, and to utilize the fresh water from those lakes.

2nd. To keep a surplus depth of six feet of water between the elevations of 86 and 92 in the upper reach of the canal and in the lakes, in order to provide against any deficiency that might occur during a long succession of low neap tides.

3rd. To use the main channel of the Tidnish, and to raise the water five feet above high or fifteen feet above low water of Baie Verte, from its mouth upward to Lock No. 3, above Doyle's mill, and downward to Lock No. 4 at Weeks' Point, a distance of eight miles.

The first proposition is applicable alike to the La Planche and the Au-Lac line, if the lakes of the Missisnash are connected with the latter, their bottom elevation being no greater than that of the La Planche lakes, and if a stop-gate is placed on the river Au-Lac near the railway or elsewhere.

The second proposition is incompatible with the first, and is inapplicable to either of these lines; and the third proposition, although it applies to both lines, is highly objectionable—for the following reasons :—

1st. Supposing that the available volume of tide-water will be sufficient to raise the level of the canal and lakes to an elevation of 92, the storage capacity of the latter would be only 99 millions of cubic feet instead of $148\frac{1}{2}$ millions as estimated by Mr. Keefer, who bases his calculation on a depth of six feet, whereas his own profile, together with the observations and soundings made during my survey, show conclusively that the average elevation of the bed of these lakes is no less than 88 feet above datum, which reduces the depth to be used for calculation to four feet.

2nd. The average quantity of water which can be admitted through the prism of the canal, between the elevations of 86 and 92 or even more, together with the small supply of fresh water that can be obtained, will barely suffice to meet a daily expenditure of about one half of the quantity required for the total expenditure of 12 millions of cubic feet as estimated by Mr. Keefer, during an average monthly range of tides such as will occur during the months of May, June, July and August

3rd. If the high-water level of the canal and reservoirs is maintained at an elevation of 92 in the upper reach, it will be nearly on the same level as the top surface of the marshes and bogs eastward of Cumberland Basin, up to and beyond La Planche Lake, and will thus obstruct the drainage and prevent the improvement of the same.

4th. A portion of the low lands along the River Tidnish will be permanently flooded, if the surface of the lower reach is placed at the elevation of 82, proposed by Mr. Keefer, because the river would thus be raised from five to 15 feet above its ordinary tidal level.

5th. The navigation through the River Tidnish will be unavoidably impeded by sharp curves of from five to eight degrees.

6th. Although Mr. Keefer contemplates the construction of a waggon road on each side of the canal from material excavated, (which, of course, can be easily accomplished

between Cumberland Basin and the Tidnish,) he appears to have made no provision for continuing the same along the River Tidnish, the intention being no doubt that tug steamers are to be used exclusively for towing on the canal. [See pages 15-21 of his Report.]

Taking the foregoing into consideration, it is evident that Mr. Keefer's scheme is not practicable so far as regards the water supply, and not applicable in other respects to either of the lines under consideration. I have nevertheless prepared an estimate for a half-tide canal on the Au-Lac line, based on the adoption of his scheme, as regards the use of the River Tidnish line down to Weeks' Point, the mode of supply recommended by him, and his prices—for the purpose of showing that the difference of cost between the two routes is too trifling to be used as an argument in favor of the La Planche line, when compared with the paramount advantages of the Au-Lac line, which can be converted into a full-tide canal, at any time hereafter, at a comparatively small additional cost.

This estimate "No. 1" is as follows:—

BAIE VERTE CANAL.

Estimate of a Half-tide Canal by the Au-Lac and Tidnish route, based on Mr. Keefer's project for the La Planche route, using the River Tidnish, and placing the Baie Verte entrance lock in the sea opposite Weeks' Point or Roach's Head, as proposed by him:—

	\$	cts.
9,320,000 cubic yards, excavation in earth, @ 30cts.	2,796,000	00
640,000 " " in fluid muck, @ 10cts.	64,000	00
660,000 " " in rock, @ \$1 50cts.	990,000	00
For embankments, Baie Verte	268,000	00
,, four locks	793,000	00
,, one railway and four common road bridges	69,000	00
,, entrance piers at Bay of Fundy and Baie Verte	365,000	00
,, Tidnish Dam, and waste weirs and stop-gates	105,000	00
,, land, land damages, damages to property, engineering and superintendence	200,000	00
	\$5,650,000	00

It has been shown, however, that Mr. Keefer's scheme cannot be adopted for the reasons given; I have found it necessary, therefore, to submit another estimate (No. 2), subjoined hereto, showing the probable cost of a practicable canal, with a tow-path, accessible during all stages of the tide in Baie Verte, and for 16 hours out of 24 in the Bay of Fundy, where its terminus can be extended for access at low water hereafter, by the addition of one lock, and by dredging the channel to a depth of 16 feet, which can be accomplished by a further expenditure of \$375,000.

At the eastern end, the full-tide terminus is retained, because a vessel entering the canal from the Bay of Fundy at half-tide, and proceeding through it at the rate of four miles an hour, would reach Baie Verte at the time of low water, and would have to wait there three hours longer before going to sea, the time of high and low water being from 2½ to three hours earlier at Baie Verte than at Cumberland Basin, under ordinary circumstances.

The same delay would occur for vessels proceeding from the Gulf of St. Lawrence to the Bay of Fundy.

Estimate "No. 2" is as follows :—

BAIE VERTE CANAL.

Estimate of a Half-tide Canal by the Au-Lac and Tidnish route, recommended by Mr Baillairgé—accessible 16 hours out of 24 :—

	\$	cts.
12,100,000 cubic yards, excavation in loam and clay, and dredging in sand, &c., &c., @ 30cts.....	3,630,000	00
1,500,000 cubic yards, excavation in sand, @ 20cts....	300,000	00
1,000,000 " " in fluid muck, @ 10cts	100,000	00
970,500 " " in rock and shale, @ \$1 50cts.....	1,455,250	00
4 locks, 2 at each end of canal.....	760,000	00
1 permanent railway bridge across river Au-Lac.....	} 215,100	00
1 " road " " ".....		
1 railway swing bridge, across canal.....		
4 road " " ".....		
2 " " across locks.....		
Small bridges across feeders and drains, and ferry scows..	12,240	00
Dam and stop-gates, river Au-Lac and main feeder.....	47,160	00
Waste weir at Chappell's Brook, below Tidnish Bridge...	29,430	00
Culvert, river Tidnish.....	47,880	00
Tide-gates and culverts for drainage.....	14,860	00
New dykes.....	41,000	00
Land and water damages.....	68,000	00
Piers at Baie Verte terminus.....	600,000	00
Piers at Bay of Fundy terminus.....	247,000	00
Slope wall lining inner face of canal banks.....	120,000	00
Superintendent's, lockmasters', laborers' and bridge keepers' houses.....	14,000	00
	\$7,701,920 00	
Add for superintendence and contingencies, 5 per cent. on cost of excavation, and 10 per cent. on cost of other works	515,929	00
	\$8,217,849 00	

The quantities stated in my first report have been reduced in the above estimates.

- 1st. By making the calculations for a half-tide instead of a full-tide canal.
- 2nd. By increasing the number of curves, thereby shifting the line to lower ground, avoiding a portion of the rock excavation.
- 3rd. By reducing the dimensions of the channels to be dredged at each terminus.
- 4th. By altering the slopes of the rock cuttings from two in one to a quarter in one.
- 5th. By changing the location of locks Nos. 3 and 4, from Tidnish Bridge to Tidnish Head, as originally shown by the dotted lines on the map of my survey.
- 6th. By diminishing the number of basins from six to two.
- 7th. By increasing the grade of the tow-path across the high ground.
- 8th. By shortening the length of the piers at Baie Verte from 9,000 to 4,000 feet each, and by altering the position of the south pier, so as to form an extensive basin.
- 9th. By shortening the entrance piers on the Bay of Fundy from 2,000 to 1,250 feet each.

A sketch showing the relative position of the Au-Lac and La Planche lines is attached hereto.

I have the honor to be,
Sir,

Your most obedient servant,

G. F. BAILLAIRGÉ,
Assistant Chief Engineer, Public Works.

APPENDIX No. 2.

REPORT OF G. F. BAILLAIRGÉ, ON THE BAIE VERTE CANAL "FINAL LOCATION SURVEY OF 1873."

(In No. 38,591)

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 17th November, 1873.JOHN PAGE, Esq.,
Chief Engineer of Public Works,
Dominion of Canada.

SIR,—The following supplementary Report on the final location of the Baie Verte Canal, is herewith submitted as requested by you.

Shortly after receiving your instructions, I left Montreal for Shediac on the 27th of last June, and reached Baie Verte on the 4th of July.

Pending your arrival, I marked out the Au-Lac and Tidnish line as instructed; I afterwards established the exact relative elevations of Round Lake and Long Lake, at the head of the La Planche, which I found to be 94.06 and 92.16, on the 17th of July, above the datum originally adopted.

The waters of Round Lake rise to about 95.29 in the spring of the year, and probably fall to 93.25 towards autumn; those of Long Lake, according to actual observation, rise to 95.14, and are said to fall to 90.66.

These levels and the soundings taken in the spring of 1871, show that the average elevation of the bottom of these lakes is about eighty-eight feet, as stated in my second report of the 12th of last April, respecting the half-tide canal scheme proposed by Mr. Keefer.

I endeavored also to ascertain the difference of level between the Missiguash Lakes, near the upper end of Cumberland Ridge and Round Lake, but could only do so approximately, owing to the impossibility of taking correct levels during summer across the bogs. These bogs, as before described in my original report of the 8th of April, 1872, consist of decayed vegetable matter saturated with water and covered with moss and coarse grasses; they rise or fall with the water upon which they float; some of the lakes which are found in the midst of these bogs, appear at first sight to have neither an inlet nor an outlet, when looking at the surface of the ground around them, but they communicate with other lakes by underground streams beneath the top crust of the bogs. According to levels taken on the 13th of last August, I found the elevation of Dwyer's Lake, Patten and Hackmatack Lakes, to be about 95½ feet, or one foot and a half above the surface of Round Lake, as established on the 17th of the preceding month.

From the 18th to the 25th of July, the field work was discontinued, in order that I might point out to you the various lines previously surveyed, and their termini in the Bay of Fundy and Baie Verte; and draw your attention to the obstructions impeding the navigation of the channels leading thereto, as stated in my first report, at page 166 of Appendix to Public Works' Report of 1872.

The instructions you gave me before your departure for Ottawa were carried out as speedily as practicable.

1st. By running a line of levels from Tidnish Head Marsh, along the south shore of Baie Verte to Weeks' Point or Roach's Head, a distance of 2.35 miles.

2nd. By cross-sectioning and boring the stony and rocky portions of the beach at the mouth of the La Planche and below the outlets of the Missiguash and Cumberland Creek.

3rd. By levelling and sounding another line on the crest of the lower reef of Woody Point, opposite Barnes' ship yard.

4th. By running a new line of levels through the forest from Weeks' Point, *via* Squire Oxley's mill brook, Squire Thompson's meadow, J. R. Chappell's mill brook, and across the River Tidnish to the junction with the Au-Lac and Tidnish line, a distance of over five and a half miles.

In addition to the foregoing, I made the rough location survey and additional test-borings authorized by your telegram of the 29th of July; and after the time first fixed for the completion of the field work on the 27th of August had been extended to the 7th of September, I determined the position of the lowest ground between Hackmatack and Round Lakes, and also between the latter and the valley of the Little West branch of the River Tidnish.

The result of the examinations made may be briefly described as follows, *viz*:—

I.—AS REGARDS THE SHORE LINE.

This line, which extends from Tidnish Head Marsh to 16 feet depth of water at extreme low tide, opposite Weeks' Point, is about 7,000 feet longer than the line terminating in the same depth of water opposite Tidnish Head.

The quantity of excavation roughly calculated, on the former, is about 1,500,000 cubic yards greater than on the latter; some 230,000 cubic yards of this quantity appear to be solid sandstone rock, according to the borings made, and the indications of the rock surface near the high-water line on the shore.

The length of cribwork required at Weeks' Point from the shore, on the shortest line to deep water, is about 8,000 feet for the east and west piers, equal say to 320,000 cubic yards, for structures of the minimum dimensions consistent with safety.

The length of cribwork which will probably be found sufficient for the protection of the Tidnish Head terminus, is 8,600 feet for the North West and South East piers, equal say to 308,000 cubic yards; the length of these piers was originally supposed to be the same as that of the dredged channel; this, however, does not appear to be indispensable. In order to reduce the cost of the work, it is now proposed to construct the piers in the position shown on the map of the original survey by the full blue lines, so as to form an extensive basin for the accommodation of coasting and fishing vessels, and susceptible of being deepened at any time for vessels of 15 feet draught.

The width of the dredged channel along the North West pier is limited to 100 feet at bottom, but may be hereafter increased to several hundred feet when required. From the end of the piers, which terminate in a depth of about 14 feet at extreme low water, it is proposed to increase the width of the channel to 300 feet, as far as a depth of 16 feet at extreme low water.

The extreme low water here referred to, is the same as that which is represented by the soundings on the original map, *viz.*, 65.57 above datum, and it is based, as formerly stated, on local information. The lowest water observed during the time of the former survey, which lasted about 9½ months, or from 11th August, 1870, to 1st June, 1871, was 66.87, or 1.30 above the assumed extreme low-water line; this occurred only once during the time stated, *viz.*, on the 30th of September, 1870. The average minimum range of low water, taking the lowest tide of each month between the 11th August, 1870, and the 1st June, 1871, was 67.85 above datum, or 2.28 feet above the supposed line of extreme low water. The average mean range of low water, taking the average low water of each month between the same dates, was 69.28, or 3.71 above the assumed low water line. [See Note A.]

NOTE A.—At bottom of page 160 of Appendix to Public Works' Report, the following corrections should be made in accordance with the manuscript of my original report:—

Instead of "Average mean range of low water, taking the lowest tide of each month	67.85"
Read "Average mean range of low water, taking the average low water of each month	69.28"
Read "Average minimum range of low water, taking the lowest tide of each month	67.85"

The depth of water, therefore, that will be generally available for navigation in Baie Verte at low tide, will be from 17.30 to 18.28 and 19.71, instead of 16 feet; the depth of water that would be found at the end of the piers would be from 15.30 to 16.28 and 17.71, instead of 14 feet.

The highest water observed up to the present year was 77.37 on the 29th December, 1870, but on the night of the 27th of last August, it rose to 79 feet above datum, during a storm caused by a strong north-easterly gale of wind which lasted from the 23rd to the 26th, destroying several of the dykes, post-road bridges, fences and buildings around the bay.

Any embankment that might be constructed, such as that proposed by Mr. Keefer, from Tidnish Head to Weeks' Point, would probably be destroyed by such a storm, and would be exposed to considerable danger from the shoving and piling of ice, such as occurred, I was informed, during the spring of 1872, in the cove immediately above Weeks' Point, where the ice piled in large masses upon the highest portion of the shore, some eight or 10 feet above high water.

The deep-water approach to Weeks' Point is more dangerous than towards Tidnish Head, on account of the proximity of the rocky shore from Jackson's Point upwards to the former, as may be seen on the map.

Under all the circumstances, the terminus I first recommended, on Baie Verte appears to be the most suitable both as regards the safety of vessels, the preservation of the works, and the cost of their construction.

II.—CROSS SECTIONS AND BORINGS OF BEACH BETWEEN THE OUTLETS OF THE RIVERS LA PLANCHE AND MISSIGUASH.

The borings of this beach shew that it consists of a bed of clay, hard pan, and gravel, mostly covered with loose stones and stumps of the underground forest referred to in my first report; this stratum varies from about 10 feet in depth at half-tide, to four feet at low water, the understratum being solid rock.

The elevation of the base line running north and south through the mound at station five of the original survey, near the ordinary high-water margin of the shore between the La Planche and the Missiguash, varies from 84 feet above datum near the outlet of the latter, to 92 at the mound, and thence to 52 in the channel of the former.

The first visible range of stumps of the underground forest cropping out beyond the shore is 500 to 1,000 feet westward from the base line, the elevation of the soil in which they are deeply rooted varying from 64 to 80 feet.

The surface elevation of the half-tide line is about 70½ above datum, and extends from 750 to 850 feet westward from the base line.

The elevation of the line 1,000 feet southward from the base varies from 47 to 51.

The margin of extreme low water is 47.20 above datum, its distance from the base line being from 1,800 to 2,200.

The extent of beach covered with fragments of rock, boulders and stumps is nearly one half a mile in length by one third of a mile in breadth from the low water channel towards the shore, the remainder being composed of a coating of soft red mud on adhesive stiff blue clay.

The stumps and loose rock or boulders, the size of which varies from one cubic foot to 2½ cubic yards, more or less, may no doubt be partly removed, at great expense; but it must not be forgotten that the understratum is solid sandstone rock according to all the indications from the borings. The surface of this rock at various points is about two to five feet above the elevation of the bed of the channel required for a half-tide canal terminus, the bottom of which for a draft of 15 feet and one foot extra for keel-way should not exceed 54.71 feet over datum, for the mean rise and fall of the tides.

The level proposed by Mr. Keefer for the bottom of his La Planche half-tide canal terminus is 54 feet above datum, or 2¼ to 6¾ feet below the surface of the rock just described.

The obstructions immediately above the outlet of the La Planche, in Cunberland Basin, are worse than those above noted, because the loose rocks and boulders are larger and more numerous.

CROSS SECTIONS AND BORINGS OF BEACH BETWEEN THE MISSIGUASH AND CUMBERLAND CREEK.

The upper stratum of this beach is similar to that of the beach precedingly described, excepting that the number of stumps and fallen trunks of branchless trees from five to 24 inches in diameter, of the underground forest, are more numerous, and the stones, although of a smaller size, are so closely packed and imbedded in the soil that the beach may be said to be paved with them.

The depth of the borings made, varies from five feet at a distance of 1,600 feet from the shore, westward, to 10 feet at a distance of 800 feet; these borings which are chiefly through red clay, stones and gravel, could not be sunk any deeper than indicated owing to the compact stony nature of the subsoil.

The elevation of the base line which runs south $19^{\circ} 52'$ east, near the margin of ordinary high water, and through a point $4\frac{1}{2}$ feet westward from Station 12 on the mound built during the former survey, varies from 88 to 93 feet above datum.

The first visible range of stumps of the underground forest cropping out beyond the shore is 400 to 700 feet westward from the base line, the elevation of the ground in which they are still firmly rooted, varying from 63.17 to 73.80 above datum.

The half-tide line of which the surface elevation is about $70\frac{1}{2}$ over datum, extends 450 to 500 feet outward from the base line.

At 1,500 feet from the latter, the elevation is about 54 feet, the level of the bottom of Mr. Keefer's proposed half-tide entrance channel.

The margin of extreme low water is 47.20 above datum, its distance from the base line being from 2,000 to 3,000 feet.

The extent of beach covered with stumps, stones and half-buried trunks of trees, is more than half a mile from north to south, and as much, at least, from the low water channel to eastward, the remainder from the stump range to the shore being stiff adhesive blue clay with a coating of red mud.

The low water channel from opposite Cumberland Creek to where it terminates above the outlet of the La Planche is also obstructed by loose rock and boulders at various points, as well as by quicksands near the upper end and along the Minudie Flats upon the western shore.

The beach opposite Cumberland Creek and that near the mouth of the La Planche are shown on the general map and on the detailed accompanying diagrams A and B; their situation, as will be seen, is such that vessels attempting to ascend Cumberland Basin from the Au-Lac to the La Planche, or to descend along the same route during half-tide, must necessarily pass near them or over them, and run the risk of striking some one of the numerous obstructions in their path, especially as they would sometimes have a stiff current of from five to six miles an hour to contend against, and the prevailing south-westerly winds to drive them ashore.

The stumps and trunks of trees observed on the beach near the outlets of the above named streams consist of fir, spruce, beech, pine, tamarac and hardwood, which are yet in a perfect state of preservation, being nearly as sound as if the trees of which they once formed part, were still growing, as may be seen from some specimens I collected on the spot. The bark on some of them still adheres to the timber, and their roots are imbedded in hard white sand beneath a black peaty substance at the surface, some of which is still apparent, although washed over by the water of the sea at every tide with a swift current of from five to six miles an hour, and although they are submerged twice a day during each succeeding high tide by a depth of water varying from 12 and 16 feet at lowest neap tides, to 23 and 33 feet at spring tides.

In the original survey the elevation and position of the beaches along Cumberland Basin, from the lower end of Woody Point up to Sharp's Creek and beyond it, on both sides of the channel, were ascertained by means of soundings on a series of lines which formed the radii of a circular arc embracing the entire bay, the centre of the arc being at a mast planted for the purpose on the summit of Fort Cumberland; this year they have been partly verified, as you requested, by means of levels taken when the tide was out, as shown by the diagrams and profiles before referred to.

III.—BARNES' REEF, AT LOWER END OF WOODY POINT, BAY OF FUNDY.

The levels and soundings taken on the crest of this reef, on the 11th of August, 1873, show contrary to the general belief that it does not extend far enough to obstruct the channel leading to the canal entrance at Au-Lac Point; the breadth available for vessels drawing fifteen feet, at extreme low water, is 900 feet, the greatest depth of which is 28½ feet; and as the difference between extreme low and ordinary low water spring tides is 2.80 feet, this additional depth of water will be generally found in the channel from Woody Point upwards, besides what is represented by the extreme low water soundings shown on the map.

But the depth of the low water channel, for nearly three-quarters of a mile below Barnes' Reef, is only from 13½ to 16½ feet, according to the Admiralty Chart of 1861; the deepening of this portion of the channel to an uniform depth of 16 feet during low water, does not appear to be advisable, as it is probable that it would fill up again; the best course therefore to adopt, in the event of a whole-tide canal being required, will be for vessels of 15 feet draft to wait from ¾ of an hour to 1 hour before passing through, as the tide rises from nearly 4 to 8 feet during the first hour.

Barnes' Reef, as will be seen by reference to the survey map, is 2,650 feet below the upper projection of Woody Point; the beach for that extent, and some 2,000 feet further up stream towards Snowden's Creek, consists of solid sand stone rock, from which blocks are quarried for railway structures and mill stones.

The remainder of the beach above and below Woody Point consists of soft and stiff mud and quick sand.

The usual anchorage for large vessels frequenting the high water ports near Cumberland Basin is below Barnes' Point. Schooners generally anchor further up, in what is called the Five Fathom Hole, about mid-way towards Au-Lac and Tintamarre.

IV.—SQUIRE THOMPSON LINE.

This line was examined between the 4th and 6th, 14th and 16th of August. The distance from its intersection with the shore line near Orley's Mill Brook, to where it intersects the located line, is 292.93 chains of 100 feet, or 5.55 miles, most of which had to be cut through the forest.

The comparison of this route with the located line prolonged downwards to Weeks' Point, is as follows, viz. :—

Located Line via North-West Valley of the Tidnish and Shore Line, or from Au-Lac to Weeks' Point.

	Miles.
Shore to Shore	21.38
„ to 16ft. at extreme low-water, Bay of Fundy	0.85
„ to 16ft. „ „ Baie Verte	0.90
Total	23.13

Trial line via Located Line, through North-West Valley and the Squire Thompson Line to Weeks' Point.

	Miles.
Shore to Shore	20.68
“ to 16ft. at extreme low-water, Bay of Fundy	0.85
“ to 16ft. at “ “ Baie Verte	0.90
Total	22.43

The above comparison shows that if the canal route was traced from the Au-Lac Terminus through the Valley of the Missiguash and along the Squire Thompson Line to Weeks' Point, it would be seven-tenths of a mile shorter by the Valley of the North-West, than the located line through the same valley and along the shore line, to the deep water terminus at Weeks' Point, or to a depth of sixteen feet at extreme low water in Baie Verte.

If the shortest route by the Squire Thompson Line to Weeks' Point is compared with the shortest route of the located line terminating near Tidnish Head, the difference in favor of the latter is nearly six-tenths of a mile.

The elevations of the land on the Squire Thompson route from Weeks' Point to its intersection with the located line, are approximately as follows, viz. :

Locality.	Feet above Datum.		Depth of Cutting in feet.
	Elevation.	Average Elevation.	
First Mile, from Weeks' Point	75 to 90	84	15
Second Mile, in valley of Squire Oxley's mill brook	85 to 126	106	37
Third Mile, across Squire Thompson's meadow, &c.	111 to 162 $\frac{1}{2}$	130	61
Fourth Mile do do do	94 to 163 $\frac{1}{2}$	125	56
Fifth Mile, in valley of R. Chappell's mill brook	75 to 94	83	14
Sixth Mile, across the Tidnish to Junction	70 to 97	85	16

The depth of cutting on the first six miles of this line is so much greater than on the corresponding six miles of the located line terminating near Tidnish Head, as may be seen by the elevations marked on the map, that it was not considered advisable to test the nature of the material to be excavated on it; but there is no doubt, judging from the formation of the ground, that the quantity of rock excavation would be considerable.

V.—ROUGH LOCATION LINE ESTABLISHED DURING THE SUMMER OF 1873.

When the preliminary survey was made in 1870-71, no correct map of any portion of the isthmus could be procured; the extent of country, the number of bays, streams and lakes that had to be surveyed, levelled or sounded, and bored, were so great, covering more than 200 square miles,—and the difficulties attending the sounding and field work on the Bay of Fundy, and on the bogs, were of such an unusual character, that it was impossible during the 9 $\frac{1}{2}$ months of the survey in question to do all that would have been required for a location survey, especially as the field operations were ordered to be discontinued before they were fully completed.

Sufficient information, however, was obtained and furnished to enable any engineer of practical skill, ability, and judgment, to determine whether or not the projected work is practicable, whether it can be supplied in the manner proposed, or otherwise, and in what direction a location line might be sought for.

Mr. Keefer, in discussing the merits of the original survey, appears to have lost sight of the foregoing considerations, and to have ignored that it was the Chief Engineer, and not his Assistant, who had been instructed to furnish the Government with a report on the work, and the cost of its construction.

His criticism of the survey has not prevented him, however, from adopting the source of supply recommended, and nearly the same elevation for the bottom of the upper reach of the canal, although no acknowledgment of the same has been made in his report.

With the aid of the map, profiles, and report I originally furnished, the location, survey and other examinations made this year, were comparatively an easy task, and were accomplished in the course of two-and-a-half months.

The rough location line established during the past summer, passes over the lowest ground, and avoids nearly the whole of the rock excavation of the preliminary line, and the objectionable termini and curves of the La Planche location route. It is the best that can possibly be obtained, unless greater curvature is resorted to for motives of economy. Its position is shown on the map by the *full blue line*.

The western portion of the line originally recommended from the mouth of the Au-Lac to Goose Lake, has been shifted from the north to the south side of Cumberland Ridge, or from the valley of the Au-Lac to that of the Missiguash, chiefly for the purpose of diminishing the quantity of rock excavation, and of otherwise reducing the cost of the projected work to a minimum.

The terminus, however, of the Au-Lac line on the Bay of Fundy, has been retained; any other terminus for a whole or a half-tide canal, whether at the mouth of the Missiguash or at the outlet of the La Planche, being dangerous on account of the loose rocks, boulders, stumps, and quicksands, laying in the path of vessels to those streams, and not susceptible of being rendered available for navigation during low water when the requirements of trade demand it.

The objection made to it on account of the south-west wind blowing directly into the mouth of the canal is groundless, inasmuch that such is not the case, because the south-west wind traverses the entrance piers at an angle of 45 degrees; but admitting that any danger to the entrance lock is to be apprehended on that account, it can easily be protected by slightly altering its position, or that of the piers, as shown by the full blue lines.

The central portion of the located line, from Goose Lake to Lucius Chappell's marsh on the Tidnish, passes slightly to the south-west of the original line, through the valley of the North-West; it traverses the crest of the watershed between the valleys of the Missiguash and Tidnish, the lowest elevation of which is 105½ feet, being respectively 10½ and 6¼ feet lower than the summits of the north and south sections of the original line, and 12½ feet lower than the summit of the La Planche and Weeks' Point line, recommended by Mr. Keefer.

The line through the North-West valley is about 3,300 feet shorter than the corresponding part of the *blue line* through the Little-West valley. In order to remove all doubts respecting the relative advantages of the North-West and Little-West valleys, a line through each of them was traced on the lowest ground that could be found; their respective lengths, elevations and borings, show that the North-West located line is superior to the Little-West line, as regards distance, the probable quantity of rock excavation, and the construction of an expensive culvert which will be avoided by its selection. [See Note B.]

The eastern portion of the located line from Lucius Chappell's to Tidnish Head marsh, passes generally to the northward of the original line, portions of it being in the valley of the main trunk of the Tidnish, which it is proposed, should be diverted at a few projecting points, from its present circuitous channel into a straighter one, so as to not interfere with the drainage of the country along that stream, as would be the case by adopting Mr. Keefer's scheme of raising the surface of the river to a level of about five feet above the high water of Baie Verte, or to an elevation of 82 feet.

For the reasons given in my first report, it was formerly proposed to terminate the upper reach of the canal near the Tidnish post-road bridge; it is now proposed to extend it as far as the shore near Tidnish Head, and to cross the Tidnish near its outlet, where it will be necessary to construct a culvert under the canal for the escape of the river water.

The eastern terminus, which is the same as that originally proposed, with the exception of the basin afterwards recommended in my subsequent report of the 12th April, 1873, on the half-tide canal scheme, has been already described.

NOTE B.—The borings on the section of the line through the North-West valley were made under the supervision of Alex. Munro, P.L.S. of Port Elgin, N.B.

COMPARISON OF THE AU-LAC AND TIDNISH LOCATION LINE THROUGH THE VALLEY OF THE MISSIGUASH, WITH THE LA PLANCHE LOCATION LINE.

During the location of the central and eastern portions of the former line, measurements were taken at various points in order to ascertain the exact relative position of the corresponding portions of Mr. Keefer's location line, so as to indicate it correctly on the map of the original survey. The necessity of doing this arose from the fact that the located line shown on his own plan, does not correspond with his location line on the ground; the discrepancies between them are too numerous to be explained in detail; it may be sufficient to state that the intersections of his line with the various bends of the Tidnish and with the post-roads are not shewn in their true positions in scarcely any instance, the points shewn to be on dry ground, being frequently in the river; the lower portion of his line towards Tidnish Head is some 300 feet shorter than represented on his plan.

These discrepancies, however, which have been verified on the field, are not so striking as those before referred to in my second report of the 12th of last April, wherein I stated, amongst other things,—that the river La Planche on his location plan is from 3,000 to 5,000 feet out of its true position at several points,—that La Planche lake is represented on the north instead of the south side of the river,—that Tidnish Head is placed 1,000 feet too far north into the waters of Baie Verte,—and that similar inaccuracies occur with respect to the roads and the relative situation of the high and low land.

The length of the La Planche location line as given by Mr. Keefer, is $20\frac{1}{2}$ miles between his entrance locks, but he has not drawn attention to the fact that the total sailing distance from a point opposite the mouth of Au-Lac to the deep water entrance of his Baie Verte terminus near Weeks' Point would be 24.93 miles.

The length of the Au-Lac and Tidnish rough location line established during the past summer is 18.67 miles between the entrance locks; the total sailing distance over this route from the same starting point taken for the La Planche, or from 16 feet depth of water at extreme low water, in the Bay of Fundy, to the same depth of water opposite the Weeks' Point entrance, is 22.32 miles, instead of the 24.93 miles, on the La Planche located line.

This shows a difference of 1.85 miles between the entrance locks, and of 2.61 miles of sailing distance in favor of the located route of the Au-Lac and Tidnish through the North-West valley.

The tables of distances appended to this report show the comparative lengths of the location line determined during the past summer, and of the La Planche location line recommended by Mr. Keefer.

WATER SUPPLY.

The line now recommended for adoption through the valley of the Missiguash, is not so favorable with respect to the water supply as that through the valley of the Au-Lac, because the surface area of the latter, which, it was proposed, should be converted into a reservoir for feeding the canal, is thrice greater than that of the Missiguash, (see page 165 of Appendix to "Public Works Report, 1872") nor is it so favorable as regards the river system of the two valleys; the river Au-Lac being no longer used for the formation of new marsh land, whilst the Missiguash is still used for that purpose.

The difficulty, however, with respect to the water supply, may be obviated by using only the outlet of the Au-Lac from its mouth to the railway Aboideau as a reservoir, in which case the construction of one expensive railway bridge and one post-road bridge, will be avoided,—and by constructing a dam with proper stop-gates across the outlet of the Missiguash, in order to obtain an equivalent storage capacity for the water required, including what will be furnished by the increased volume in the upper reach of the canal, owing to its additional length from the Tidnish post-road crossing, to Tidnish Head.

With respect to the stoppage of the marsh land formation on the Missiguash, which will be affected by the canal according to the water level that may be adopted, and the distribution of the supply, the compensation that may be demanded on that account, will probably be no greater, and may possibly be less, than what it would cost to purchase the land in the valley of the Au-Lac, where its value is greater than in the valley of the Missiguash.

With the above exceptions, the mode of providing water for feeding the canal, and the elevations at which the water should be kept in the reservoirs and canal, as well as the elevation of the bottom of the upper reach of the latter, are the same as those previously recommended, but the supply will be more difficult to distribute and to regulate than in the valley of the Au-Lac, on account of the additional dam at the mouth of the Missiguash, and the greater disconnection of the canal from the feeding reservoir; in the former case, the permanent working expenses will be materially increased, and in the latter case, the simultaneous distribution of the water held in reserve cannot be effected by means of several weirs on a long extent of the upper reach, as could be accomplished in the valley of the Au-Lac, where the tide can be conducted to a greater distance eastward, or for about eight miles from the shore, than through the Missiguash, the supply from which can only be introduced conveniently at the first intersection of the canal with the river, some $3\frac{1}{2}$ miles from the Bay of Fundy terminus, and 4-20 miles from the site of the proposed dam across the outlet of the river. The supply from the lower portion of the Au-Lac, before referred to, will enter the canal through the King's Creek feeder, which connects with it about a quarter of a mile above the upper lock, and $2\frac{4}{16}$ miles below the head of the Missiguash Feeder.

As the practicability of the canal depends chiefly on the adequacy of the water supply; and if the mode suggested for obtaining it, is not considered sufficient to meet any emergency that might arise from leakage, evaporation and absorption, or otherwise, the deficiency can be provided for, in various ways, viz:—

1st. By connecting the lakes at the head of the Missiguash with the canal, which can be easily accomplished, as they are in its vicinity; and by uniting the canal with Round Lake and Long Lake, at the head of the La Planche—to effect which, it will be necessary to construct a dam at the foot of Long Lake, so as to raise it to the same elevation as Round Lake, or from ninety two to ninety four feet over datum, as may be required,—and to cut a race-way from Round Lake across the bog, a distance of 5,000 feet, to its intersection with the canal, opposite the western or lower end of Hackmatack Lake, as shown on the map by the *red dotted line*.

In such case, supply weirs would have to be constructed at or near the junction of each race-way with the canal, in order to supplement the tidal supply if needed, by means of the fresh water held in reserve in one or more of the above named lakes.

The supply can be still farther augmented, if necessary, by creating reservoirs in the valley of the Little-West or of the North West; this can be done by flooding the lower portions of the land between the canal and the water-shed, where it is unfit for agricultural purposes, owing to its swampy nature and the great difficulty of draining it, so long as the Tidnish is dammed at Doyle's mill.

In the latter case, the minimum elevation of the water surface in the upper reach of the canal and in the reservoirs, should be eighty-five, and the maximum elevation not more than eighty-eight feet above datum, as previously proposed.

The same elevations are also proposed for the canal, in the event of converting one or more of the above named lakes into fresh water reservoirs.

The lakes at the head of the Missiguash are fed by many small springs, and by the drainage water from the surrounding uplands; they furnish a minimum supply of 113^c cubic feet per second. Those at the head of the La Planche are fed chiefly by the

drainage water from the uplands around them; Round Lake and Long Lake, together with all the lakes at the head of the La Planche, north and south of the Tyndal Road, furnish a minimum supply of 11.54 cubic feet per second, of which, probably not more than one-third is supplied by the two former lakes.

Whenever any deficiency would occur in the fresh water supply of the lakes, it could be remedied to a certain extent, by introducing such surplus tidal water as would not be required for the maintenance of the upper reach of the canal throughout, at an elevation of eighty-eight feet above datum, providing the water can be raised in the latter to a sufficient height for the purpose, without detriment to the drainage or otherwise.

As the drainage and improvement of the bogs around the lakes depend on the elevation of the water in the latter, their surface should be maintained as much as practicable at an uniform elevation of less than ninety four.

If the question is asked,—why not connect the lakes directly with the canal, reduce them to the same elevation proposed for the latter, or to eighty-eight, and thereby dispense with dams and weirs?—the answer is, that in such case the lakes would be almost emptied, their bottom elevation being about eighty-eight feet over datum, as already stated.

Either one or the other of the precedingly proposed modes of supply, viz: by using only the fresh water of the lakes, or by establishing reservoirs in the North West or in the Little West valley, to be filled with salt water,—can be adopted, without affecting the present facilities for the drainage of the marshes, which would be increased instead of being diminished, providing the proposed elevations are adhered to.

2nd. The La Planche, or a portion of the Tintamarre, as stated in my original report, might be converted into reservoirs at any time, if required.

3rd. The supply might be increased during high spring tides by raising the surface elevation of the canal to ninety, or even to ninety two, the high water level recommended by Mr. Keefer, providing suitable feeders and stop-gates are constructed; but in such case the drainage of the marshes and bogs through the canal would be prevented; the construction of expensive tidal race-ways outside of the canal banks, with tide-gates or aboideaux and dyking at their outlets, would be rendered unavoidable, and the maintenance and working expenses of the canal would be greatly and unnecessarily increased.

In order to maintain the surface elevation of the upper reach of the canal as much as possible at an uniform elevation between eighty-five and eighty-eight, the water might be retained, if found requisite at the elevation of ordinary spring tides, for one or two days every fortnight, by means of stop-logs or otherwise, at the mouths of the feeders and over the crests of the dams, because their elevation will seldom exceed eighty-nine and a half, or one and a half feet above the variable top-water surface of the canal. When the spring tides rise to a greater height than ninety two or ninety three above datum, they can be shut out from the canal by the same means; in this case, vessels entering from the Bay of Fundy, would have to lock down into the canal.

In my first report, I stated that the Bay of Fundy water is only admissible for the supply of the canal towards the time of high water, or after it has attained an elevation of 85, because it is then comparatively clear or free from sediment.

The correctness of this statement may be disputed, because the formation of new sediments takes place during the time of high water; although this cannot be denied, it

may probably be accounted for by the fact that when the tidal water ascends the winding streams leading to the bogs, it washes off a considerable portion of the sediment, with which it becomes more densely charged, from the soft muddy banks of those streams in its upward course.

Whether this hypothesis be true or not, there is no doubt, however, that more or less sediment will be deposited in the canal; but as the latter is to be fed from reservoirs, sufficient time may be generally allowed for the deposit of the sediment on the bottom of the reservoirs, before the water is introduced into the canal, so that any obstruction to the navigation that might be apprehended from that source, is not likely to be serious, especially as it can easily be removed by dredging.

Further details respecting the water supply will be found in the appended table under that heading.

LOCKS AND BASINS.

Their number will of course depend on the decision that will be made, whether the canal is to be a whole-tide one or not, and on the extent of the accommodation to be given to vessels. The number and lifts of the locks required for a whole-tide canal are shown in my original report.

Their relative position and arrangement on the located line are nearly the same as originally represented by the full *red lines* at the western terminus and the *red dotted lines* at the eastern terminus. By this disposition of the locks, the upper reach of the canal, as before stated, will extend almost from shore to shore; this arrangement of the locks was originally intended and would have been adhered to, if an error had not been committed in the calculation of the quantity of excavation for placing the locks otherwise, near the river Tidnish post-road bridge, for obtaining a rock foundation. This error, to which Mr. Keefer makes special reference in his memorandum, dated 27th August, 1872, was only discovered after my report had been printed for the use of the House of Commons, and your attention has been called to it by me since then; I can, however, be scarcely held responsible for it, as the calculation was made at a time when my life was despaired of; my original report was prepared and written before I had completely recovered, and it was not possible for me under the circumstances to verify the accuracy of all the calculations.

The error in question, coupled with the fact that the original calculations were for a whole-tide canal of the same sectional area through earth and rock, and for locks of 18 feet draught of water, with extensive basins between them, together with dredged channels at each terminus, 300 feet in width and 16 feet in depth at extreme low water, swelled the quantities considerably above what was actually required, and greatly to the advantage of the half-tide canal scheme on the La Planche and Weeks' Point location line, especially as the calculations for the latter make no provision for ditching, dredging, and mucking under the seats of the canal banks, nor any for the rock excavation at the Weeks' Head and La Planche termini.

Judging from the appearance of the beach at Tidnish Head, where solid rock appears near high water surface, it is highly probable that a suitable foundation will be found for the entrance locks at Baie Verte, on the line as now located.

EXCAVATION.

The probable quantity of excavation required to be done for the construction of a canal, including the cuts or new river-channels across the heads of the Tidnish, also the

feeders and ditches, on the line through the North-West valley, will be nearly as follows, viz. :—

For a Half-Tide Canal, not intended for extension to full-tide in the Bay of Fundy, but accessible during extreme low water in Baie Verte, for vessels of 15 feet draught, and an allowance of one foot extra for keel-way throughout :

	Cubic yards.
Earth excavation	14,319,753
Rock ,,	44,736
Total	14,364,489

For a Half-Tide Canal, designed for extension to full-tide at the Bay of Fundy terminus, and accessible during extreme low water in Baie Verte, for vessels of 15 feet draught, and an allowance of one foot extra for keel-way throughout :

	Cubic yards.
Earth excavation	14,595,898
Rock ,,	44,736
Total	14,640,634

In the preceding estimates of quantities, the canal prism is calculated for a depth of 16 feet of water, with a bottom width of 100 feet, the slopes being two horizontal to one vertical through earth, and $\frac{1}{4}$ horizontal to one vertical in rock cuttings.

Allowance has been made for the mucking required under the embankments, not merely for the purpose of rendering them water-tight, but, also for the prevention of slides in the trunk of the canal, especially through the bogs.

The latter, as before stated, consist generally of a crust of moss at the surface, and of semi-fluid vegetable matter beneath, forming a stratum which rises and falls with the water whereon, it may be said, they float, as can be tested by any one who will venture over them in summer, during the driest season.

When the canal is constructed, the drainage of the bogs to be traversed can be accomplished by commencing the excavation through the water-shed of the Missiguash and Tidnish, or from the valley of the former into the North-West or Little-West, which are considerably lower, as may be seen by referring to the elevations indicated on the map.

Once this drainage is effected, as suggested or otherwise, there is no doubt that the semi-fluid matter will be greatly reduced, probably to $\frac{1}{4}$ or less of its present thickness, which varies from six to ten feet or more.

This applies not only to the boggy material under the seats of the banks, but also to the surface of the canal prism, for a considerable distance; a corresponding reduction should therefore be made, either in the quantity or in the cost of the excavation.

Again, as regards mucking under the banks across the bogs, it should be borne in mind that the permanent surface elevation of high water in the canal, is limited to 88 feet, whereas the surface of the bogs rises to 96 and 103 more or less, or from eight to fifteen feet above the proposed water level. It will be needless, therefore, to do any more mucking than what is necessary to provide against the loss of water through the boggy stratum, and to prevent the soft material from sliding into the trunk of the canal, whether through bogs, swamps or otherwise, unless their surface elevation is less than 88, in which case the seats of the embankments must, of course, be mucked more thoroughly—a contingency which has also been provided for.

Round Lake Line.

After the rough location line from Au-Yac to Tidnish Head was sufficiently established, I explored a line through the valley of the Missiguash and Round Lake towards that of the Little West, and took such levels as were necessary to determine the lowest ground across the water-shed, between the valley of Round Lake and that of the Little-West,—the elevations of which are indicated on the map, along the *blue dotted line*.

No borings were made, as the exploration was only finished on the 7th September, the day fixed for the close of the survey; judging, however, from the formation of the ridges along the line, it is very probable that the quantity of rock is much greater than on the located line.

The Round Lake line is 2,300 feet = 0.44 miles shorter than the trial line through the valley of the Little West, but it is about 1,000 feet = 0.20 miles longer than the located line through the valley of the North West.

In the estimate furnished with my last report, the locks, weirs and bridges are supposed to be carried up to the same height as the towing path, or to an elevation of 102 feet over datum; the culvert and waste-weir near the mouth of the Tidnish,—the piers and abutments of the railway bridge,—the locks at Baie Verte and those at the Bay of Fundy terminus, excepting the upper portion of the lower locks, are calculated as being of masonry;—the railway bridges are estimated as being of iron;—the other structures were intended to be constructed of timber or crib work and earthwork.

In addition to the diagrams and profiles before referred to, various statements are appended hereto, showing—the lengths of the several lines examined—the relative quantities of excavation and pier work on the located lines—the surface area, and water-storage capacity of the reservoirs,—and the daily elevation of high water in the Bay of Fundy and Baie Verte,—the whole of which, together with the foregoing and previous reports, will, it is believed, enable you to determine the relative merits of the different routes and schemes in connection with the projected work.

I have the honor to be,

Sir,

Your most obedient servant,

G. F. BAILLAIRGÉ,

Assistant Chief Engineer, P. W.

COMPARISON of the Au-Lac and Tidnish rough location line, through the valleys of the Missiguash and of the North-West Branch and Main Trunk of the Tidnish, with the La Planche location line.

AU-LAC AND TIDNISH LOCATION LINE, <i>Through the valleys of the Missiguash and of the North-West Branch and Main Trunk of the Tidnish.</i> (Route recommended by Mr. Baillairgé).		Chains of 100 feet.	Miles.
Shore to shore.....		1,016.50	19.25
do 16 feet, at half tide..... Bay of Fundy.....		12.00	0.23
do 16 feet, at extreme low water, Baie Verte.....		92.00	1.74
Total for half-tide— Susceptible of being extended to full-tide.....		1,120.50	21.22
LA PLANCHE LOCATION LINE, <i>Through Long Lake, Little West and Tidnish Valleys, to Weeks' Point or Roach's Head.</i> (Route recommended by Mr. Keefer.)			
Shore to shore.....		966.00	18.29
do 16 feet, at half-tide..... Bay of Fundy.....		37.00	0.70
do 16 feet, at extreme low water, Baie Verte.....		140.00	2.65
Total for half-tide— Not susceptible of being extended to full-tide.....		1,143.00	21.64
Difference in favor of Au-Lac and Tidnish Route.....		22.50	0.42

SAILING DISTANCES COMPARED.

AU-LAC AND TIDNISH LOCATION LINE, <i>Via Missiguash and North-West Valleys.</i> (Recommended by Mr. Baillairgé).			
Shore to shore.....		1,016.50	19.25
do 16 feet at extreme low water, Bay of Fundy.....		45.00	0.85
do 16 feet do do Baie Verte, (opposite Weeks' Point entrance).....		117.00	2.22
Total.....		1,178.50	22.32
LA PLANCHE AND WEEKS' POINT LOCATION LINE. <i>Via Long Lake, Little-West and Tidnish Valleys.</i> (Recommended by Mr. Keefer).			
Distance between Entrance Locks, Bay of Fundy and Baie Verte.....		1,078.00	20.42
Entrance Lock, La Planche to 16 feet, at extreme low water, Bay of Fundy....		210.00	3.98
do do Weeks' Point to 16 feet at extreme low water, Baie Verte.....		28.00	0.53
Total.....		1,316.00	24.93
Difference in favor of Au-Lac and Tidnish Route, via Missiguash and North-West Valleys.....		137.50	2.61

STATEMENT showing Quantities of Excavation, &c., for a Half-Tide Canal, on the respective located lines.

Canal 100 feet wide at bottom. Slopes 2 to 1 in Earth, — to 1 in Rock. Low-water level of Upper Reach 11 feet below highest tide observed in 1870, in the Bay of Fundy, or 85 feet above Datum.

AU-LAC AND TIDNISH

Length of Canal between entrance Locks.	Canal Prism.				Fluid Muck and Moss under Canal banks.	Solid Muck under Canal banks.	Dredging.		Length of Piers at Termini, in Feet.	
	Earth.	Rock.	Fluid Muck, &c.	Solid Muck.			Moss.	Bay of Fundy.		Baie Verte.
18-67	12,078,095	44,736	726,626	Included with Earth.	150,600	83,055	60,000	330,451	446,250	North Pier... 1,100 South Pier... 1,500
Miles.										Bay of fundy. Baie Verte. Baie Verte.

LA PLANCHE AND WEEKS' POINT.

20-50	9,160,000	440,000	Included with earth.	1,000,000	Omitted.	Omitted.	Omitted.	Omitted.	Omitted.	Only one Pier estimated... 2,500 (Crib-work outside of banks ... 14,480 West Pier... 1,800 East Pier... 1,800)
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NOTE A.—Excavation connected with Au-Lac and Tidnish Line, viz.:—
 { Channels for River Tidnish..... 69,555 cubic yards.
 { Dams and Feeders—Months of Au-Lac and Missisquoi 370,000 do

NOTE B.—The above quantities on the Au-Lac and Tidnish Line would have to be increased by 602,000 cubic yards for a three-quarter tide canal, and by 600,000 cubic yards more, or 1,252,000 cubic yards in all, for a full-tide canal.—G. F. J.

Water Supply from Bay of Fundy, proposed to be kept in reserve in the Rivers Au-Lac and Missiguash and in Upper Reach of Canal.

	Feet.	Feet.	Feet.
Surface area of the Au-Lac, from the proposed dam near its outlet to the Railway Aboideau	4,979,000		
do King's Creek Feeder, from River Au-Lac to the canal.	690,000		
do Railway Creek, from River Au-Lac to Post Road, south of Au-Lac Railway Station.....	230,000		
Total surface area of Au-Lac, between outlet-dam, and railway, &c., at elevation of 88 above datum.....		5,919,400	
Surface area of the Missiguash, from proposed dam near its outlet to junction of canal		4,775,060	
Total surface area of proposed Reservoirs in Rivers Au-Lac and Missiguash, at elevation of 88 above datum.....			10,694,460
Surface area of upper reach of canal, from St. 42 to St. 999, at elevation of $\frac{85+88}{2}$, or at $86\frac{1}{2}=95,700 \times 170$ feet.....			16,269,600
Total area Au-Lac and Missiguash Reservoirs and upper reach of canal			26,963,400
Depth of water in reservoirs and upper reach of canal above lowest navigable surface			3
Total volume of water which can be kept in reserve in the reservoirs of the Rivers Au-Lac and Missiguash, and in the upper reach of the canal, on the location line, between the elevations of 85 and 88 over datum.....			80,890,200
N.B.—If the upper portion of the Au-Lac eastward of the railway, is converted into a reservoir, the additional volume available will be		20,000,000	
The River La Planche, from its outlet to the Post Road Aboideau, if converted into a reservoir, will furnish		23,400,000	
A portion of the River Tintamarre may be converted into a reservoir as shown on the map, thus adding to the volume of water in reserve.....		25,500,000	
Total additional volume of water available as above.....			68,900,000
Total.....			149,790,200

G. F. B.

BAY OF FUNDY.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, which is 50 feet below Ordinary Low Water of Spring Tides.

N.B.—Extreme low water of spring tides is 2.75 feet below ordinary low water of spring tides.

Date.	August, 1870.—Elevation above Datum in Feet.													
	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1														
2														
3														
4	First Quarter of Moon													
5														
6														
7														
8														
9														
10														
11	Full Moon													
12														
13														
14								90.4						
15								90.2						
16								88.9c						
17						87.7		88.4c						
18						87.7								
19	Last Quarter		85.6d											
20			85.0											
21			85.0											
22			85.5											
23														
24					86.0b									
25					86.5									
26														
27	New Moon													
28														
29														
30														
31														
Number of Tides		4	2	2	2	2	2	3	1	3				

Low water :— a, 55.6 ; b, 54.6 ; c, 52.5 ; d, 52.8 ; e, 51.4 ; f, 51.0 ; g, 49.7 ; h, 49.5 ; i, 48.3.

* Rate of Rise of Tide in Feet.				* Rate of Fall of Tide in Feet.		
	16th.	20th.	31st.		16th.	23rd.
Last half of last hour ..	0.7	1.0	0.8	First half-hour	1.2	1.4
Last hour	2.6	2.8	2.0	First hour	3.6	3.4
Fifth do	6.3	5.9	6.8	Second do	7.0	5.0
Fourth do	7.6	6.5	8.7	Third do	6.8	5.6
Third do	8.0	6.3	9.5	Fourth do	6.6	5.7
Second do	8.8	6.0	11.4	Fifth do	5.7	5.3
First do	6.5	4.6	6.1	Last do	3.8	4.0
Duration of Slack Water or Stand after Tide reached its greatest elevation, on the preceding dates — also Duration of Rise — in Hours and Minutes.				Duration of Slack Water or Stand, after Tide reached its lowest elevation, on the preceding dates — also Duration of Fall — in Hours and Minutes.		
Duration of Stand	0-10	0-15	0-10	Duration of Stand	0-10	0-10
do Rise	5-30	5-35	5-50	do Fall	6-35	6-40

* Rise and Fall of Tides were registered every five minutes, except on Sundays and stormy days, &c.; the rate per hour, in each case, is given at the respective dates stated in the following tables for each month. In cases where the daily tidal register of any month is not complete, the range and rate of the tides are based on those of the corresponding tides in one of the other months. Night Tides not observed.—G. E. B.

BAY OF FUNDY.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

Date.	SEPTEMBER, 1870.—Elevation above Datum in Feet.													
	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1									91.3					
2	First Quarter of Moon							99.0						
3						88.6								
4					87.2									
5				86.5 <i>b</i>										
6				86.8										
7						88.7								
8							89.3 <i>c</i>							
9	Full Moon							90.5						
10								90.8						
11								90.0						
12							89.8							
13						88.0 <i>d</i>								
14					87.0									
15				86.0										
16	Last Quarter			85.0 <i>a</i>										
17				85.5										
18					85.0									
19				86.5										
20					87.0 <i>e</i>									
21					87.4									
22	Autumnal Equinox.						89.6							
23									91.9 <i>g</i>					
24	New Moon									93.2 <i>h</i>				
25												94.0 <i>j</i>		
26												94.6		
27												94.0		
28										92.6 <i>k</i>				
29								90.9 <i>f</i>						
30														
Number of Tides		2	5	4	3	4	5	2	1	1	3			

Low water :— a, 55.7; b, 55.0; c, 54.9; d, 52.8; e, 51.4; f, 49.8; g, 48.0; h, 48.2; i, 47.4; j, 47.3.

Rate of Rise of Tide in Feet.					Rate of Fall of Tide in Feet.		
	2nd.	14th.	27th.	30th.		5th.	25th.
Last half of last hour.	6.9	1.1	1.3	1.0	First half-hour	1.0	1.4
Last hour	3.0	3.3	4.1	3.4	First hour	2.6	4.3
Fifth do	7.4	6.9	8.5	7.4	Second do	6.7	8.7
Fourth do	8.2	7.5	9.7	8.5	Third do	6.4	9.1
Third do	8.6	8.3	10.1	8.9	Fourth do	6.0	7.8
Second do	9.4	8.5	12.7	11.2	Fifth do	4.6	5.7
First do	7.0	6.0	9.7	5.8	Last do	2.0	4.2

Duration of Slack Water or Stand after Tide reached its greatest elevation on the preceding dates — also Duration of Rise — in Hours and Minutes.					Duration of Slack Water or Stand after Tide reached its lowest elevation on the preceding dates — also Duration of Fall — in Hours and Minutes.		
Duration of Stand	0-10	0-20	0-05	0-15	Duration of Stand	0-05	0-05
do Rise	5-35	5-20	5-13	5-30	do Fall	6-30	6-35

BAY OF FUNDY.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

Date.	OCTOBER, 1870.—Elevation above Datum in Feet.													
	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1	First Quarter						89.5							
2						88.7								
3					87.5c									
4				86.5										
5					87.8									
6					87.9d									
7						88.7								
8							89.5f							
9	Full Moon							90.0h						
10								90.7						
11								90.1						
12							89.9							
13						88.6								
14						88.1								
15				86.7b										
16		85.6a												
17	Last Quarter		85.0											
18		85.7												
19			86.0											
20	Earthquake		86.4											
21					87.8c									
22							89.9g							
23									91.5					
24	New Moon									93.3k				
25														96.0n
26											94.6m			
27										93.6l				
28										92.6j				
29								90.7i						
30							89.0							
31	First Quarter					88.5								
Number of Tides.....			3	4	4	5	5	4	1	1	2	1	.....	1

Low water: — a, 58.5; b, 55.3; c, 54.3; d, 51.9; e, 52.7; f, 50.9; g, 50.2; h, 50.3; i, 51.6; j, 50.1; k, 49.0; l, 48.3; m, 74.0; * n, say 46.0.—S.W. Gale and highest observed tide on the 25th.

Saxby Tide, 5th Oct., 1869. (New Moon).—Rose to 100 feet above Datum at 1 a.m.; fell to about 42.50 above Datum.

Rate of Rise of Tide in Feet.							Rate of Fall of Tide in Feet.					
	3rd.	11th.	15th.	17th.	25th.	28th.		3rd.	6th.	8th.	21st.	24th.
Last half of last hour.....	0.6	0.6	1.2	0.6	0.7	1.2	First half hour.....	1.0	0.9	0.7	1.6	1.4
Last hour.....	3.1	2.5	2.8	2.0	1.3	2.8	First hour.....	3.6	3.1	3.1	3.9	4.3
Fifth do.....	7.1	6.9	6.1	5.1	5.5	7.1	Second do.....	6.1	5.5	7.1	6.0	8.7
Fourth do.....	7.8	8.2	6.9	6.0	9.6	8.9	Third do.....	6.7	7.0	7.7	6.6	9.1
Third do.....	7.6	8.6	7.2	6.3	10.6	9.6	Fourth do.....	5.6	6.5	6.8	6.3	7.6
Second do.....	7.7	9.5	7.5	6.7	12.4	11.0	Fifth do.....	4.7	5.3	5.5	5.4	5.7
First do.....	5.0	5.5	5.2	3.8	8.1	6.8	Last do.....	2.4	3.5	3.8	3.1	4.2
Duration of Slack Water or Stand, after Tide reached its greatest elevation on the preceding dates—also Duration of Rise—in Hours and Minutes.							Duration of Slack Water or Stand, after Tide reached its lowest elevation on the preceding dates—also Duration of Fall—in Hours and Minutes.					
Duration of Stand do Rise.....	0.15	0.10	0.15	0.10	0.15	0.15	Duration of Stand do Fall.....	0.5	0.10	0.10	0.10	0.5
	5.20	5.50	5.20	5.25	5.45	5.35		6.35	6.35	6.40	6.30	6.35

BAY OF FUNDY.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

Date.	NOVEMBER, 1870.—Elevation above Datum in Feet.													
	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1					87.9	88.0								
2					87.4j									
3						88.1i								
4						88.6								
5						88.8j								
6						88.8								
7	Full Moon						89.3							
8							88.9							
9							88.5							
10					87.6									
11					87.0									
12						86.7b								
13						86.2c								
14	Last Quarter	85.2a												
15					86.5d									
16					87.7g									
17							89.1l							
18								90.5						
19									91.9m					
20										93.0				
21	New Moon										94.5			
22											94.4o			
23											94.2			
24										93.4n				
25									91.0					
26														
27														
28						88.8k								
29	First Quarter				87.1h									
30					86.0e									
Number of Tides		1	4	6	9	2	1	2		2	3			

Low water: — a, 57.0; b, 56.6; c, 57.3; d, 56.1; e, 54.7; f, 54.4; g, 55.0; h, 53.6; i, 53.8; j, 53.3; k, 52.3; l, 52.7; m, 49.0; n, 49.0; o, 47.0.

Rate of Rise of Tide in Feet.				Rate of Fall of Tide in Feet.			
	15th.	28th.	29th.		3rd.	4th.	21st.
Last half of last hour	0.9	0.9	0.5	First half-hour	0.9	1.0	1.4
Last hour	2.5	2.8	2.3	First hour	2.9	3.1	4.3
Fifth do	5.2	6.4	6.5	Second do	6.1	6.2	7.9
Fourth do	6.4	8.1	6.8	Third do	6.4	6.6	8.3
Third do	6.9	7.8	7.5	Fourth do	6.2	6.1	7.4
Second do	7.2	8.7	9.1	Fifth do	5.4	5.8	5.7
First do	3.5	5.6	4.4	Last do	3.1	3.3	1.9

Duration of Slack Water or Stand, after Tide reached its greatest elevation on the preceding dates—also Duration of Rise—in Hours and Minutes.

	0-20	0-5	0-10
Duration of Stand	0-20	0-5	0-10
do Rise	5-35	5-35	5-35

Duration of Slack Water or Stand, after Tide reached its lowest elevation on the preceding dates—also Duration of Fall—in Hours and Minutes.

	0-10	0-10	0-10
Duration of Stand	0-10	0-10	0-10
do Fall	6-30	6-30	6-40

BAY OF FUNDY.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

Date.	DECEMBER, 1870.—Elevation above Datum in Feet.													
	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1				86.7										
2					87.5									
3					87.8 ^b									
4						88.0								
5						88.2 ^f								
6						88.5								
7	Full Moon					88.8								
8						88.6								
9						88.0								
10						88.4								
11					87.8									
12					87.3 ^c									
13					87.8 ^d									
14						88.0 ^g								
15	Last Quarter			86.9 ^a										
16					87.2									
17						88.0 ^h								
18							89.2							
19								90.4 ^e						
20										92.1 ^j				
21	Winter Solstice										93.8 ^k			
22	New Moon											94.2 ^l		
23												94.2		
24											93.5			
25									91.8					
26								90.2						
27						88.7								
28					87.1 ⁱ									
29	First Quarter				87.3									
30					87.5									
31					87.8									
Number of Tides...				2	10	10	1	2	1	1	2	2		

Low Water:—a, 55.9; b, 54.5; c, 54.5; d, 54.7; e, 54.0; f, 53.7; g, 55.0; h, 54.4; i, 51.1; j, 49.4; k, 50.0; l, 47.2.

	Rate of Rise of Tide in Feet.		Rate of Fall of Tide in Feet.	
	12th.	14th.	5th.	20th.
Last half of last hour	0.9	0.6	1.0	1.5
Last hour	2.6	1.8	3.2	4.3
Fifth do	6.8	5.4	6.4	7.1
Fourth do	7.2	7.0	6.8	8.0
Third do	7.3	7.7	6.6	7.4
Second do	8.7	8.3	6.0	6.1
First do	4.9	3.9	3.8	4.3

Duration of Stand.....	Duration of Slack Water or Stand, after Tide reached its greatest elevation on the preceding dates—also duration of Rise—in Hours and Minutes.		Duration of Stand.....	Duration of Slack Water or Stand, after Tide reached its lowest elevation on the preceding dates—also Duration of Fall—in Hours and Minutes.	
	0-10	0-10		0-10	0-50
do Rise.....	5-20	5-40	do Fall.....	6-15	6-11

BAY OF FUNDY.

Half-Tide Elevation, or Mean Level, between High and Low Water, referred to Datum, which is 50 feet below Ordinary Low Water of Spring Tides.

Extreme Low Water, Springs, is 2.75 feet below ordinary Low Water Springs.

Year.	Month.	Date.	Elevation above Datum in Feet.		
			High Water.	Low Water.	Half-Tide Line, or Mean Level.
1870	August	15	88.90	51.40	70.15
		16	88.40	52.50	70.45
		20	85.00	55.60	70.30
		23	86.00	54.60	70.30
		24	86.50	54.50	70.40
		25	88.20	52.80	70.50
		26	89.70	51.00	70.35
		27	90.90	49.70	70.30
		28	91.50	49.50	70.50
		29	92.50	48.30	70.40
		31	92.00	48.90	70.45
Average.....					11)774.10 70.37
1870	September	8	89.30	51.40	70.35
		14	88.00	52.80	70.40
		17	85.00	55.70	70.35
		21	87.00	54.90	70.95
		24	91.90	48.00	69.95
		25	93.20	47.40	70.30
		26	94.00	47.30	70.65
		29	92.60	48.20	70.40
		30	90.90	49.80	70.35
		Average.....					9)633.70 70.41
1870	October	3	87.00	54.30	70.65
		9	90.00	50.30	70.15
		15	86.70	55.30	71.00
		17	85.00	58.50	71.75
		21	87.80	52.70	70.25
		22	89.90	50.20	70.05
		24	93.30	49.00	71.15
		25	96.00	46.00	71.00
		26	94.60	47.00	70.80
		27	93.60	48.30	70.95
		28	92.60	50.10	71.35
29	90.70	51.60	71.15		
Average.....					12)850.25 70.85
1870	November	3	87.40	54.40	70.90
		4	88.10	53.80	70.95
		7	88.80	53.30	71.05
		14	86.70	56.60	71.65
		15	86.20	57.30	71.75
		16	85.20	57.00	71.10
		19	89.10	52.70	70.90
		21	91.90	49.00	70.45

BAY OF FUNDY.

Half-Tide Elevation or Mean Level between High and Low Water, &c.—*Concluded.*

Year.	Month.	Date.	Elevation above Datum in Feet.		
			High Water.	Low Water.	Half-Tide Line, or Mean Level.
1870	November (Continued)....	24	94·40	47·00	70·50
		26	93·40	49·00	71·20
		28	88·80	52·30	70·55
		29	87·10	53·60	70·35
		30	86·00	54·70	70·35
		Average .....				13)921·70 70·90
1870	December	3	87·80	54·50	71·13
		5	88·20	53·70	70·95
		12	87·30	54·50	70·90
		15	86·90	55·90	71·40
		19	90·40	51·10	70·75
		20	92·10	49·40	70·75
		21	93·80	50·00	71·90
		22	94·20	47·20	70·70
	28	87·10	54·00	70·53	
Average				9)639·05 71·01	
1871	January	5	89·10	Low-water section of Gauge broken by ice.	
		9	88·60		
		11	88·80		
		12	87·60		
		13	86·95		
		14	86·00		
		17	89·80		
		18	89·80		
		19	90·75		
20	91·80				
21	92·67				

SUMMARY.

Mean Tidal Level.—Bay of Fundy.

Year.	Month.	Half-Tide Line, or Mean Level for each Month.
1870	August	70·37
	September	70·41
	October	70·85
	November	70·9)
	December	71·01
Half-Tide Line, or Mean Level of the Sea		5)353·54 70·71

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum which is 50 feet below Ordinary Low Water of Spring Tides in the Bay of Fundy.

AUGUST, 1870.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1														
2														
3														
4	First Quarter													
5														
6														
7														
8														
9														
10														
11	Full Moon								74.38 <i>d</i>					
12									74.38 <i>e</i>					
13									74.82					
14									74.52					
15									74.52 <i>f</i>					
16									74.13					
17								73.80 <i>a</i>						
18														
19	Last Quarter							73.78 <i>b</i>						
20							72.67							
21							72.54							
22							72.50							
23														
24								73.84 <i>c</i>						
25									74.05 <i>g</i>					
26	New Moon							73.78						
27								73.65						
28									74.67					
29										75.01 <i>h</i>				
30									74.74					
31									74.09 <i>h</i>					
Number of Tides...							3	5	10	1				

Low water: — a, 68.71; b, 68.57; c, 68.78; d, 67.26; e, 69.19; f, 68.94; g, 67.94; h, 67.71; i, 67.69.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—*Continued.*

SEPTEMBER, 1870.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1									74·24 ^f					
2	First Quarter							73·48						
3								73·24						
4														
5								73·24						
6									74·40 ^g					
7									64·36 ^h					
8									74·28					
9	Full Moon							73·07						
10									74·74					
11									74·94					
12														
13										75·24				
14									74·48					
15								73·07 ^d						
16								73·07						
17	Last Quarter						72·90 ^a							
18							72·99 ^b							
19							72·40							
20								73·24						
21														
22							72·46 ^c							
23	Autumnal Equinox.							73·92						
24									74·54 ⁱ					
25	New Moon													
26									74·80					
27									74·52					
28									74·61					
29										75·19 ^j				
30								73·82 ^e						
Number of Tides							4	9	11	2				

Low water:—*a*, 68·48; *b*, 67·99; *c*, 68·24; *d*, 68·32; *e*, 66·86; *f*, 67·82; *g*, 67·44; *h*, 67·74; *i*, 67·96; *j*, 67·24.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

OCTOBER, 1870.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1	First Quarter							73·07						
2							72·94 ^b							
3								73·48						
4								73·74						
5									74·03					
6									74·11					
7							72·94 ^c							
8									74·21					
9	Full Moon							73·61 ^e						
10									74·07					
11									74·15 ^h					
12								73·86						
13									74·32 ⁱ					
14								73·80						
15								73·21						
16							72·69 ^d							
17	Last Quarter						72·63							
18								73·24						
19						71·99 ^a								
20							72·65 [*]	73·65 ⁺						
21						71·61 [*]	72·78 ⁺							
22								73·57 ^f						
23								73·01						
24	New Moon							73·57 ^g						
25								73·61						
26										75·13 ^l				
27									74·28					
28									74·36 ^j					
29								73·90						
30											76·57			
31	First Quarter								74·38 ^k					
Number of Tides.....														
						2	6	14	9	1	1			

Low water — a, 70·61; b, 68·32; c, 67·82; d, 67·57; e, 68·34; f, 66·61; g, 67·30; h, 67·38; i, 67·59; j, 66·99; k, 67·59; l, 67·21.

* A. M.

+ P. M.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—*Continued.*

NOVEMBER, 1870.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1								73·15 ^d						
2								73·03						
3														
4							72·99 ^a							
5								73·69						
6							72·07 ^b							
7														
8	Full Moon							73·96						
9								73·94						
10								73·90						
11								73·71						
12									74·71					
13									74·61					
14									74·24					
15								73·38 ^e						
16	Last Quarter							73·57						
17								73·32 ^f						
18														
19														
20														
21							72·80 ^c							
22	New Moon								74·07 ^g					
23										75·57				
24									74·19					
25									74·11					
26											76·05			
27														
28									74·80 ^h					
29	First Quarter													
30														
Number of Tides.....							3	10	7	1	1			

Low water:—*a*, 68·13; *b*, 69·19; *c*, 68·63; *d*, 68·03; *e*, 69·57; *f*, 68·90; *g*, 68·38; *h*, 68·26.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

Date.	DECEMBER, 1870.—Elevation above Datum in Feet.													
	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1														
2														
3														
4														
5														
6									74·96 ^a					
7	Full Moon								74·80					
8									74·07	75·63				
9										75·28				
10									74·99					
11														
12									74·03 ^b					
13									74·03					
14									74·74 ^c					
15	Last Quarter								74·01					
16										75·36 ^f				
17														
18														
19														
20														
21	Winter Solstice									75·13 ^g				
22	New Moon							73·19						
23									74·92 [*]		76·17 ⁺			
24										75·09				
25														
26									74·90 ^d					
27									74·19 ^e					
28										75·36				
29	First Quarter											77·94 ^h		
30														
31														
Number of Tides								1	11	6	1	1		

Low water:—*a*, 70·71; *b*, 69·28; *c*, 68·71; *d*, 68·11; *e*, 68·24; *f*, 70·30; *g*, 69·86; *h*, 70·82.

* A.M.

+ P.M.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

JANUARY, 1871.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1														
2														
3														
4							72·28 ^a	73·99 ^e						
5							72·15							
6	Full Moon									75·36				
7									74·84					
8									74·78*		76·61†			
9										75·36				
10									74·17 ⁱ					
11									74·82					
12														
13								73·74 ^f						
14	Last Quarter							73·65 ^g						
15														
16														
17														
18							72·59 ^h							
19								73·65 ^h						
20	New Moon							73·09						
21									74·36					
22														
23									74·01					
24										75·34				
25							72·99 ^c							
26						71·90								
27									74·24 ^j					
28	First Quarter						72·82 ^d							
29														
30														
31														
Number of Tides.....						1	5	5	7	3	1			

Low water: — a, 71·74; b, 69·19; c, 68·94; d, 70·84; e, 70·65; f, 68·90; g, 68·74; h, 69·99; i, 68·74; j, 70·84.

* A.M.

† P.M.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

FEBRUARY, 1871.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1														
2							72·67							
3							72·36							
4														
5	Full Moon													
6								73·80						
7								73·82						
8								73·99						
9									74·86f					
10									74·74g					
11							72·74a							
12	Last Quarter													
13									74·80h					
14									74·07					
15														
16							72·84b							
17									74·01					
18								73·69d						
19	New Moon									75·03				
20														
21								73·32						
22								73·99						
23								73·11e						
24								73·90						
25									74·03i					
26														
27	First Quarter							73·36						
28							72·69c							
Number of Tides.....							5	9	6	1				

Low water :—a, 68·94; b, 70·94; c, 70·65; d, 70·11; e, 69·24; f, 69·11; g, 69·34; h, 70·88; i, 70·11.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

MARCH, 1871.--Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1														
2														
3								73·59 ^b						
4								73·19						
5														
6	Full Moon.						72·71 ^a							
7									74·21					
8								73·78						
9								73·30						
10									74·78 ^c					
11								73·94						
12														
13	Last Quarter								74·19 ^f					
14									74·99					
15								73·80 ^c						
16														
17								73·74						
18								73·36						
19														
20	New Moon—Vernal Equinox.							73·82						
21									74·19 ^g					
22										75·15				
23								73·76						
24									74·74					
25							72·96							
26														
27									74·19 ^h					
28										75·63				
29	First Quarter							73·32						
30							72·90							
31								73·86 ^d						
Number of Tides.....							3	12	7	2				

Low water :—a, 69·99; b, 71·19; c, 70·63; d, 71·57; e, 69·82; f, 70·86; g, 69·57; h, 70·80.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—*Continued.*

APRIL, 1871.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1							72.59							
2														
3									74.07 <i>f</i>					
4									74.01					
5	Full Moon								74.94					
6										75.64 <i>g</i>				
7									74.69					
8										75.05				
9														
10										75.24 <i>j</i>				
11									74.82					
12	Last Quarter									75.32				
13								73.90 <i>a</i>						
14								73.94						
15								73.90						
16														
17									74.13 <i>g</i>					
18									74.90					
19	New Moon							73.57 <i>b</i>						
20								73.36						
21									74.57 <i>h</i>					
22									74.32					
23														
24								73.78						
25								73.74 <i>c</i>						
26								73.94						
27	First Quarter							73.09 <i>d</i>						
28							72.96							
29								73.19 <i>e</i>						
30														
Number of Tides.....							2	10	9	4				

Low water :—*a*, 68.25; *b*, 68.82; *c*, 70.13; *d*, 70.61; *e*, 70.86; *f*, 70.32; *g*, 69.30; *h*, 68.28; *i*, 68.74; *j*, 69.68.

BAIE VERTE.

Oscillations of Tidal Vertex, or Daily Elevation of High-Tide above Datum, &c.—Continued.

MAY, 1871.—Elevation above Datum in Feet.														
Date.	66	67	68	69	70	71	72	73	74	75	76	77	78	79
1								73·28						
2														
3									74·15 ^f					
4	Full Moon								74·17					
5									74·57					
6										75·19 ^j				
7											76·24			
8									74·92					
9									74·88 ^g					
10									74·65					
11	Last Quarter								74·12					
12								73·90 ^c						
13								73·94						
14														
15									74·03 ^h					
16									74·07					
17								73·82						
18								73·38						
19	New Moon							73·71						
20								73·15						
21														
22									74·07 ⁱ					
23									74·07					
24									74·03					
25							72·74 ^a							
26								73·99 ^d						
27	First Quarter							73·99						
28														
29							72·65 ^b							
30								73·57						
31								73·94 ^e						
Number of Tides.....							2	11	12	1	1			

Low water :—a, 70·82 ; b, 69·32 ; c, 70·28 ; d, 71·01 ; e, 69·03 ; f, 68·32 ; g, 70·24 ; h, 69·38 ; i, 68·65 ; j, 67·74.

BAIE VERTE.

Half-Tide Elevation, or Mean Level, between High and Low Water, referred to Datum, which is 50 feet below Ordinary Low Water of Spring Tides, in the Bay of Fundy, where Extreme Low Water, Springs, is 2·75 feet below ordinary Low Water Springs.

Year.	Month.	Date.	Elevation above Datum in Feet.			
			High Water.	Low Water.	Half-Tide Line, or Mean Level.	
1870.	August	11	74·38	67·26	70·82	
		12	74·38	69·19	71·78	
		15	74·52	68·94	71·73	
		17	73·80	68·71	71·25	
		19	73·78	68·57	71·18	
		24	73·84	68·78	71·31	
		25	74·05	67·94	70·99	
		29	75·01	67·69	71·35	
		31	74·09	67·71	70·90	
					9,641·31	
					Average	71·26
1870.	September.....	1	74·24	67·82	71·03	
		6	74·40	67·44	70·92	
		7	74·36	67·74	71·05	
		13	75·24	68·32	71·78	
		15	73·07	68·32	70·69	
		17	72·90	68·48	70·69	
		18	72·99	67·99	70·49	
		22	72·46	68·24	70·35	
		24	74·54	67·96	71·25	
		29	75·19	67·24	71·22	
		30	73·82	66·86	70·34	
			11)779·81			
			Average	70·80		
1870.	October	2	72·94	68·32	70·73	
		7	72·94	67·82	70·38	
		9	73·61	68·34	70·97	
		11	74·15	67·38	70·77	
		13	74·32	67·59	70·95	
		16	72·69	67·57	70·13	
		19	71·99	70·61	71·30	
		22	73·57	68·61	71·09	
		24	73·57	67·30	70·43	
		28	74·36	66·99	70·68	
		31	74·38	67·59	70·98	
			11)778·31			
			Average	70·76		
1870	November	1	73·15	68·03	70·59	
		3	72·99	68·13	70·56	
		5	72·07	69·19	70·63	
		11	74·71	68·13	71·42	
		13	73·38	69·57	71·47	
		16	73·32	68·90	71·11	

BAIE VERTE.

Half-Tide Elevation or Mean Level between High and Low Water, &c.—*Continued.*

Year.	Month.	Date.	Elevation above Datum in Feet.			
			High Water.	Low Water.	Half-Tide Line, or Mean Level.	
1870.	November <i>(continued)</i> . . .	21 22 28	72·80	68·63	70·71	
			74·07	68·38	71·22	
			74·80	68·26	71·53	
					Average	9)639·24 71·03
		<hr/>				
1870.	December	5 12 14 21 26 27 29	74·96	70·71	72·83	
			74·03	69·28	71·66	
			74·74	68·71	71·72	
			75·13	69·86	72·49	
			74·90	68·11	71·51	
			74·19	68·24	71·21	
			77·94	70·32	74·13	
						Average . . . . .	7)505·55 72·22
<hr/>						
1871.	January	3 4 11 13 14 18 19 25 27 28	73·99	70·65	72·32	
			72·28	71·74	72·01	
			74·17	68·74	71·45	
			73·74	68·90	71·32	
			73·65	68·74	71·19	
			72·59	69·19	70·89	
			73·65	69·99	71·82	
			72·99	68·94	70·96	
			74·24	70·34	72·29	
			72·82	70·34	71·58	
						Average . . . . .	10)715·83 71·58
<hr/>						
1871.	February	9 10 11 13 16 18 23 25 28	74·86	69·11	71·98	
			74·74	69·34	72·04	
			72·74	68·94	70·84	
			74·80	70·88	72·84	
			72·84	70·94	71·89	
			73·69	70·11	71·90	
			73·11	69·24	71·17	
			74·03	70·11	72·07	
			72·69	70·65	71·67	
			Average	9)646·40 71·82		
<hr/>						
1871.	March	3 6	73·59	71·19	72·39	
			72·71	69·99	71·35	

BAIE VERTE.

Half-Tide Elevation or Mean Level between High and Low Water, &c.—Continued.

Year.	Month.	Date.	Elevation above Datum in Feet.		
			High Water.	Low Water.	Half-Tide Line, or Mean Level.
1871.	March (continued)	10	74·78	69·82	72·39
		13	74·19	70·86	72·52
		15	73·80	70·63	72·21
		21	74·19	69·57	71·88
		27	74·19	70·80	72·49
		31	73·86	71·57	72·72
					Average.....		8)577·86 72·23
1871.	April	3	74·07	70·32	72·19
		6	75·64	68·74	72·19
		10	75·24	69·69	72·47
		13	73·90	68·28	71·09
		17	74·13	69·30	71·71
		19	73·57	68·82	71·19
		21	74·57	68·28	71·43
		25	73·74	70·13	71·93
		27	73·09	71·61	72·35
		29	73·19	70·86	72·03
			Average.....		10)718·58 71·86
1871	May	3	74·15	68·32	71·23
		6	75·19	67·74	71·47
		9	74·88	70·24	72·56
		12	73·90	70·28	72·09
		15	74·03	69·38	71·70
		22	74·07	68·65	71·36
		25	72·74	70·82	71·78
		26	73·99	71·01	72·50
		29	72·65	69·32	70·99
		31	73·94	69·03	71·48
					Average.....		10)717·16 71·72

BAIE VERTE.

Half-Tide Elevation or Mean Level between High and Low
Water, &c.—*Concluded.*

SUMMARY.

Year.	Month.	Half-Tide Line, or Mean Level for each Month,— above Datum, in feet.
1870.	August.....	71.26
	September.....	70.89
	October.....	70.76
	November.....	71.03
1871.	December.....	72.22
	January.....	71.58
	February.....	71.82
	March.....	72.23
	April.....	71.86
	May.....	71.72
Half-Tide Line, or Mean Level of the Sea		71.54

General remark respecting Tidal Observations, upon which the preceding Tables, showing the Daily Elevation of High Tide, &c., are based.

The fluctuations of the Rising and Falling Tides in the Bay of Fundy and Baie Verte were indicated by Gauges placed in each Bay, and were registered every five minutes in the Gauge-books by persons constantly employed for that special purpose. The Gauges were marked in Feet and Tenths, except one of the Gauges at Baie Verte, which was marked in Feet and Inches, as noted in the Gauge-book, from 10th August to 10th October, 1870.

G. F. BAILLAIRGÉ.
Assistant Chief Engineer, Public Works.

BAIE VERTE.

Gauges used during Survey of 1870-71, at Tidnish Bridge.

* Old Gauge No. 1. — From 10th August, 1870, to 25th November, 1870.	Elevation above Datum, Bay of Fundy.	† Gauge No. 2. — From 25th November, 1870, to 4th February, 1871.	Elevation above Datum, Bay of Fundy.	‡ Gauge No. 3. — From 4th February, 1871, to 31st May, 1871.	Elevation above Datum, Bay of Fundy.
Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
14	79·57	29·57	79·57	33·00	79·57
13	78·57	28·00	78·57	32·00	78·57
12	77·57	27·00	77·57	31·00	77·57
11	76·57	26·00	76·57	30·00	76·57
10	75·57	25·00	75·57	29·00	75·57
9	74·57	24·00	74·57	28·00	74·57
8	73·57	23·00	73·57	27·00	73·57
7	72·57	22·00	72·57	26·00	72·57
6	71·57	21·00	71·57	25·00	71·57
5	70·57	20·00	70·57	24·00	70·57
4	69·57	19·00	69·57	23·00	69·57
3	68·57	18·00	68·57	22·00	68·57
2	67·57	17·00	67·57	21·00	67·57
1	66·57	16·00	66·57	20·00	66·57
0	65·57	15·00	65·57	19·00	65·57
Figures represent Elevation of Water above Extreme Low Water, Baie Verte.	—	Figures represent Elevation of Water above Extreme Low Water, Bay of Fundy.	—	Figures represent Elevation of Water above bottom of Canal, with 19 feet of water at Extreme Low Water in Baie Verte, the elevation of the bottom being 46·57.	—

BAIE VERTE GAUGES.

Feet.	Gauge	No. 1.	Tested by Level.
* Add 65·57 to Readings of	do	No. 2.	This Gauge placed 0·57 ft. too high.
† do 50·57	do	No. 3.	
‡ do 46·57	do		

BAY OF FUNDY GAUGE.

The Bay of Fundy Gauge consisted of several sections, each ten feet in length. Each section was planted in the slope of the bank of Au-Lac Point, at an elevation of ten feet above that of the other. The zero of the lowest section was placed at the level of Ordinary Low Water Springs; the numbering thence of the feet and tenths was continued downward to Extreme Low, and upward to Extreme High Water.—G. F. B.

APPENDIX No. 3.

BAIE VERTE CANAL.

THEORETICAL COMPUTATION OF THE BAY OF FUNDY TIDE-WATER SUPPLY, OVER THE BREASTS OF WEIRS, BASED ON THE TIDAL VARIATIONS OBSERVED.

Assuming that the canal surface is not to be raised above elevation 88, and that the volume of water necessary to maintain this fluctuating level constantly at an intermediate height, between elevations 85 and 88, is to be introduced over the breasts of supply weirs into the canal prism from the Au-Lac and Missiguash reservoirs, where the muddy tide-water is to remain at rest for a short time, in order that the greater part of the sediment with which it is charged may be deposited therein—the most unfavorable time in each month for obtaining the supply required to meet the simultaneous expenditure of water for locking and other purposes, is, according to the tidal observations, the interval elapsing from about two or three days after full moon to within a day or two of the succeeding new moon.

If it is demonstrated that during the lapse of time just described, the available supply is abundant to meet all demands, it is clear that any doubts which may be entertained as to the adequacy of the tidal supply of the reservoirs, and at the levels proposed by Mr. Baillairgé, will be effectually removed.

- Let g represent the acceleration of gravity in feet per second,
 h the height of the water in Cumberland Basin above the reservoir-surface at any stage of the tidal influx,
 t the time required by the tide to rise h feet above reservoir-surface.
 H the total height in feet which the tide rises above the reservoir-surface at the time of high water in Cumberland Basin.
 T the length of time in seconds required by the tide to rise H feet above the reservoir-surface,
 r the rate of rise of the tide in feet per hour, at the commencement of its influx into the reservoir,
 t_s the duration of slack water in seconds at high water,
 b the breadth in feet, of the opening through which the water is admitted into the reservoir—equal to 250 feet for the Au-Lac, and 200 feet for the Missiguash reservoir,
 a the mean area of the reservoir equal to 5,915,000 square feet for the Au-Lac, and 4,775,000 square feet for the Missiguash reservoir,
 L the length of the reservoir = 9,200 feet for Au-Lac, and 21,800 for Missiguash,
 c a coefficient, denoting the ratio between the average breadth of the elongated reservoir and the breadth of the opening through which the water finds ingress, with approximate correction for friction, enlargements, etc., applied as found necessary; value for Au-Lac = 2.20, for Missiguash = 0.93,
0.54 a factor, denoting the product of the mean rate of vertical rise of the Bay of Fundy tides in feet per hour, by the mean horizontal surface velocity of the current in feet per second.

Then we have the following relations:

1st. When the rise of the tide above the reservoir-surface and the current are such that the water cannot reach the upper end of the elongated reservoir before the gates are

closed at its mouth, the total volume of water supplied up to the time the influx is stopped, is : (neglecting the comparatively insignificant correction for friction, etc.)

$$Q = v = \left\{ \frac{1}{2} \sqrt[4]{.474573} \sqrt[2]{2g} b \right\} \left\{ h^{\frac{5}{2}} \frac{2T}{5H} + H^{\frac{3}{2}} t_s \right\} + \left[\frac{0.54 r b T}{H} \right] \left[\frac{h^2}{2} - \frac{h^3}{6H} \right] \quad (1)$$

This formula is applicable only so long as h does not exceed the numerical value of the positive root of the equation :

$$\frac{1}{2} \sqrt[4]{.474573} \sqrt[2]{2g} b h^{\frac{5}{2}} \left[\frac{T}{H^2} \sqrt[4]{.474573} \sqrt[2]{2g} \right] + h \left[\frac{.54 r T}{H} \right] = Lc \quad (2)$$

2nd. When the duration and velocity of the tidal influx are barely sufficient for it to reach the head of the reservoir during the time of slack water, and to raise the equilibrium water level of the reservoir a height w above its surface-elevation prior to the ingress of the tide ; the numerical value of w is determined by equation :

$$\left\{ \frac{3t_s}{2} \left\{ H-w \right\}^{\frac{1}{2}} + \frac{T}{H} \left\{ H-w \right\}^{\frac{3}{2}} \right\} \left\{ \frac{1}{2} \sqrt[4]{.474573} \sqrt[2]{2g} \right\} + \left\{ H-w \right\} \left[\frac{0.54 r t_s}{H} \right] + \left\{ H-w \right\}^2 \left[\frac{0.54 r T}{H^2} \right] = Lc \quad (3)$$

and the volume of stationary water in the reservoir above the elevation just mentioned, is :

$$v_2 = a w \quad (4)$$

The additional volume v_3 of flowing water stored up in the reservoir when the gates are closed at the turn of the tide is :

$$v_3 = b c \left\{ \frac{2}{5} \left\{ H-w \right\}^{\frac{5}{2}} \left[\frac{T}{H^2} \sqrt[4]{.474573} \sqrt[2]{2g} \right] + \left\{ H-w \right\}^3 \left[\frac{0.54 r T}{3H^2} \right] \right\} ; \quad (5)$$

and the total volume of water supplied up to the time that the influx is stopped is :

$$Q = v_2 + v_3 \quad (6)$$

3rd. When the inward tidal current reaches the head of the reservoir before the time of slack water—

The height z of the water in equilibrium, which has accumulated in the reservoir prior to the occurrence of slack water in Cumberland Basin, is determined by equation :

$$\left\{ H-z \right\}^{\frac{3}{2}} \left[\frac{T}{H^2} \sqrt[4]{.474573} \sqrt[2]{2g} \right] + \left\{ H-z \right\}^2 \left[\frac{0.54 r T}{H^2} \right] = Lc ; \quad (7)$$

and the volume of stationary water in the reservoir above its surface elevation, prior to the influx of the tide, is :

$$v_1 = a z \quad (8)$$

The height u of a similar sheet of water accumulated in the reservoir during the time of slack water is determined by equation :

$$\left\{ \frac{3t}{2} \left\{ H-z-u \right\}^{\frac{1}{2}} + \frac{T}{H} \left\{ H-z-u \right\}^{\frac{3}{2}} \right\} \left\{ \frac{1}{2} \sqrt[4]{.474573} \sqrt[2]{2g} \right\} + \left\{ H-z-u \right\} \left[\frac{0.54 r t_s}{H} \right] + \left\{ H-z-u \right\}^2 \left[\frac{0.54 r T}{H^2} \right] = Lc ; \quad (9)$$

and the corresponding volume of stationary water in the reservoir is :

$$v_2 = a u$$

(10)

The additional volume of flowing water stored up in the reservoir when the gates are closed at the turn of the tide, is :

$$v_3 = b c \left\{ \frac{2}{3} (H - z - u)^{\frac{5}{2}} \left[\frac{T}{H^{\frac{1}{2}}} \sqrt[4]{.474573 \dots} \sqrt{2g} \right] + (H - z - u)^{\frac{3}{2}} \left[\frac{0.54 r T}{3H^2} \right] \right\} \quad (11)$$

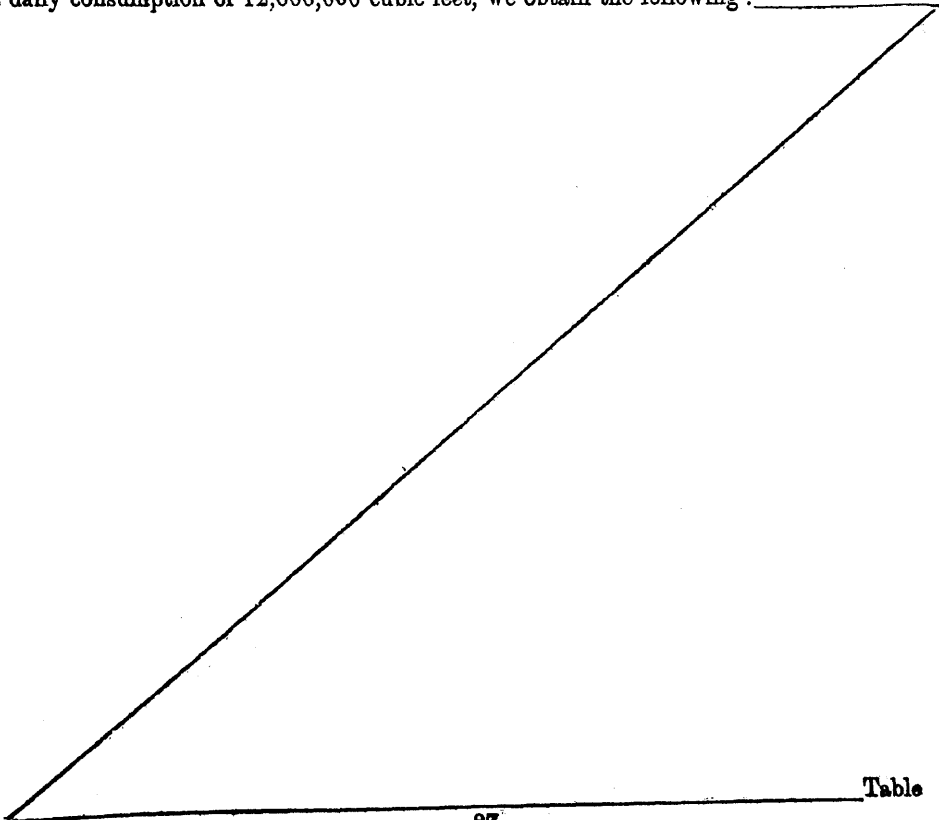
and the total volume supplied up to the time the influx is stopped, is :

$$Q = v_1 + v_2 + v_3 = a(z + u) + v_3 \quad (12)$$

If adequate means are devised, enabling us to equalize, at all times, the depth of the storage water in the reservoirs and the canal during the interval elapsing between one tidal influx and the next, three tides of ninety will suffice, according to the above formulas, to raise the low-water level three feet, from eighty-five to eighty-eight, over their entire surface of 27,000,000 square feet.

This fact proves conclusively that the canal, together with the reservoirs, can be filled from elevation 85 to 88, during any one of the low ranges of spring tides, which occur every month towards the time of full moon.

Proceeding therefore on the basis that the canal and reservoirs are full up to their maximum permanent elevation of 88, on the 12th of October, 1870, at 1.35 p.m., when the volume of water consumed in one half day is yet less than the quantity furnished by the corresponding tidal influx, and that the surface of both the reservoirs and the canal is invariably brought to an uniform level during the time elapsing between one tidal influx and the next, when the canal is worked steadily up to its full capacity, viz., at the rate of a daily consumption of 12,000,000 cubic feet, we obtain the following :



Table

TABLE OF FLUCTUATIONS of the Bay of Fundy Tide Water Supply at the Low Water Level of 85 above Datum, based on the above formulas.

Date.	Elevation of High Water Surface in Cumberland Basin.	Elevation of Reservoir Surface at Beginning of each Tidal Influx.	H, Total Rise of the Tide above Reservoir Surface.	r, Rate of Rise per Hour at the beginning of the Tidal Influx.	T, Time occupied by the Tide in rising H feet above Reservoir Surface.	t, Duration of Slack Water, or stand at High Water.	a	a ²	a ³	Q, Total Volume of Water supplied at each Tidal Influx.	Mean Volume of Surplus Water remaining in Canal and Reservoirs above 85 at beginning of each Influx, assuming the mean semidiurnal consumption to be 6,000,000 Cubic Feet.	Total Volume of Surplus Water stored up in Canal and Reservoirs at end of each Influx.
Oct.	Feet.	Feet.	Feet.	Feet.	Seconds.	Seconds.	Cubic Feet.	Cubic Feet.	Cubic Feet.	Cubic Feet.	Cubic Feet.	Cubic Feet.
12	89.95	88.00	1.95	4.10	2784	600	3,241,000	2,073,000	7,196,000	9,893,000	80,880,000	> 80,880,000
13	88.95	87.78	1.17	3.25	1980	600	2,610,000	.....	.....	3,241,000	74,880,000	78,121,000
14	88.65	87.67	0.98	3.10	2100	600	1,761,000	.....	.....	2,610,000	72,121,000	74,731,000
15	88.40	87.55	0.85	3.00	1560	600	1,253,000	.....	.....	1,761,000	68,731,000	70,492,000
16	88.10	87.39	0.71	2.75	1385	600	1,053,000	.....	.....	1,253,000	64,492,000	65,745,000
17	87.40	87.22	0.18	1.30	580	900	.....	.....	.....	105,000	59,745,000	59,850,000
18	86.70	87.00	.....	.....	.....	600	.....	.....	.....	.....	53,850,000	53,850,000
19	86.00	86.77	.....	.....	.....	600	.....	.....	.....	.....	47,850,000	47,850,000
20	85.50	86.55	.....	.....	.....	600	.....	.....	.....	.....	41,850,000	41,850,000
21	85.00	86.33	.....	.....	.....	600	.....	.....	.....	.....	35,850,000	35,850,000
22	85.00	86.11	.....	.....	.....	600	.....	.....	.....	.....	29,850,000	29,850,000
23	85.30	85.89	.....	.....	.....	600	.....	.....	.....	.....	23,850,000	23,850,000
24	85.70	85.66	0.04	0.60	110	600	8,000	.....	.....	8,000	17,850,000	17,850,000
25	86.00	85.44	0.56	2.30	1380	600	870,000	.....	.....	870,000	11,858,000	11,858,000
26	86.20	85.25	0.95	3.00	1700	600	2,013,000	.....	.....	2,013,000	11,858,000	12,728,000
27	86.40	85.10	1.30	3.60	1980	600	3,714,000	.....	.....	3,714,000	6,738,000	8,741,000
28	86.60	85.02	2.08	4.20	3440	600	.....	.....	.....	.....	2,741,000	8,455,000
29	87.10	85.02	2.08	4.20	3620	900	2,352,000	.....	.....	.....	6,874,000	12,654,000
30	87.80	85.25	2.55	5.40	3780	900	4,843,000	.....	.....	.....	455,000	12,654,000
31	88.00	85.62	3.18	5.40	3920	900	8,873,000	.....	.....	.....	6,004,000	22,600,000
32	88.90	86.19	3.71	5.70	4020	900	12,187,000	.....	.....	.....	16,500,000	31,991,000
33	89.50	86.93	3.57	5.70	3900	900	11,438,000	.....	.....	.....	6,393,000	31,991,000
34	90.50	87.63	3.87	6.10	4020	600	13,790,000	.....	.....	.....	6,825,000	58,099,000
35	91.50	87.63	3.87	6.10	4020	600	.....	.....	.....	.....	7,149,000	76,897,000
36	.....	.....	.....	.....	.....	600	.....	.....	.....	.....	70,897,000	98,410,000

DEPARTMENT OF PUBLIC WORKS, OTTAWA, December, 1873.

R. STECKEL, Civil Engineer.

APPENDIX No. 4.

BAIE VERTE CANAL.

BROCKVILLE, 6th December, 1872.

DEAR SIR,—I am in possession of Room No. 8, in the House of Commons, the same as I had for the Canal Commission, and have one draughtsman there at work on my plans. He, however, is a mere copyist, and is of little use to me in the preparation of the drawings for the mechanical structures.

It would facilitate my work most materially if you could spare me the services of Mr. Wise for a month. He has done the same kind of work for me before, and can more readily, than any one else I know of, put my ideas on paper in such a manner as to render the work perfectly plain to those intending to bid for it. I may say that my plans are all settled upon; I have constantly been working at them at home, and have them, as you may say, matured, but they only exist in my brain; the thing is now to elaborate them fully on paper. This I could do if I had time, but men like Wise have a special aptness for the manual part of the profession, and can draw more rapidly than I could myself. As the canal is now closed for the winter, it strikes me you might spare him to me for a short time.

Mr. Stark will be back to-morrow, and he will have the charge, under me, of preparing the plans and calculations. I shall get on with them as fast as I can, but I do not see my way clear for being ready by the time you mention—the 1st January. I think I will be able to present you my plans and specifications by the 1st February.

Permit me at this stage to refer to my position in reference to this canal for the future. I have official instructions from yourself for making the location survey—nothing further. This is now done, and to comply strictly with them I should now go on and make my report; but from your unofficial letters I gather that you are more anxious I should go on and prepare the canal for letting, than to stop here and make a good report of my proceedings. But for this, should I not have official instructions? Do not misunderstand me. If I ask the question, you must not infer that I hesitate to take action upon your verbal or unofficial instructions. It is only that I should be duly charged with the duty I have undertaken for the Government. Again, when my plans are given in, I wish to know in what relation I may stand to them. I cannot agree to their being turned over to others to be carried into effect, in whom I have no confidence. In this case I could not vouch for their success. The only way in which I can be held responsible for the canal will be to appoint me the Chief Engineer, with the option of selecting my resident Engineer. Then I can visit the works as often as may be necessary, and thus direct the operations.

Up to this time you are aware that I have done all the work, while Mr. Gzowski, whose time has been taken up with the very important works at his bridge, has been unable to make the personal examination referred to in the instructions. He therefore stands in the relation of a consulting engineer, and as such has favored me with his approval of all that I have done.

Should it meet the wishes of the Government that he should retain that position for the execution of the works, it will be a pleasure and satisfaction to me.

I go to Ottawa again on Monday. Please address me there.

Yours faithfully,

(Signed)

SAMUEL KEEFER.

Hon. H. L. Langevin, C. B.,
&c., &c., &c.

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDING 30TH JUNE,

1873.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY L. B. TAYLOR, 29, 31, and 33 RIDEAU STREET.

1874.

SCHEDULE.

Accompanying this Report are the following Documents therein referred to :

	Ontario and Quebec.	Nova Scotia.	New Brun- swick.	Manitoba.	British Columbia.
	Page.	Page.	Page.	Page.	Page.
No. 1.—Post Office Revenue and Expenditure for the year ending 30th June, 1873	17	18	19	20	21
No. 2.—Detail of all payments made and charges incurred for Mail Transportation during the year ending 30th June, 1873	25	63	74	82	83
No. 3.—Detail of all charges for Salaries and Allowances, and of Post Office revenue collected at the several Post Offices and Way Offices throughout the Dominion, for the said year	85	144	160	173	174
<i>d.</i> —Report of all charges for commission on sale of Postage Stamps by vendors in cities for the said year	176	177	177	.....	.....
<i>e.</i> —Detail of payments for Ship Letter gratuities .....	.....	173	178	.....	.....
No. 4 <i>a.</i> —Account of travelling expenses incurred in the service of the Post Office Department for the said year	179	180	180	.....	.....
<i>b.</i> —Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year	181	184	185	186	186
<i>c.</i> —Account of sums paid for Rents and Taxes, on account of the Post Office Department for the said year	187	.....	187	188	188
<i>d.</i> —Report in detail of the Expenditure of the Department for Stationery, Printing, and Advertising for the said year	189	193	194	195	195
<i>e.</i> —Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year	196	.....	197	197	198
<i>f.</i> —Account of sums paid for miscellaneous disbursements, on account of the Post Office Department for the said year	199	200	200	201	201
No. 5.—Report of all contracts made for the transportation of the Mails in the Dominion of Canada for the said year	202	252	246	258	258
No. 6.—Report of allowances made to Mail Contractors in Canada, beyond the sums originally stipulated in their respective contracts for the said year	262	264	265	265	.....
<i>e.</i> —Report of curtailments of expenses in existing Contracts, effected by the Post Office Department for the said year	266	267	267	.....	.....
No. 7.—Report of all fines imposed and deductions from the pay of Contractors, for failures to deliver the Mail, &c., for the said year	268	270	271	.....	.....
No. 8.—List of Post Offices established in the Dominion during the said year	272	273	275	276	276
<i>a.</i> —List of Post Offices closed in the Dominion during the said year	277	277	278	.....	.....
<i>b.</i> —Report of new Post Routes established in the Dominion during the said year	279	282	281	282	282
<i>c.</i> —Report of all Post Routes discontinued during the said year	283	286	285	.....	.....
No. 9.—Report of all cases occurring of the loss or abstraction of Letters containing money sent through the Post Office within the said year. (One return for the whole Dominion)	287	.....	.....	.....	.....

SCHEDULE.—Continued.

	Ontario and Quebec.	Nova Scotia.	New Brun- swick.	Manitoba.	British Columbia.
No. 10.—Report shewing the Money Order Offices in operation, the number and amount of Orders issued and paid, &c., during the said year.	Page.	Page.	Page.	Page.	Page.
" a.—Report shewing the number of Money Orders issued in Canada on the United Kingdom, during the said year	301	310	312	.....	.....
" b.—For Ontario and Quebec; shewing the number and value of Money Orders drawn in Ontario and Quebec on Nova Scotia, and of Orders drawn in Nova Scotia and paid in Ontario and Quebec	313	322	324	.....	.....
For Nova Scotia; shewing the number and value of Money Orders drawn in Nova Scotia on Ontario and Quebec, and of Orders drawn in Ontario and Quebec and paid in Nova Scotia	325	.....	.....	.....	.....
For New Brunswick; shewing the number and value of Money Orders drawn in New Brunswick on Ontario and Quebec, and of Orders drawn in Ontario and Quebec and paid in New Brunswick	.....	327	.....	.....	.....
" c.—For Ontario and Quebec; shewing the number and value of Money Orders drawn in Ontario and Quebec on Prince Edward Island, and of Orders drawn in Prince Edward Island and paid in Ontario and Quebec	.....	.....	329	.....	.....
For Nova Scotia; shewing the number and value of Money Orders drawn in Nova Scotia on New Brunswick, and of Orders drawn in New Brunswick and paid in Nova Scotia	330	.....	.....	.....	.....
For New Brunswick; shewing the number and value of Money Orders drawn in New Brunswick on Nova Scotia, and of Orders drawn in Nova Scotia and paid in New Brunswick	.....	331	.....	.....	.....
" d.—For Ontario and Quebec; shewing the number and value of Money Orders drawn in Ontario and Quebec on Newfoundland, and of Orders drawn in Newfoundland and paid in Ontario and Quebec	.....	.....	333	.....	.....
For Nova Scotia; shewing the number and value of Money Orders drawn in Nova Scotia on Newfoundland, and of Orders drawn in Newfoundland and paid in Nova Scotia	334	.....	.....	.....	.....
For New Brunswick; shewing the number and value of Money Orders drawn in New Brunswick on Prince Edward Island, and of Orders drawn in Prince Edward Island and paid in New Brunswick	.....	.....	336	.....	.....
" e.—For Ontario and Quebec; shewing the number and value of Money Orders drawn in Ontario and Quebec on New Brunswick, and of Orders drawn in New Brunswick and paid in Ontario and Quebec	.....	337	.....	.....	.....
For Nova Scotia; shewing the number and value of Money Orders drawn in Nova Scotia on Prince Edward Island, and of Orders drawn in Prince Edward Island and paid in Nova Scotia	.....	.....	339	.....	.....
For New Brunswick; shewing the number and value of Money Orders drawn in New Brunswick on Newfoundland, and of Orders drawn in Newfoundland and paid in New Brunswick	.....	.....	340	.....	.....
No. 11.—Report shewing the annual cost of the Money Order system, specifying in detail the disbursements for Salaries, Advertising, Printing, Stationery, &c., during the said year	341	342	343	.....	.....
No. 12.—Report shewing the names of the additional Money Order Offices opened, and of such Money Order Offices as may have been closed during the said year	344	345	346	.....	.....
No. 13.—Report showing the losses (if any) sustained in conducting the Money Order system, during the said year	347	347	347	.....	.....
General analysis of Money Order Transactions for the said year	348	348	349	.....	351

SCHEDULE.—*Concluded.*

	Ontario and Quebec.	Nova Scotia.	New Brun- swick.	Manitoba.	British Columbia.
	Page.	Page.	Page.	Page.	Page
No. 13.—Comparative extent of Money Order transactions and of Revenue and Expenditure of Money Order Branch for the years 1871, 1872 and 1873	352	353	354	.....	.....
Recapitulation of the Money Order Business of Dominion for years 1871, 1872 and 1873	355	355	355	.....	355
No. 14.—True copy from the Records of all offers made for carrying the Mails upon contracts advertised for public competition for the year ended 30th June, 1873	356	400	414	.....	.....
No. 15.—Statement of Dead Letters : Table I.—Shewing the total number of letters of all kinds received, and the disposition made of them	421	.....	.....	.....	.....
Table II.—Shewing the number of letters received containing Money or other articles of value, and the disposition made of them	422	.....	.....	.....	.....
POST OFFICE SAVINGS' BANK.					
No. 16.—An account of all deposits received and paid under the authority of the Act 31 Victoria, cap. 10, from the 1st July, 1872, to the 30th June, 1873, and of the total amount due to all depositors at the latter date	424	.....	.....	.....	.....

REPORT

OF THE

POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1873.

*To His Excellency the Right Honorable Sir Frederic Temple,
Earl of Dufferin, P.C., K.P., K.C.B., Governor General
of the Dominion of Canada, etc., etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honor to submit to your Excellency, to be laid before Parliament, as required by statute, the Report of the operations of the Canada Post Office for the year ended 30th June, 1873, with the Returns and Statements detailed in the accompanying schedule.

It will be seen that there has been a very material increase in the general business of the Post Office through all its branches in the period now under review.

TABLE showing the number of Post Offices, extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank business, in the Dominion of Canada, for the Year 1873.

Provinces.	Number of Post Offices, 1st Jan., 1874.		Extent of Mail Service.		Estimated number of Letters, Newspapers, &c., sent by Post.				
	Number of Post Offices, 1st Jan., 1874.	Number of Miles of Post Route, 1873.	Number of Miles annually travelled by Mail, 1873.	Number of Letters and Post Cards, 1873.	Number of Newspapers, 1873.	Number of Registered Letters, 1873.	Number of Free Letters, 1873.	Number of Parcels, 1873.	
Ontario and Quebec.....	2,814	22,208	9,706,727	28,746,000	20,100,000	1,231,000	970,000	85,300	
New Brunswick.....	3,611	3,910	1,343,960	2,230,900	2,100,000	57,000	60,000	9,000	
New Scotia.....	833	6,499	1,982,671	3,260,000	2,820,000	81,000	65,000	16,000	
Manitoba.....	34	335	47,602	93,000	160,000	3,000	3,000	1,000	
British Columbia.....	46	2,636	185,608	250,000	300,000	5,000	3,000	1,000	
Prince Edward Island.....	190	.....	.....	.....	.....	.....	.....	.....
Totals.....	4,518	35,688	13,266,598	34,579,900	25,480,000	1,377,000	1,091,000	112,300	

Provinces.	Revenue and Expenditure.		Money Order Business, year ended 30th June, 1873.		Post Office Savings Bank, Year ended 30th June, 1873.			
	Postal Revenue for the year ended 30th June, 1873.	Expenditure for year ended 30th June, 1873.	Number of M.O. Offices, 30th June, 1873.	Number of Money Orders issued.	Amount.	Number of Savings Bank Post Offices, 30th June, 1873.	Total Amount Deposited during the year.	Amount of Deposits and Interest to Credit of Depositors, 30th June, 1873.
Ontario and Quebec.....	1,492,530 77	1,164,827 89	517	109,909	3,778,613 76	239	2,306,918 00	3,207,051 57
New Brunswick.....	109,750 39	132,230 36	78	30,883	1,371,154 27	.....	.....	.....
New Scotia.....	82,136 86	132,106 80	46	19,450	1,001,531 89	.....	.....	.....
Manitoba.....	5,060 12	14,716 63	.....	.....	.....	.....	.....	.....
British Columbia.....	17,517 24	69,722 57	3	.....	26,805 22	.....	.....	.....
Totals.....	1,406,984 37	1,559,604 95	644	160,242	6,177,905 14	239	2,306,918 00	3,207,051 57

* Note.—This includes some arrears, and the actual revenue of the year was about \$13,000.

606 Appointments of Post Masters and Way Office Keepers were made during the year, and 733 Mail Contracts were entered into.

In January, 1874, the Post Office Establishment of the Dominion comprised :

- 4,518 Post Offices and Way Offices.
- 268 Clerks and Letter Carriers, &c., in the City Post Offices.
- 137 Railway Mail Clerks.
- 7 Ocean Mail Clerks.
- 2,188 Mail Contractors.
- 10 Post Office Inspectors.
- 34 Clerks in the Inspectors' Offices.
- 2 Local Superintendents of Money Orders.
- 4 Clerks do do

The new building erected for the use of the Quebec Post Office was opened to the public in April, 1873, and has been found convenient and suitable for the purpose for which it was constructed.

From the 1st July, 1873, all payments for salaries and other disbursements on account of the City Post Offices, have been made from the Department in Ottawa, out of the Parliamentary appropriation for the Post Office service, instead of as before, by the City Post Masters from the postages collected at their respective offices.

The effect of this change is to maintain a better check on this expenditure, and though the amount required to be annually appropriated is increased by this change in the source from which the payments in question are made, the amount of Post Office Revenue paid in to the Receiver General is increased in the same proportion, now that it is relieved from the deductions on account of those charges.

By arrangement with the United States Post Office, the postal cards of Canada and of the United States have, from the 1st July, 1873, passed freely to destination between the two countries on prepayment of two cents each, by affixing a one cent postage stamp on the card in addition to the one cent stamp printed thereon.

In July last the Money Order system was extended to Fort Garry, Manitoba, with facilities for exchanging Money Orders with any other part of the Dominion.

From the same date, under arrangements with the Imperial Post Office, an exchange of Money Orders between Canada and British India has been provided.

A Post Office Inspector has been stationed at Victoria, British Columbia, to superintend the postal service in that Province, which appeared to require more active local supervision.

When in July last Prince Edward Island became part of the Confederation, the Chief Inspector was despatched to the Island to enquire into the state of the Post Office establishment there, and to make such arrangements as might appear to be immediately necessary to bring it as closely as possible into harmony with the general postal system of the Dominion.

It was found, from the Chief Inspector's report, that there were 180 Post Offices in operation in the Island, served by about 98 miles of mail route by land and water.

The annual mileage of mail travel over these routes was 226,000.

The Postal Revenue of Prince Edward Island was estimated at \$12,000 per annum, of which about one half was collected in the Charlottetown Post Office, and the expenditure for the maintenance of the postal service was about \$26,000, with a considerable addition to this amount of expenditure impending for service on the Island Railway approaching completion, and for engagements entered into for steam service, and also for improvements required in the organization and general system.

All the Offices in Prince Edward Island have been constituted regular Post Offices.

A large portion of the Offices in New Brunswick and Nova Scotia are what is termed Way Offices, only in part performing the functions of a Post Office; but there are no Way Offices in the other Provinces, and the exceptional character of this class of Post Offices and the restricted accommodation they afford to the public, occasions so much inconvenience in the management of the Department, that it is intended gradually, and as circumstances will permit, to convert the existing Way Offices into regular Post Offices, and in this respect to complete the assimilation of the Postal system throughout the Dominion.

REVENUE.

For this year ended 30th June, 1873, the gross revenue included in the accounts has been as follows:—

For Ontario and Quebec.....	\$1,192,530 77
New Brunswick.....	82,135 85
Nova Scotia.....	109,750 39
Manitoba.....	5,050 12
British Columbia.....	17,517 24
Total	<u>\$1,406,984 37</u>

Allowing for deductions in respect to certain amounts and arrears of Revenue, included in the accounts of this year, which did not properly belong to it, the increase upon the Revenue of last year has been about 14 per cent., whilst the increase in the expenditure of this year as compared with that of 1872, was about 13½ per cent.

STATEMENT of Expenditure of Post Office Department of Canada, as shewn in the
Accounts for the year ended 30th June, 1873.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	British Columbia.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
FOR MAIL SERVICE.					
By Stage, Horseback, or on Foot	238,688 41	38,810 43	77,781 97	5,771 69	31,475 8
Steamboat or other craft	27,758 82	6,673 82	4,512 03	.....	14,559 08
Railway	234,867 72	18,409 95	18,615 04	.....	.....
To and from Railway Stations	19,692 24	1,086 13	3,135 28	.....	.....
Making and repairing Mail Bags	8,514 37	1,110 85	1,262 44	.....	234 66
FOR SALARIES, COMMISSIONS, AND ALLOWANCES.					
To Postmasters, Clerks, Letter Carriers, &c., City Post Offices	149,897 40	14,059 85	14,953 13	2,400 00	2,754 83
Post Masters, and Way Office Keepers, Country Post Offices ..	234,952 36	25,010 58	37,737 82	558 08	3,671 97
Post Office Inspectors and their Clerks	36,098 37	6,143 33	6,159 99	.....	.....
Railway Mail Clerks	83,338 70	4,914 63	3,714 60	.....	.....
Ocean Mail Clerks	4,358 84	.....	.....	.....	.....
Local Money Order Superintendents and Clerks in Maritime Provinces	.....	2,441 01	3,499 99	.....	.....
Commissions on Sales paid to City Postage Stamp Vendors	10,816 52	160 25	560 72	.....	.....
MISCELLANEOUS-					
Printing and Advertising, Stamps and Seals, Mail Locks, Travelling Charges, Tradesmens' Bills, &c., &c.	65,844 14	13,285 97	10,357 35	*5,986 86	+7,629 15
Totals	1,164,827 89	132,106 80	182,230 36	14,716 63	59,722 57 14,716 63 182,230 36 132,106 80 1,164,827 89
Total					1,553,604 25

* This includes \$5,388.76 paid United States Post Office for conveyance through the United States between Windsor, Ontario, and Pembina, of Mails passing between Manitoba and the rest of the Dominion.
 † This charge includes \$4,429.30 paid United States Post Office, for conveyance through the United States between Windsor, Ontario, and San Francisco and Puget's Sound, of Mails passing between British Columbia and the rest of the Dominion.

PACKET SERVICE WITH THE UNITED KINGDOM.

Quebec and Portland weekly service with Liverpool via Derry.

STATEMENT shewing the estimated number of letters, newspapers, books, patterns and samples conveyed between Canada and the United Kingdom, for the years ended November 1872 and 1873; with the number of letters and newspapers to and from the United States, by this route during the same periods.

	FROM CANADA.				FROM U. S.		TO CANADA.				TO U. S.	
	Letters.	News-papers.	Books.	Samples and Patterns	Letters.	News-papers.	Letters.	News-papers.	Books.	Samples and Patterns	Letters.	News-papers.
1872.	810,246	716,349	11,479	3,725	161,199	96,012	834,501	841,748	36,864	13,444	5,708	5,486
1873.	847,150	727,743	17,501	5,683	216,508	125,585	929,094	879,726	34,487	18,735	5,488	3,996
Increase.....	36,904	11,394	6,022	1,958	55,309	29,573	94,593	37,978	.....	5,291	.....	.....
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	2,377	.....	220	1,580

Halifax, Nova Scotia, Fortnightly service with Queenstown (Cork.)

STATEMENT shewing the estimated number of letters, newspapers, &c., conveyed by the Halifax and Queenstown Mail Packets to and from New Brunswick and Nova Scotia for the year 1873.

	Letters.	News-papers.	Books.	Samples and Patterns
New Brunswick.....	39,460	49,924	2,389	934
Nova Scotia.....	281,880	315,557	14,934	3,549
	321,340	365,481	17,323	4,483

CORRESPONDENCE WITH THE UNITED STATES.

The postage on Letters passing between Canada and the United States, for the Year ended 30th June, 1873, was as follows :—

	Collected in Canada on Letters sent, Paid to the United States, and on Letters received therefrom unpaid.	Collected in United States on Letters sent paid to Canada, and on Letters received therefrom unpaid.
	\$ cts.	\$ cts.
In Mails passing between the Exchange Offices of Ontario and Quebec and the United States.....	175,253 09	187,199 35
In Mails passing between the Exchange Offices of New Brunswick and the United States.....	30,904 99	31,241 09
In Mails passing between the Exchange Offices of Nova Scotia and the United States.....	9,800 50	9,625 71
	215,958 58	228,066 15
		215,958 58
Total.....	.....	.....444,024 73

A considerable portion of the correspondence of Nova Scotia with the United States passes through the New Brunswick Exchange Offices, and is consequently included in their returns.

The total correspondence with the United States for the Year 1872, amounted to \$436,795.19.

The above exchange of Mails with the United States took place at the following offices in Canada.

Name of Office.	Collected in Canada.	Collected in United States.
ONTARIO AND QUEBEC.		
	\$ cts.	\$ cts.
Brockville	40 26	85 88
Buffalo and Lake Huron Railway	4,396 39	3,692 73
Clifton	1,109 61	994 35
Fort Erie	214 05	239 78
Great Western Railway	74,471 91	80,559 87
Hamilton	4,246 07	3,685 29
Hereford	5 45	2 71
Huntingdon	20 24	13 69
Kingston	5,151 71	5,008 68
London	327 63	520 48
Lennoxville	2,596 35	5 092 01
Montreal	35,473 94	44,568 95
Montreal and Island Pond Railway	8,823 61	8,811 01
Morrisburg	94 19	169 80
Niagara	40 90	3 13
Ottawa	2,708 91	1,930 65
Port Hope	1,119 80	680 58
Prescott	6,153 01	4,622 67
Quebec	2,844 89	2,524 51
St. Armand Station	323 72	216 96
St. John's (Quebec)	776 95	348 75
Sarnia	2,041 59	2,803 61
Sombra	58 40	69 92
South Eastern Railway	267 22	152 46
Stanstead	135 60	103 53
Thunder Bay	11 79	0 32
Toronto	12,758 87	15,050 63
Vermont Junction Railway	406 11	562 36
Windsor	8,632 52	4,694 04
Total	175,252 09	187,199 35
NEW BRUNSWICK.		
Fredericton	426 50	487 07
St. Andrew's	50 68	22 00
St. John	24,042 29	24,689 52
St. Stephen	531 27	183 01
W. F. Railway	5,639 33	5,628 24
Woodstock	214 92	231 25
Total	30,904 99	31,241 09
NOVA SCOTIA.		
Halifax	9,675 68	9,592 26
Yarmouth	124 82	33 45
Total	9,800 50	9,625 71

REGISTRATION.

This branch of postal business increases at a very rapid rate, for the number of letters registered has nearly doubled since 1860. It is satisfactory to find at the same time that with this augmentation in the number of registered letters, there is no diminution in the comparative security with which such letters pass through the mails.

In 1868 the total number registered was	704,000
„ 1869 do do	850,000
„ 1870 do do	1,000,000
„ 1871 do do	1,100,000
„ 1872 do do	1,277,000
„ 1873 do do	1,377,000

Of this number in 1873 there were, it is estimated,

In Ontario and Quebec	1,231,000
„ New Brunswick	57,000
„ Nova Scotia	81,000
„ Manitoba	3,000
„ British Columbia	5,000

Total.....1,377,000

The casualties, or alleged casualties, were as follows :—

REGISTERED LETTERS WHICH MISCARRIED FROM VARIOUS CAUSES.

Classification of Cases.	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	British Columbia.
Registered Letters contained in Mail Bags or Packages stated not to have reached the Post Offices for which they were destined, and cause of failure not ascertained	2				
Cases wherein responsibility for loss of Registered Letters could be ascertained, and in which such losses were consequently made good by the Officers of the Post Office in fault or responsible	17	1			
Registered Letters stolen from the Post Office	5				
Destroyed by fire or lost whilst under conveyance by water	4				
Cases still under investigation	1				
Total	29	1			

Last year the ratio of miscarriage in registered letters was, from all causes one in every 33,600, and this year the ratio is one in every 45,900—whilst in more than half the cases which did occur the loss was traced to the persons in fault, and the amount lost made good.

CASES WHEREIN REGISTERED LETTERS REACHED THEIR DESTINATIONS WITH PROVEN OR ALLEGED LOSS OF CONTENTS, OR OF PART OF CONTENTS.

Classification of Cases.	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	British Columbia.
Cases wherein contents or part of contents were stated to be missing without evidence to account for the discrepancy.....	19	1	2	.....	.....
Cases wherein proof of loss from careless treatment or exposure of Registered Letters unduly to risk whilst in charge of the Post Office was ascertained, and the loss made good by the officer of the Post Office in fault or responsible.....	12	1	1	.....	.....
Cases still under investigation.....	5	1	.....	.....	.....
Total.....	36	3	3	.....	.....

The registered letters which fall under this head belong to the numerous class of cases both in registered and unregistered correspondence in which a mistake in counting or other inaccuracy at the time of sending or receiving a remittance by post letter, lead to a complaint that more or less of the contents have been abstracted whilst under conveyance by mail. Circumstances elicited in the course of the enquiry instituted with respect to such cases, will sometimes enable the Post Office to prove beyond doubt that the alleged discrepancy in the contents of a letter is due to causes operating before the letter was posted, or after it had passed out of the custody of the Post Office; but most frequently no certain evidence can be obtained beyond the fact that the impressions or assertions of the sender and of the receiver of the letter are at variance as to the amount of the enclosure.

PARCEL POST.

The estimated number of Parcels passing by Post in the year 1873, was as follows :—

	Number of Parcels.	Amount of Postage.
Ontario and Quebec.....	85,300	\$ 12,300
New Brunswick.....	9,000	1,510
Nova Scotia.....	16,000	2,900
Manitoba.....	1,000	450
British Columbia.....	1,000	450
	112,300	17,610

DEAD LETTERS.

The number of Dead Letters which came into the Canada Dead Letter Office in the year ended 30th June, 1873, was 426,886, and of these 3,089 were registered letters. The unpaid postage on Dead Letters posted in Canada was about \$5,000.

STATEMENT of Receipt and Issue of Postage Stamps and Post Cards for the year ended 30th June, 1873.

Denomination.	Stamps on hand from last year.	Received from Manufacturers.	Returned by Postmasters.		Sus-pense Items.	Total number of Stamps and Post Cards.	Amount.	Denomination.	Issued to Postmasters during the year.	Mutilated Stamps destroyed.	Sus-pense Items.	Stamps on hand, 30th June, 1873.	Total number of Stamps and Post Cards.	Amount.
			Fit for use.	Unfit for use.										
1/4	86,300	400,000	.....	1,089	100	487,489	\$ cts. 2,437 44½	1/4	401,800	1,089	100	84,500	487,489	\$ cts. 2,437 44½
1	1,291,700	6,400,000	.....	1,332	900	7,693,932	76,939 32	1	6,906,200	1,332	900	785,500	7,693,932	76,939 32
2	763,000	3,500,000	.....	2,533	4,400	4,269,933	85,398 06	2	3,393,800	2,533	4,400	869,200	4,269,933	85,398 06
3	1,682,300	19,900,000	.....	6,268	783	21,589,351	647,680 53	3	18,969,500	6,268	783	2,612,800	21,589,351	647,680 53
6	666,400	3,800,000	.....	1,753	.....	4,468,153	268,089 18	6	3,806,250	1,753	.....	600,150	4,468,153	268,089 18
12½	1,169,600	.....	.....	1,328	.....	1,170,928	146,366 00	12½	69,950	1,328	.....	1,099,650	1,170,928	146,366 00
15	274,850	.....	.....	350	.....	275,200	41,280 00	15	85,000	350	.....	189,850	275,200	41,280 00
P. Cards	467,300	1,773,000	.....	329	.....	2,240,629	22,406 29	P. Cards	1,857,500	329	.....	332,800	2,240,629	22,406 29
							1,290,597 42½							1,290,597 42½

Value of issue during the year, to 30th June, 1873:—

To Ontario and Quebec.....	\$798,373 25
„ New Brunswick.....	60,800 00
„ Nova Scotia.....	104,287 50
„ British Columbia.....	11,800 00
„ Manitoba.....	4,315 00
	\$980,075 75

The issue of Postage Stamps and Post Cards for 1873 exceeded that for 1872, by \$147,840.50.

MONEY ORDER OPERATIONS.

The detailed Statements which accompany this Report show the following general results.

	Ontario, and Quebec.	New Brunswick.	Nova Scotia.	British Columbia.
Number of Money Order Offices.....	517	46	78	3
Amount of Money Orders issued within the year.....	\$ cts. 3,778,613 76	\$ cts. 1,001,331 89	\$ cts. 1,371,154 27	\$ cts. 26,805 22
Net revenue from Money Orders.....	24,564 55	3,072 32	5,085 88	630 00
Cost of Management, including Salaries of Superintending Offices at Ottawa, St. John, and Halifax.....	15,154 10	2,524 00	4,927 09	.....

Some expense is moreover incurred in the City Post Offices, in respect to their Money Order business, which cannot be precisely ascertained, inasmuch as it consists for the most part of the Salaries of Clerks employed partly in Money Order transactions and partly in Savings Bank and other general business of those offices—but it may be estimated at—

For Ontario and Quebec.....	\$4,000
New Brunswick.....	800
Nova Scotia.....	800
British Columbia.....	300

The total amount of Money Orders issued in year to 30th

June, 1872, was \$5,144,834 31

The total amount of Money Orders issued in year to 30th

June, 1873, was [6,177,905 14

STATEMENT of the Business of the Post Office Savings Bank, Canada, from the 1st April, 1868, to 31st December, 1873.

Period.	Number of Post Office Savings Banks at close of period.	Number of Deposits received during period.	Total amount of Deposits received during period.	Average amount of each Deposit received during period.	Number of Withdrawals during period (Cheques paid).	Total amount of Withdrawals (Cash paid) during period.	Average amount of each Withdrawal during period.	Total Expenses of Management.	Average Cost of each Transaction, viz: of each Deposit or Withdrawal.	Percentage of cost of management to balance due to Depositors.	Number of accounts opened during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all open accounts, in-clusive of interest allowed, at close of period.	Average amount standing to credit of each open account, at close of period.
			\$	\$ c		\$	\$ c	\$	Cts.	+				\$ cts.	\$ cts.	\$ cts.
Three months ended 30th June, 1868	81	3,247	212,507 65 44	258 44	186	8,857 48 53 35	47 35	8,369 43	.....	.....	2,146	44	2,102	939 37	204,568 89	97 33
Year ended 30th June, 1869	213	16,653	927,985 55 71	431 71	4,787	296,754 35 61 99	61 99	5,808 14	23 10	0 67	6,458	1,319	7,212	21,904 72	852,814 26	118 80
Year ended 30th June, 1870	226	24,994	1,347,901 53 93	600 93	9,478	664,555 51 70 11	70 11	8,128 12	20 5	0 51	7,898	2,857	12,178	48,689 08	1,388,848 83	130 41
Year ended 30th June, 1871	230	33,256	1,917,576 87 66	837 66	15,146	1,068,438 86 72 10	72 10	11,108 40	20	0 44	9,424	4,440	17,153	84,273 68	2,497,259 65	145 59
Year ended 30th June, 1872	235	39,489	2,261,631 57 27	967 27	19,325	1,571,685 19 81 33	81 33	12,242 34	20 10	0 39	10,846	6,940	21,059 116	174 55	3,696,500 01	147 04
Year ended 30th June, 1873	239	44,413	2,306,918 51 94	964 94	22,150	1,925,999 32 86 91	86 91	15,963 78	22 10	0 47	11,995	9,588	23,526 126	932 88	3,207,051 57	136 32
Six months ended 31st Dec., 1873	242	23,563	1,207,682 51 26	51 26	11,316	966,316 43 85 39	85 39	6,025 54	19	0 40	6,379	5,003	24,902	4,748 33	3,248,965 47	130 47
Five years and nine months ended 31st December, 1873	242	185,614	10,182,100	.....	82,379	6,527,587 14	.....	67,395 75	.....	.....	55,042	30,140	24,902	44,402,862 61	3,248,965 47	130 47

* These figures exhibit a further number and amount of Withdrawals not paid to Depositors in cash, but paid over to the Receiver-General, to be inscribed, on their behalf, in five per cent Dominion Stock.
 † These amounts do not include interest accruing on Depositors' balances during the six months ended 31st December, 1873. This interest will not be computed until the 30th June, 1874.
 ‡ The fluctuations in the cost per transaction and in the percentage of cost of management, are owing to heavy payments in one year for services not wholly chargeable to that year. The expansive character of the Savings Bank business requires that a fair stock of pass-books and other forms be kept in the hands of Postmasters, and that an ample reserve of such forms, and of ledgers, &c., be kept at the head office. Both convenience and economy are served by ordering supplies of this character in considerable quantities. The renewal, therefore, of two or three articles of stationery, falling in one year, is sufficient to make the cost of management for that year exceed that of the years preceding and following, to an extent calling for explanation.

The number of Depositors holding accounts in the Post Office Savings Bank was on 31st December, 1873, 24,902, being an increase of 1899 since the corresponding date in the previous year. During the year 1873, 12,226 new accounts were opened and 10,327 accounts were closed.

Of the 185,614 deposits made since the commencement of operations on 1st April 1868, 8,549 were made at other places than those at which the Depositors had opened their accounts.

Of the 82,379 withdrawals during the same time, 11,420 were effected at other places than those at which the account was first opened.

These figures shew that depositors avail themselves to a considerable extent of their liberty to deposit and withdraw at any of the Post Offices authorized to transact Savings Bank business without notice or change of pass-book.

No losses by fraud or otherwise have been sustained since the Post Office Savings Bank commenced operations. Since last year's report only one case of attempted fraud has occurred, and in that instance the attempt was promptly detected, and the offender was tried, convicted and sentenced to three years' imprisonment.

D. A. MACDONALD,

Postmaster General.

POST OFFICE DEPARTMENT, }
OTTAWA, 1st March, 1874. }

HALIFAX AND QUEENSTOWN SERVICE.

Return of the Passages performed by the Packets conveying mails fortnightly between Halifax, Nova Scotia, and Queenstown, Ireland, during the year ended 31st December, 1873, being net time, after deducting detentions.

Name of Packet.	Left Queenstown, 1873.	Arrived at Halifax, 1873.	Name of Packet.	Left Halifax, 1873.	Arrived at Queenstown, 1873.
Scandinavian	4	14	Moravian	14	24
Peruvian	15	30	Scandinavian	28	6
Nestorian	29	9	Peruvian	11	22
Manitoban	12	25	Nestorian	26	7
Austrian	26	10	Manitoban	11	21
North American	12	23	Austrian	25	3
Nestorian	26	5	North American	8	20
† Hibernian	9	18	Nestorian	22	30
† Moravian	23	3	Hibernian	6	15
Nestorian	7	16	Moravian	20	28
Austrian	21	31	Nestorian	3	11
Peruvian	4	13	Austrian	17	25
Nestorian	18	27	Peruvian	1	10
Hibernian	2	13	Nestorian	15	24
Austrian	16	25	Hibernian	29	8
Nestorian	30	8	Austrian	12	21
Hibernian	13	28	Nestorian	26	3
Austrian	27	6	Hibernian	9	18
Nestorian	9	20	Austrian	24	3
Hibernian	24	3	Nestorian	7	15
Austrian	8	19	Hibernian	21	31
Nestorian	22	2	Austrian	4	13
Scandinavian	do	do	† Nestorian	do	do
Caspian	do	do	Hibernian	do	do
Phoenician	do	do	Caspian	do	do
Hibernian	do	do	Canadian	do	do
	17	3, 1874		2	11
	do	do		16	25
	31	14		30	9, 1874

Average Passage, 9 days, net time, after deducting detentions.
 † This mail was forwarded by Canadian packet.
 ‡ From this date Packets called at St. John's, Newfoundland, during open season.
 Average Passage 11 days, net time.
 † Detained by fog in River St. Lawrence.

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Portland, and from Portland to Liverpool, from 7th November, 1872, till 3rd May, 1873, being net time, after deducting detentions.

Table with columns: Steamship, Captain, Left Liverpool, Arrived at Portland, Passage (Days, H.M.), Number of passengers, Freight in tons (Portland, Canada), Left Portland, Arrived at Liverpool, Passage (Days, H.M.), Number of passengers, Barrels (Ashes, Flour), Barrels of grain, Kegs of Butter, Boxes of cheese, Sundries, Packages of provisions, Total Barrel Bulk. Includes a summary row at the bottom for Average Passage Westward and Average Passage Eastward.

RETURN of Passages, number of Passengers and Cargoes of the Steamships of the Montreal Steamship Company, under Contract for the Conveyance of Mails from Liverpool to Quebec, and from Quebec to Liverpool, from 17th April, 1873, till 10th November, 1873, being net time after deducting detentions.

Table with columns: Steamship, Captain, Left Liverpool, Arrived at Quebec, Passage (Days, H.M.), Number of passengers, Freight in tons (Quebec, Montreal and West), Left Quebec, Arrived at Liverpool, Passage (Days, H.M.), Number of passengers, Barrels (Ashes, Flour), Bushels of Grain, Kegs of Butter, Boxes of Cheese, Sundries, Packages of provisions, Deals, Total Barrel Bulk. Includes a summary row at the bottom for Average Passage Westward and Average Passage Eastward.

REPORT No. 1 A.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Provinces of Ontario and Quebec, within the year ended 30th June, 1873.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
Balance due by Postmasters, 30th June, 1872.....	\$ cts.	\$ cts.	Report.	\$ cts.	\$ cts.
Amount of Gross Postage (Money).... 275,571 47	.....	25,807 19	{ Conveyance of Mails by Land	238,688 41	.....
Amount of do (Stamps).... 840,750 54½	.....		do do to and from Railway Stations.....	19,692 24	.....
Amount of Letter Box Rents..... 6,292 05	.....		do do by Steamboats and Sailing Vessels....	27,758 82	.....
Amount of Miscellaneous Receipts..... 96 30	1,122,810 36½		do do by Railways.....	284,867 72	.....
			{ Making and Repairing Mail Bags and Locks	8,514 37	579,521 56
Amount of Miscellaneous Receipts, at the Post Office Department.....	1,117 88		{ A. Salaries.....	476,082 79	.....
			{ B. Forward Allowances.....	20,469 88	.....
Amount authorised to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.....	64,000 00		{ C. Allowances towards Rent, Fuel and Light	12,093 00	.....
			{ D. Discount to Stamp Vendors.....	10,816 52	519,462 19
Amount of Canadian Postage collected in Great Britain, not included in the above.....	13,705 51		{ A. Travelling Expenses.....	10,848 56	.....
	1,201,633 75½		{ B. Tradesmen's Bills.....	20,035 11	.....
Less- Returned, refused, mis sent and re-directed letters.....	9,102 98½		{ C. Rents and Taxes.....	2,595 05	.....
Balance.....	.....	1,192,530 77	{ D. Stationery, Printing and Advertising.....	10,433 55	.....
		4,068 12	{ E. Fuel and Light.....	11,049 08	.....
		1,222,406 08	{ F. Miscellaneous Disbursements.....	10,882 79	65,844 14
			Balances due by Postmasters, 30th June, 1873..	.....	57,578 19
				.....	1,222,406 08

H. A. WICKSTED,
Accountant.

A. CAMPBELL,
Postmaster General.

REPORT No. 1, B.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, within the year ended 30th June, 1873.

RECEIPTS.	Amount. \$ cts.	Total Amount.	EXPENDITURE.	Amount. \$ cts.	Total Amount.
Balance due by Postmasters, 30th June, 1872 .....	.....	\$ 2,724 83	Report (Conveyance of Mails by land to and from Railway Stations	77,781 97	\$ cts.
Amount of Gross Postage (Money) \$15,732 79	\$15,732 79		do do by Steamboats and Sailing Vessels	3,135 28	
Amount of do (Stamps) 93,784 10	93,784 10		do do by Railways	4,512 03	
Amount of Letter Box Rents 1,283 00	1,283 00		do do Making and repairing Mail Bags and Locks	18,615 04	
Amount of Miscellaneous Receipts .....	.....	110,799 89		1,202 44	105,246 76
Less—Returned, refused, mis-sent and re-directed Letters .....	.....	1,049 50	3, B. { A. Salaries	64,011 68	
		109,750 39	{ B. Forward Allowances	313 85	
			{ C. Allowances towards Rent, Fuel and Light	1,740 00	
			{ D. Discount to Stamp Vendors	560 72	66,626 25
			4, B. { A. Travelling Expenses	1,969 51	
			{ B. Tradesmen's Bills	383 30	
			{ C. Rents and Taxes	7,486 96	
			{ D. Stationery, Printing, Advertising	1,373 60	
			{ E. Fuel and Light	43 98	
			{ F. Miscellaneous Disbursements		
			{ Ship Letter Gratuities paid		
Balance .....	.....	73,566 83	Balance due by Postmasters 30th June, 1873 .....	.....	10,357 35
		186,032 15		.....	3,801 79
				.....	186,032 15

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster General.

REPORT No. 1, C.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada in the Province of New Brunswick, within the Year ended 30th June, 1873.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1872.....	.....	3,615 20	Report (Conveyance of Mails by Land to and from Railway Stations.....)	38,810 43	
Amount of Gross Postage (Money).... 14,714 14			do do by Steamboats and Sailing Vessels....	1,086 13	
Amount of do (Stamps).... 67,238 76½			do do by Railways.....	6,673 82	
Amount of Letter Box Rents..... 1,017 79			Making and repairing Mail Bags and Locks.	18,409 35	
Amount of Miscellaneous Receipts.....			(A. Salaries.....)	50,444 40	66,091 18
			(B. Forward Allowances.....)	930 00	
Less—Returned, refused, mis-sent, and re-directed Letters.....	82,970 69½		(C. Allowances towards Rent, Fuel, and Light.....)	1,195 00	
	884 84½	82,135 85	(D. Discount to Stamp Vendors.....)	160 25	52,729 65
			(A. Travelling Expenses.....)	1,789 29	
			(B. Tradesmen & Bills.....)	1,466 58	
			(C. Rents and Taxes.....)	1,260 00	
			(D. Stationery, Printing and Advertising.....)	6,782 19	
			(E. Fuel and Light.....)	932 60	
			(F. Miscellaneous Disbursements.....)	1,063 15	
			(Ship Letter Gratuities paid.....)	52 16	13,285 97
Balance.....	.....	51,605 74	Balances due by Postmaster, 30th June, 1873.....	.....	5,250 08
		137,356 88		.....	137,356 88

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster General.

REPORT No. 1 D.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, within the year ended 30th June, 1873.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balance due by Postmasters, 30th June, 1872.....		\$ 242 48	Report (Conveyance of Mails by Land, do to and from Railway Stations.....)	\$ 5,771 69	\$ 5,771 69
Amount of Gross Postage (Money).....	\$ 779 98		do do by Steamboats and Sailing Vessels.....		
Amount of Gross Postage (Stamps).....	4,349 96		do do by Railways.....		
Amount of Letter Box Rents.....			Making and repairing Mail Bags and Locks.....		
Amount of Miscellaneous Receipts.....	5,129 94		(A. Salaries.....)	2,953 08	5,771 69
Less—Returned, refused, mis-sent and redirected Letters.....	79 82	5,050 12	(B. Forward Allowances.....)		
			(C. Allowances towards Rent, Fuel, and Light.....)		
			(D. Discount to Stamp Vendors.....)		
			(A. Travelling Expenses.....)		
			(B. Tradesmen's Bills.....)	15 28	
			(C. Rents and Taxes.....)	180 00	
			(D. Stationery, Printing and Advertising.....)	56 44	
			(E. Fuel and Light.....)	340 83	
			(F. Miscellaneous Disbursements.....)	5,394 31	
Balance.....		11,100 45	Balance due by Postmasters, 30th June, 1873.....		5,986 86
		16,453 05			1,736 42
					16,453 05

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster General.

REPORT No. 1, E.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, within the year ended 30th June, 1873.

(N. B. — Including certain items of Receipt and Expenditure from 20th July, 1871.)

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
Balance due by Postmasters, 20th July, 1871	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amount of Gross Postage (Money)	\$ 2,959 44		(Conveyance of Mails by Land to and from Railway Stations	31,475 88	
Amount of Gross Postage (Stamps)	13,774 49		do do by Steamboats and Sailing Vessels	14,559 08	
Amount of Letter Box Rents	843 00		do do by Railways	234 66	46,269 62
Amount of Miscellaneous Receipts	17,576 93		Making and repairing Mail Bags and Locks		
Less—Returned, refused, mis-sent and re-directed Letters	59 69	17,517 24	A. Salaries	6,120 72	
Balance due to Postmasters, 30th June, 1873		1,146 75	B. Forward Allowances	153 08	
			C. Allowances towards Rent, Fuel and Light	150 00	
			D. Discount to Stamp Vendors		6,423 80
			A. Travelling Expenses	971 48	
			B. Tradesmen's Bills	125 00	
			C. Rents and Taxes	955 40	
			D. Stationery, Printing and Advertising	361 50	
			E. Fuel and Light	4,615 77	
			F. Miscellaneous Disbursements		7,029 15
Balance		41,058 58			59,722 57
		59,722 57			

H. A. WICKSTEED,
Accountant

A. CAMPBELL,
Postmaster General.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Abbott's Corners and Frelighsburg	C. Scofield	Vehicle	6½	2	12 months	68 00
Abercorn and Glen Sutton	W. A. Brown	do	7	1	12 do	44 00
Acton and Knatchbull	W. Reed	Optional	5	2	12 do	72 00
Acton Vale and Leonard's Hill	M. Leonard	Vehicle	10	1	12 do	40 00
Acton Vale and Roxton Falls	A. Desautels	do	6	6	12 do	94 00
Acton Vale and St. Théodore	P. Decelle	do	4	3	12 do	50 00
Adamsville and Brigham	R. Goddard	do	4	6	12 do	90 00
Adamsville and Granboro'	do	do	6	3	12 do	78 00
Adderley and St. Pierre Baptiste	P. A. Drolet	Horse or Vehicle	3	3	12 do	45 00
Addington Road and Harlowe	G. Bishop	do	4	1	12 do	20 00
Addison and Brockville & Ottawa Railway Station	A. Taplin	Vehicle	7	6	12 do	127 00
Agincourt Station and L'Amaraux	W. Long	Horse or vehicle.	4	3	7 do	40 83
Ailsa Craig and Falkirk	T. Hey	Optional	4	3	12 do	88 00
Aird and Clarenceville	S. O. Clark	Vehicle	6	3	12 do	60 00
Airlie and Banda	E. Dixon	Optional	4½	2	12 do	49 00
Alderton and Lynden	L. Lawrence	Horse or vehicle.	7	3	12 do	150 00
Albion and Macville	G. Taylor	do	3	3	12 do	65 00
Albion and Mount Hurst	do	do	6	3	12 do	48 00
Albion and Palgrave	R. Elliot	Vehicle	14	3	12 do	234 00
Albury and Rednersville	J. Rose	Optional	4	3	12 do	48 52
Aldboro' and Rodney	G. Gordon	do	6	2	12 do	50 00
Aldershot and Watertown	A. Baker	Horseback	2½	12	12 do	218 00
Alexandria and Athol	C. McGregor	do	20	3	4 do	58 33
do do	J. Fisher	do	20	3	8 do	152 66
Alfred and L'Original	E. Holmes	Optional	15½	3	6ms. 27 dys.	95 00
Algonquin and Maitland	E. McKenzie	Horse or vehicle.	6	2	12 months	52 00
Allardale Mills and Keene	T. Aitkin	Optional	2½	6	12 do	46 0½
Allard Settlement and Nouvelle.	A. Kerr	Horse or vehicle.	6	2	12 do	40 00
Allendale and Painswick	J. Huggard	do	3½	3	9 do	45 00
do do	J. J. Ford	do	3½	3	3 do	15 0½
Alliston and Elm Grove	J. Berridge	do	6	6	12 do	174 5½
Allou and Edmonton	W. Townsend	Optional	3	3	12 do	39 0½
Allumette Island and Waltham	J. Landon	do	8	2	12 do	50 00
Alma and Creek Bank	J. Graham	Horse or vehicle.	3	6	3 do	22 50
Alma and Winfield	T. Hambly	do	8	3	9 do	105 00
Almonte and Clandeboyne	H. Kennedy	do	6	2	3 do	20 00
Almonte and Clayton	J. Gemmill	Vehicle	11	6	12 do	312 00
Almonte and Powell	D. Egan	do	5	2	4 do	40 8½
Almonte and West Huntley	E. Horan	Horse or vehicle.	8	3	5 do	62 5½
Alport and Bracebridge	W. H. Taylor	Vehicle	4	2	5ms. 10 dys.	47 00
Alton and Cataract	J. McQuarrie	do	3	6	3 months	22 50
do do	G. Justman	do	3	6	3 do	22 50
do do	A. Dick	do	3	6	6 do	44 50
Alvanley and Colpoys's Bay	J. Webster	Horse or vehicle.	18	1	1 month	10 6½
Alvinston and Florence	J. Cummings	Optional	18	3	9 months	281 2½
Alvinston and Watford	do	do	8	3	9 do	95 2½
do do	W. Ellis	do	8	3	3 do	25 00
Amberley and Lurgan	J. P. McCrindle	do	4	3	12 do	52 00
Amherstburgh and Oxley	J. Dunbar	Horse or vehicle.	20	6	12 do	400 00
Amherstburgh and Windsor	W. McGregor	Vehicle	18	6	9 do	225 00
do do	A. McKay	do	18	6	3 do	98 2½
Amiens and Lobo	H. Monger	do	9	3	9 do	66 00
do do	J. McArthur	do	9	3	3 do	22 00
Aucaster and Hamilton	T. Hunter	do	7	12	12 do	250 00
Aucienne Lorette and Sub Office.	G. Dufresne	Foot or vehicle.	2	3	12 do	30 00
Aurion and Kirkton	H. White	Optional	5	2	12 do	50 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Anderson's Corners and Dewit-ville	J. Anderson	Horse or vehicle.	4	2	12 months	40 00
Angers and Buckingham	L. Monçon	Optional	7	2	2½ do	10 28
Angers and Wharf	do	Horse or vehicle.	6	3	Season 1872.	42 85
Antrim and Pannure	J. Ring	Horseback.	5	2	6 months	32 00
Appin and Mayfair	J. Dalton	Horse or vehicle.	33	3	10 do	52 06
Apto and Fergusonvale	C. McLaughlin.	Optional	33	3	12 do	79 11
Arden and Tamworth	G. Boomhower	Horse or vehicle.	20	1	12 do	99 00
Ardock and Mountain Grove	B. Watkins	do	16	1	2 do	13 00
Ardrea and Orillia	W. Blair	do	5	2	6ms. 21 dys.	45 00
Arkona and Keyser	L. Eastman	do	54	2	12 months	49 92
Arkona and Widder Station	W. Davidson	Vehicle	73	6	12 do	197 00
Arkona and Wisbeach	G. N. Eastman	do	7	3	12 do	97 48
Armagh and St. Raphaël	N. Bernard	do	15	2	12 do	50 00
Armow and Kincardine	J. Reekie	Optional	9	2	12 do	65 00
Arnprior and Fitzroy Harbor	J. Farrell	Vehicle	12	6	12 do	275 00
Arnprior and White Lake	J. Havey	do	20	3	12 do	280 00
Aros and Kirkfield	C. MacInnes	Optional	53	1	12 do	42 00
Arthabaska Station and Bulstrode	B. Bergeron	do	9	1	12 do	35 00
Arthabaska Station and St. Christophe	P. Beauchêne	Vehicle	3	12	12 do	75 00
Arthabaska Station and Ste. Clothilde	J. B. Metivier	do	18	1	12 do	59 00
Arthur and Fergus	R. B. & S. V. Coulsen	do	12	6	12 do	200 00
Arthur and Monk	J. Malone	Foot or vehicle.	10	1	12 do	44 00
Arundel and Harrington	D. Dewar	Optional	12	1	12 do	52 00
Arva and Ilderton	W. B. Bernard	Foot or horseback	25½	2	12 do	140 00
Arva and Union Hill	do	Optional	11	2	12 do	85 40
Ashburnham and Peterboro'	R. D. Rogers	do	4	6	12 do	40 00
Ashdown and Rosseau	J. Ashdown	do	1½	6	2ms. 22 dys.	29 20
Ashdown and Turtle Lake	D. Ross	do	6½	1	12 months	40 00
Ashley and Hoath Head	G. Follis	Horse or vehicle.	6	1	6 do	26 00
Ashton and Prospect	W. Burrows	Optional	11	3	12 do	234 00
Athealtan and Powerscourt	D. W. Johnson	Vehicle	2	3	12 do	32 00
Atherley, Beaverton and Orillia	J. Harvie	Optional	25	3	12 do	600 00
Atherley and Rathburn	T. Cuddahee	do	6	1	11 do	32 08
Atherton and Delhi	J. A. Kemp	do	3½	2	6 do	19 00
Athlone and Bondhead	T. Millard, jr.	Horse or vehicle.	33	6	12 do	387 00
Athlone and Mono Mills	E. Tomlinson	do	15	6	12 do	399 80
Athol and Plantagenet	P. O. Fisher	Vehicle	16	3	12 do	265 00
Aubigny and St. André Avelin	P. G. Aubry	Horse or vehicle.	7	3	12 do	90 00
Aubigny and Seigné	do	Optional	25	1	12 do	64 00
Aubrey and St. Jean (Chrysostôme)	A. D. Lafleur	Horse or vehicle.	4	2	12 do	36 00
Aughrim and Bothwell	J. Walker	do	9	3	3 do	32 00
Aultsville and East Williamsburg	H. E. Snyder	Vehicle	2½	6	12 do	60 00
Aurora and Schomberg	H. Hulse	do	15	6	12 do	290 00
Aurora and White Rose	J. Lloyd	do	4	2	12 do	75 00
Avignon and Matapédiac	M. Blaquière	Optional	7	1	12 do	35 00
Avoca and Grenville	J. McCallum	Vehicle	16	2	2 do	20 83
Avoca and Pointe au Chêne	do	Horse or vehicle.	7	2	7 do	58 33
Avon and Ingersoll	W. Douglas	Vehicle	11	3	12 do	150 00
Ayer's Flat and Boynton	H. Libbey	Optional	4½	2	12 do	25 00
Aylmer and Dorchester Station	R. C. Wright	Vehicle	22	3	12 do	248 00
Aylmer and Earley	R. Fogarty	do	17	2	7 do	120 00
Aylmer and Grovesend	R. Thompson	do	11	3	12 do	119 72
Aylmer and Ottawa	A. M. Holt	do	9	12	12 do	278 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Aylmer and Portage du Fort	J. Wyman	Vehicle	53	6	1½ months.	620 00
Aylmer and St. Thomas	G. Bates	do	11½	6	12 do	94 00
Ayr and Galt	G. Ray	Optional	12½	6	12 do	299 00
Ayr and Paris Station	do	do	7	6	12 do	199 00
Ayton and Orchard	T. Davis	Vehicle	10½	3	12 do	160 00
Baden and Wellesley	C. Hardfield	do	9	6	12 do	399 00
Bagot and Burnstown	J. Halliday	do	13	3	12 do	80 00
Bagot and High Falls	T. Dillon	Optional	13	1	12 do	80 00
Bagotville and Chicoutimi	A. Neron	Vehicle	13	As	Season 1872.	29 00
Bailleboro' Mill Brook & Bewdley	T. Bateson	Horse or vehicle.	7 & 4	6 & 2	12 months	239 00
Bala and Gravenhurst	E. Jansac	Optional	14	1	1 do	15 00
do do	J. Coulter	do	14	1	4½ do	50 00
Bala and Wharf	E. Jansac	On foot	2	2	3 do	13 00
do do	T. Burgess	do	2	2	2ms. 9 days.	9 00
Balderson and Harper	F. Daron	Horse or vehicle.	3½	1	12 months	30 00
Balderson and Playfair	W. Smith	do	6	3	12 do	100 00
Ballyduff and Drum	D. Hunter	do	5	2	12 do	34 00
Balmoral and Cayuga	R. McDonald	do	6	3	12 do	85 00
Balsam and Myrtle	R. Hurlbut	Vehicle	5	6	9 do	112 50
Baltimore and Cobourg	J. Davey	Horse or vehicle.	5	3	10 do	62 50
do do	G. Kelley	do	5	3	2 do	12 50
Bamberg and St. Agatha	F. Walter	do	5½	2	12 do	60 00
Banda and Stayner	T. Grainger	Horseback	13	6	12 do	473 00
Bandon and Seaforth	A. Campbell and H. W. Allan	Optional	12½	3	12 do	150 00
Bardville and Falkenburg	C. Bard	do	6½	1	4 do	17 00
Bark Lake and Rockingham	R. Skuce, sen.	Horse or vehicle.	21	1 & 2	12 do	158 66
Barrie and Ivy	J. Scott	do	13	3 & 6	12 do	367 00
Barrie and Minesing	J. Morren	do	10	2	12 do	60 00
Barrie and Penetanguishene	C. E. Smith	Vehicle	32	6	12 do	793 00
Barrie and Phepston	W. H. Crosby	Stage or vehicle.	14	3	12 do	280 00
Barrington and Sherrington	H. Emerson	Horse or vehicle.	5	3	9 do	56 25
Bath, Emerald and Stella	A. McMillen	Optional	7	2	12 do	90 00
Batiscan and St. Narcisse	A. Lacoursière	Vehicle	9	3	12 do	72 00
Batiscan Bridge and St. Pierre les Bequets	T. Lesage	do	3	6	Season 1872.	12 00
Batiscan Bridge and St. Stanislas	N. Trugère	do	14	6	12 months	172 00
Battersea and Kingston	J. Holder	Optional	16	3	12 do	187 48
Bayfield and Seaforth	T. Johnston	Vehicle	15	6	12 do	349 00
Bayham and Ingersoll	C. Cook	do	20	3	12 do	325 00
Beachburg and Gower Point	D. Gervais	Horse or vehicle.	9	2	9 do	54 00
do do	F. M. Carswell	do	9	2	3 do	24 00
Beachburg and Westmeath	A. Acheson	do	7	3	12 do	117 00
Beachville and Embro	J. McKay	do	6	6	12 do	195 00
Beamsville and Candaville	J. A. McQueen	Optional	18	2 & 3	12 & arrears.	157 33
Beauharnois and Caughnawaga	Mde. P. Duquette	Vehicle	15½	6	12 months	260 00
Beauharnois and St. Louis de Conzague	B. Paré	do	10	6	12 do	198 00
Beauharnois and St. Timothée	F. X. Rapin	do	9	6	12 do	208 00
Beaulieu and Quebec	F. Gourdeau	Boat and foot	5	3	11 weeks	22 00
Beaufort and Quebec	E. O'Brien	Vehicle	5	3	12 months	75 00
Beaurivage and Parkhurst	O. Laughrey	Optional	3	3	12 do	32 00
Becancour and Ste. Gertrude	R. Rivard	Vehicle	10½	2	12 do	72 00
Becancour Station and Ste. Julie de Somerset	D. McKinnon	do	1½	12	12 do	42 48
Bedford and North Stanbridge	A. M. Stone	do	4½	3	12 do	75 00
Bégon and Trois Pistoles	T. P. Pelletier	Optional	12	1	12 do	80 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Belfast and St. Helens	W. Phillips	Optional	2½	6	12 months	\$ 90 00
Belfountain and Erin	N. Herring	do	3½	3	12 do	60 00
Belgrave and Marnock	P. Porterfield	As required	3½	2	12 do	30 00
Belleville and Bridgewater	W. B. Wemp	Vehicle	30	6	12 do	550 00
Belleville and Hillier	A. Phillips	do	24	3	12 do	400 00
Belleville and Madoc	S. Barnum	do	28	6	12 do	425 00
Belleville and Sidney Crossing	W. R. Vandervoort	Horse or vehicle.	6½	2	3 do	10 40
Belleville and Stirling	T. Canniff	Vehicle	16	6	12 do	195 00
Bellrock and Colebrook	E. Snider	Horse or vehicle.	12½	3	12 do	134 16
Bell's Corners and Fallowfield	P. Hayes	do	4	3	10 do	60 00
Belmont and London	L. Olmstead	do	13	6	12 do	142 00
Beloeil Village and St. Hilaire Station	E. Goulet	Ferry	1	12	12 do	90 00
do do do	G. Thibeau	do	1	1	Special trips	0 75
do do do	F. Pepin	do	1	1	do	1 50
Benmiller and Goderich	W. Vanstow	Horseback	6	2	12 months	58 00
Bensfort and South Monaghan	J. W. McBain	Horse or vehicle.	5	2	12 do	50 00
Bentley and Rondeau	T. K. Morris	Optional	8	3	12 do	200 00
Beresford and Ste. Adèle	V. Charbonneau	Horse or vehicle.	12	2	12 do	125 00
Berlin and Glenallan	Mrs. W. D. Ellis	Vehicle	22	6	12 do	650 00
Berlin and Mannheim	G. Peppler	do	7	2	12 do	93 32
Berlin and Millbank	W. Irwin	do	22	6	12 do	745 00
Berlin and Winterbourne	V. Gildner	do	10	6	12 do	385 00
Berne and Kippen	J. Foster	Horse or vehicle.	7½	3	12 do	112 48
Bersimis and Les Escoumains	W. S. Church	Optional	63	1	1 do	35 83
Bersimis and Mille Vaches	do	do	45	ftly	11 do	128 33
Berthier and Isle Dupas	J. B. Moreau	do	2½	3	12 do	48 00
Berthier and Montreal	M. Archambeault	Vehicle	50	6	12 (less fine)	1,457 00
Berthier and Ste. Elizabeth	J. Leclair	do	10	3	12 months	92 00
Berthier and St. Norbert	P. J. Allert	do	13½	6	12 do	300 00
Berthier and Sorel	F. Boucher	Ferry and vehicle.	5	7 & 8	12 do	212 00
Berthier and Three Rivers	L. Duchaine	Vehicle	45	6	6 do	525 00
do do	M. Gelinat	do	45	6	6 do	515 00
Bethany and Lifford	W. Douglas	Horse or vehicle.	30	6	12 do	386 64
Bethel and South Durham	W. Bartlett	Vehicle	6	2	12 do	50 00
Billing's Bridge and Ottawa	T. Taylor	Optional	3	3	12 do	78 00
Bimbrook and Stony Creek	G. Slingerland	do	12	8	12 do	150 00
Bingham Road and Rainham	J. Goehringer	do	5	3	11 do	36 67
Birchton and Sawyerville	W. Paige	Horse or vehicle.	6	6	12 do	200 00
Birr and Devizes	J. M. Young	Optional	9½	2	12 do	80 00
Bishop's Mills and Oxford Mills	A. W. Bishop	Horse or vehicle.	8	2	12 do	65 00
Black Bank and Honeywood	W. Rusk	Horseback	3½	1	12 do	32 00
Black Creek and Point Abino	B. P. Snider	Optional	10	3	9 do	101 25
do do	R. B. Willson	do	10	3	3 do	33 75
Black Heath and York	S. Anderson and J. Blair	do	5½	2	9 do	33 75
do do	J. Blair	do	5½	2	3 do	18 75
Blessington and Shannonville	G. R. Earle	Horse or vehicle.	11½	2	12 do	127 00
Bloomington and Freiburg	F. Rombach	do	2½	6	12 do	120 00
Bluevale and Lucknow	W. C. Stuart	Vehicle	16	3	6 (less fine)	85 50
do do	W. Ross	do	16	3	6 months	85 00
Bluevale and Morrisbank	N. Johnston	Horse or vehicle.	4	6	12 months	108 00
Blyth and Bushfield	P. Phelan	do	5	1	12 do	25 00
Blytheswood and Leamington	W. Kimball	Optional	5	3	12 do	80 00
Bobcaygeon and Minden	H. Workman	Horse or vehicle.	30	6	12 do	601 00
Bobcaygeon and Peterboro'	D. G. Henthorn	Vehicle	22	6	12 do	300 00
Bobcaygeon Road and Mount Irwin	C. Irwin	Optional	4	1	9 do	18 75

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period	Amount.
						\$ cts.
Bolingbroke and Glen Tay	S. Hanna	Horse or vehicle.	17	1	12 months	75 00
Bolsover and Dartmoor	J. Dunn	do	17	1	12 do	75 48
Bolsover and P. R. Station	R. Killingworth	do	4	6	3 do	35 00
Bongard's Corners and Waupoos	B. Smith	do	4	2	12 do	20 00
Boscobel and Roxton Falls	W. Hackwell	do	2	1	12 do	50 00
Bothwell and Cashmere	G. Cruickshank	Optional	4	6	9 do	75 00
Bothwell and Clearville	F. Ponlin	Stage or vehicle	20	6	3 do	105 00
Bothwell and Florence	J. Catto	Optional	9	6	12 do	195 00
Boulter and York River	B. H. Sweet, jun.	do	23	1	12 do	118 00
Bowling Green and Orangeville	T. H. Conner	Horse or vehicle	13	2	12 do	99 00
Bowmanville and Casarea	T. Saw	Vehicle	12	6	12 do	548 00
Bowmanville and Tyrone	C. Walter	do	7	6	12 do	149 00
Bowood and Fernhill	J. Owen	Horse or vehicle	4	2	3 do	12 50
Boyne and Omagh	G. Henderson	do	13	6	12 do	97 50
Bracebridge and Huntsville	A. Shay	do	26	2	12 do	295 00
Bracebridge and Orillia	J. P. Cockburn	As required	40	6	12 (less fine)	987 50
Bracebridge and Parry Sound	W. Beatty	do	51	2	1 m. 6 dys.	77 00
Bracebridge and Port Carling	B. H. Johnston	Optional	21	2	5 ms. 9 dys.	138 25
Bracebridge and Roseau	J. Millard	Vehicle	27	3	4 ms 3 dys.	162 00
Bracebridge and Uffington, &c.	A. Thompson	As required	10 &	7	3 months	34 50
do do	J. Doherty	do	do	3	9 do	103 50
Bracebridge and Ullswater	J. Gaffney	Horse or vehicle.	22	2	4 do	33 50
Bracebridge and Ziska	W. H. Spencer	Optional	5	2	6 do	39 75
Bradford and Deerhurst	J. Tindall	Foot or vehicle	5	3	12 do	74 48
Bradford and Newton Robinson	S. Manning	Vehicle	10	6	12 do	170 00
Braemar and South Zorra	A. Anderson	Horseback	33	2	12 do	45 00
Brampton and Claude	H. Manning	Optional	11	6	12 do	400 00
Brantford and Burch	G. Mertin	do	7	3	12 do	165 00
Brantford and Langford	H. Langs	Horse or vehicle.	8	3 & 6	12 do	226 50
Brantford and Norwich	J. Sealy	Optional	24	6	12 do	400 00
Brantford and Simcoe	A. A. Pursel	Stage Coach.	24	6	12 do	900 00
Brewster and Moray	J. B. Gamble	Horse or vehicle.	12	2	5 do	39 58
do do	A. Armstrong	do	12	2	6 do	47 50
Brewster and Zurich	C. Hill	Optional	11	2	1 do	8 00
Bridgewater and Flinton	J. A. Carscallen	Foot or vehicle.	12	1	12 do	70 00
Bridgewater and Madoc	W. B. Wemp	do	21	2	12 do	240 00
Brigham and Farnham Centre	T. Hill, sr.	do	2	6	12 do	60 00
Bright and Plattsville	A. Reynolds	Optional	5	6	12 do	98 00
Bright and Walmer	R. Parker	Horse or vehicle	5	2	12 do	50 00
Brighton and Campbellford	W. Wade	Vehicle	20	6	12 (less fine)	486 00
Brighton and Picton	W. G. Curry	do	35	6	12 months	950 00
Brinsley and Lieury	A. Smith	Horse or vehicle	4	3	9 do	37 50
Bristol and Clarendon Centre	G. Hodgins	Vehicle	8	6	12 months	295 00
Bristol and Clarendon Front	N. McKillup	Optional	3	6	Season '72-'73	60 00
Bristol and North Bristol	W. Shirley	Horse or vehicle	5	1 & 2	12 months	42 25
Bristol and Sand Point	G. Hodgins	Vehicle	4	6	Season '72-'73	70 00
Britonville and Lakefield	G. Hamilton	do	12	2	9 months	60 00
Britonville and St. Sauveur	G. Hamilton	Horse or vehicle	7	3	3 do	20 00
Brockville and Westport	H. Mott	Vehicle	44	6	12 do	1,200 00
Brockville and Morristown, U.S.	T. M. Gray	Ferry or vehicle	2	6	12 do	50 00
Brodhagen and Carronbrook	E. Brodhagen	Optional	7	1	12 do	50 00
Brompton and Brompton Falls	H. Addison	Horse or vehicle	4	3	12 do	80 00
Bronte and Milton	C. H. Thompson	do	12	6	6 do	95 00
do do	J. & J. Marshall	do	12	6	6 (less fine)	147 50
Brookbury and Robinson	R. Rowe	Vehicle	6	1	12 months	24 00
Brookdale and Embro	J. McKay	do	5	2 & 3	12 do	89 36
Brougham and Markham	J. Marshall	Optional	12	6	6 do	162 50
do do	S. Woodruff	do	12	6	6 do	146 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Brougham and Whitby	J. Thornton	Optional	12	6	6 months	\$ cts 162 50
do do	A. Somerville	do	12	6	6 do	112 50
Broughton and East Broughton	C. H. J. Hall	Horse or vehicle	6	1	10 do	25 00
Broughton and St. Joseph	C. Arcand	do	12	1	12 do	60 00
Bruce Mines and Penetanguishene &c.	J. Carney	do	.....	.....	Special trips	80 00
Brudeneel and Castile	E. Bennett	do	9	1	3 months	13 12
Brunner and Topping	S. Crozier	As required	4	1	12 do	45 00
Buckingham and Mayo	T. Bourke	Optional	8	1	12 do	32 00
Buckingham and Wharf	N. Jelleboix	Vehicle	5	12	Season 1872.	15 00
Buckland and St. Lazare	L. Lortie	Horse or vehicle	15	3	6 months	100 00
do do	F. Lemieux	do	15	3	6 do	69 50
Buckland and St. Magloire	P. Tanguay	Vehicle	18	1	12 do	55 00
Burford and Fairfield Plain	J. Catton	Optional	3 ³	2	12 do	52 00
Burford and Paris Station	J. Robinson	Vehicle	11	6	10 do	262 50
Burnhamthorpe and Summerville	W. O'Brien	Horse or vehicle	3	3	12 do	80 00
Burnley and Roseneath	R. H. Grimshawe	do	5	3	12 do	50 00
Burton and Cartwright	J. McGill	do	5	3	12 do	60 00
Bury's Green and Fenelon Falls	J. Fell	Optional	7	1	12 do	45 00
Byron and Lambeth	J. Charles	As required	3	3	12 do	69 00
Caintown and Mallorytown	J. B. Mallory	Horse or vehicle	5	2	12 do	45 00
Cairngorm and Strathroy	F. Brown	Vehicle	9	2	12 do	52 00
Caldar and Talbotville	J. Musgrave	Optional	6	2	12 do	60 00
Caldwell and Caledon	E. Dawson	Horse or vehicle	10	3	12 do	90 00
Caledon East and Lockton	W. Squier	do	4 ³	2	12 do	38 00
Caledonia Springs and L'Orignal	J. Rodon	Optional	9	3	Season 1872.	20 00
Calton and Vienna	G. W. Cartwright	Horse or vehicle	4	1	12 months	30 00
Calumet Island and Collfield	C. Barsalon	Boat or vehicle	1 ³	6	9 do	48 00
do do	J. Cahill	do	1 ³	6	3 do	22 25
Calumet Island and Dunraven	J. Letts	Vehicle	5	1 & 2	12 do	42 50
Cambray and Carden	J. Belfry	do	19	2	9 do	180 00
Camden East and Nanabee	H. Finkle	do	9 ¹	6	12 do	144 00
Camden East and Tamworth	do	do	16	6	12 do	180 00
Camilla and Mono Centre	J. Wilson	Horse or vehicle	4	2	12 do	59 00
Camlachie and Erroll	G. Whiting	Optional	2	3	12 do	52 00
Campbellford and Stirling	P. J. Weaver	Horse or vehicle	17	3	12 do	275 00
Campbell's Cross and Cheltenham	J. Caesar	do	4 ³	6	9 do	136 25
do do	P. Neil	do	4 ³	6	3 do	56 25
Campbellton, Paspébiac & Percé	D. Kerr	Vehicle	156	6 & 3	12 do	5,005 12
Campbellton and St. Flavie	D. Fraser	do	111	6	12 do	4,500 00
Canard River and Sandwich	L. Drouillard	Optional	8	1	9 do	60 00
Canboro' and Winona	N. W. White	Horse or vehicle	23	3	12 do	299 00
Canfield and Cayuga	J. Mason	do	6	12	12 do	370 00
Canfield and Port Robinson	B. Sutherland	do	28	3	12 do	500 00
Cannifton and Wallbridge	W. Moon	Optional	6	3	12 do	68 00
Canning and Paris Station	R. McDonald	As required	6	6	12 do	144 17
Cannington and Lindsay	J. Thornhill	Vehicle	20	6	12 do	490 00
Cannington and Pefferlaw	J. H. Reekie	do	10	3	3 do	75 00
do do	J. Chambers	do	10	3	6 do	109 74
Canrobert and West Farnham	S. L'Ecuyer	do	5	6	12 do	125 00
Canterbury and Robinson	B. Clark	Horse or vehicle	8	1	12 do	32 00
Cantley and Kirk's Ferry	J. Kirk	Boat or vehicle	2	6	12 do	50 00
do do	W. Reid	do	2	.....	Special trips	2 00
Cantley and Lucerne	R. Blackburn	Optional	19	1	12 months	80 00
Cap à l'Aigle and Murray Bay	J. Savard	Vehicle	3	As	2 do	34 50
Cape Rich and Meaford	R. Cox	Stags	10	2	8 mos. 11 dys.	72 00
Cape Rich and Wharf	D. McLaren	Vehicle	1	12	Season 1872.	12 57

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cape Rouge and Quebec	C. Hough.....	Stage	9	6	12 months ..	\$ 156 50
Cape Santé and Les Ecureuils.....	P. Page.....	On foot	3	7	8½ do ..	124 00
Carden and Kirkfield.....	J. Belfry.....	Stage	7	1	9 do ..	33 75
Carden and Uphill.....	W. Boden.....	Horse or vehicle.....	9	1	7 do ..	30 33
Carillon and Lachute	A. Burch.....	Vehicle	10	6	12 do ..	250 00
Carillon, Montreal & St. Eustache.....	J. B. Binette.....	do	48			
			& 21	6	12 do ..	750 00
Carillon and Ottawa, North Shore.....	J. W. Campbell.....	do	82	6	Season 72-73.....	1,150 00
Carillon and Ottawa, South Shore.....	J. Murray, jr.....	do	79	6	do ..	1,080 00
Carillon and Point aux Chênes.....	E. Pridham.....	do	9	2	1 m. 23 dys.....	16 00
Carillon and Point Fortune.....	J. Piquette.....	do	1	As		
Carillon and St. Philippe d'Argenteuil.....	F. Naubert.....	do	6	2	12 months ..	30 66
Carillon and Vaudeuil Station.....	C. Proulx.....	do	25½	6	12 do ..	50 00
Carillon and Wharf.....	W. Fletcher.....	Optional	3	6	12 do ..	325 00
Carlingford and Sebringville.....	R. Crawford.....	As required	8½	2	Season 1872.....	38 00
Carlow and Westfield.....	W. Johnson.....	Vehicle	10	3	12 months ..	73 00
Carlsruhe and Hanover.....	J. Kornmann.....	Horse or vehicle.....	4	3	6 do ..	148 00
Carlisle and Glanford.....	P. Walker.....	Optional	5½	3	12 do ..	37 50
Carnarvon and Minden.....	A. Moore.....	do	12	1	12 do ..	122 20
Carnegie and Paisley.....	S. Ewart.....	Horse or vehicle.....	8	1	12 do ..	90 00
Carp and Elm.....	T. Smith.....	Optional	3	3	6 do ..	52 00
Carp and West Huntley.....	E. Horan.....	Horse or vehicle.....	12	3	7 do ..	37 50
Carronbrook and Cromarty.....	P. Kelly.....	As required	6	6	9 do ..	93 33
Carronbrook and Farquhar.....	W. Carpenter.....	Horse or vehicle.....	11	6	3 do ..	135 00
Carrville and Patterson.....	J. L. Strong.....	do	23	3	12 do ..	65 75
Carsonby and North Gower.....	B. Eastman.....	Optional	3½	2	12 do ..	40 00
Carthage and Morningdale Mills.....	W. Henderson.....	do	7½	3	12 do ..	40 00
Cashmere and Clachan.....	G. Everingham.....	do	2½	1	9 do ..	75 00
Casselman and Chrysler.....	R. A. Casselman.....	Horse or vehicle.....	10	3	12 do ..	15 00
Castle and Madrid.....	R. Bennett.....	do	6	1	9 do ..	65 00
Casthcart and Princeton.....	A. Kennedy.....	Optional	6	3	12 do ..	26 25
Caughnawaga and Huntingdon.....	W. Sheriff and A. McArthur.....	Vehicle	38	6	12 do ..	85 00
Caughnawaga and Wharf.....	W. de Lorimier.....	do	1½	12	3 do ..	1,300 00
Cayuga and Seneca.....	E. Wigg.....	do	11	6	12 do ..	22 00
Casaville and La Guerre.....	O. Quenneville.....	do	3½	3	12 do ..	360 00
Cedar Hill and Pakenham.....	J. Connerly.....	Horse or vehicle.....	5½	2	12 do ..	50 00
Cedars and Côteau Landing.....	B. Hurteau.....	Vehicle	10	6	12 do ..	55 00
Cedars and St. Dominique des Cédres.....	P. Poirier.....	do	7½	2	12 do ..	312 00
Centre Augusta and Prescott.....	C. Murphy.....	Horse or vehicle.....	12	2	12 do ..	60 00
Centreville and Enterprise.....	E. Lyons.....	do	10	3	12 do ..	99 72
Chambly Basin and St. Césaire.....	L. St. Germain.....	Vehicle	15	6	12 do ..	80 00
Chambly Basin and St. Hilaire Station.....	P. Scott.....	do	13	6	12 do ..	239 00
Chambly Basin and St. John's.....	E. St. Germain.....	do	13	6	12 do ..	290 00
Chambly Canton and Montreal.....	L. Robert.....	do	16	6	12 do ..	150 00
Champlain and Vincennes.....	P. Lacourcière.....	Optional	5	3	12 do ..	139 00
Chantelle and Rawdon.....	M. Granger.....	Vehicle	17	1 & 2	12 do ..	40 00
Chantry and Harlem.....	S. Chant.....	Optional	1½	2	12 do ..	119 00
Charles Cross and Woodlee.....	J. F. Ruston.....	Vehicle	34	3	12 do ..	20 00
Charleston and Farmersville.....	P. F. Green.....	Horse or vehicle.....	5½	2	12 do ..	663 00
Chatboro' and Cushing.....	C. A. Bradford.....	Vehicle	3	2	12 do ..	60 00
Chatham and Darrell.....	E. Hall.....	Optional	7	2	12 do ..	26 00
Chatham and Dover South.....	S. Gervais.....	Horseback	6	2	9 do ..	75 00
do do.....	A. Robert.....	do	6	2	3 do ..	56 25
Chatham and Dresden.....	C. McCrae.....	Optional	22	6	12 do ..	18 75

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Chatham and Morpeth.....	F. J. Kelly.....	Vehicle.....	20	6	12 months..	\$ 600 00
Chatham and Rondeau.....	O. S. Sheldon.....	Optional.....	12	6	3 do.....	47 50
do do.....	R. Farley.....	do.....	12	6	9 do.....	142 50
Chatham and Wallaceburg.....	T. Kinney.....	Vehicle.....	17	6	12 do.....	437 00
Chatsworth and Massie.....	W. Howie.....	do.....	6	1	12 do.....	40 00
Chatsworth and Orangeville.....	A. Menshaw.....	do.....	59	2	12 do.....	595 00
Cheddar and Paudash.....	R. Thompson.....	Horse or vehicle.....	6	1	3 do.....	7 50
Chepstow and Grenock.....	W. Henesey.....	do.....	4	2	12 do.....	40 00
Cherry Valley and Point Petre.....	J. Scott.....	do.....	7	1	12 do.....	25 00
Cherrywood and Dunbarton.....	J. Williams.....	Optional.....	33	3	9 do.....	53 75
Cherrywood and Whitevale.....	do.....	do.....	33	3	3 do.....	18 75
Chesley and Hanover.....	T. F. Schwegler.....	Horse or vehicle.....	27	2	3 do.....	42 50
Chester and East Chester.....	N. Darois.....	do.....	9	1	12 do.....	40 00
Chester and North Ham.....	P. Beauchène.....	Vehicle.....	10	2	12 do.....	80 00
Chester and St. Christophe.....	do.....	do.....	8	3	12 do.....	100 00
Cheviot and Riversdale.....	J. McLean.....	Horse or vehicle.....	4	2	12 do.....	65 00
Chichester, Fort William and Pembroke.....	H. Jewel.....	do.....	11 &	3 & 6	12 do.....	370 00
Chicoutimi and Grande Baie.....	A. Neron.....	Optional.....	15	As req.	Season 1872.	16 50
Chicoutimi and Jonquières.....	A. Gagnon.....	Horse or vehicle.....	12	2	12 months..	90 00
Chicoutimi and Labarre.....	C. Girard.....	do.....	45	2	6 do.....	119 00
do do.....	F. Saulnier.....	do.....	45	2	6 do.....	108 00
Chicoutimi and L'Anse au Foin.....	P. Potvin.....	do.....	10	1	12 do.....	70 00
Chicoutimi and Murray Bay.....	H. Brassard.....	do.....	85	1	3 do.....	104 00
Chicoutimi and St. Paul's Bay.....	L. Verrault.....	do.....	87	3	3 do.....	194 50
do do.....	L. Gaudreault.....	do.....	87	3	5 do.....	432 00
Chicoutimi and Tremblay.....	P. Potvin.....	Foot or boat.....	3	2	12 do.....	40 00
Chicoutimi and Wharf.....	A. Neron.....	Horse or vehicle.....	2	As req.	Season 1872.	31 80
Chippawa and Clifton.....	W. Clark.....	Vehicle.....	6	6	12 months..	295 00
Churchill and Lennox.....	H. Sloan.....	Horse or vehicle.....	3	2	6 do.....	26 00
do do.....	J. McKay.....	do.....	3	2	3 do.....	12 50
do do.....	R. Heppenstall.....	do.....	3	2	3 do.....	12 50
Churchville and Lisgar.....	R. Nichols.....	Optional.....	4	2	6 do.....	25 50
Churchville and Malton.....	T. Manes.....	Vehicle.....	11	6	12 do.....	460 00
Clairvaux and St. Paul's Bay.....	J. Gray.....	Horse or vehicle.....	9	1	12 do.....	30 00
Clapham and Inverness.....	A. Johnston.....	Vehicle.....	10½	2	12 do.....	100 58
Claremont and Stouffville.....	M. F. Mertens.....	Optional.....	19	6	9 do.....	262 50
Clarence and Clarence Creek.....	S. G. A. Raiche.....	Vehicle.....	5	3	12 do.....	67 50
Clarence and Wharf.....	T. Wilson.....	Optional.....	2	12	Season 1872.	72 00
Clarenceville and Des Rivières Station.....	S. O. Clark.....	Vehicle.....	13½	6	9 months..	176 25
Clarenceville and Malmaison.....	M. Barry.....	do.....	13½	6	3 do.....	84 75
Clarenceville and Noyan.....	C. Stewart.....	do.....	4½	3	12 do.....	50 00
Clarendon Centre and Thorne Centre.....	C. A. Smith.....	Horse or vehicle.....	12	1	12 do.....	52 00
Clarke and Kendal.....	J. Emerson.....	do.....	6½	3	12 do.....	116 00
Clarksburg and Collingwood.....	P. F. Le Roy.....	do.....	15	6	5 do.....	85 71
Clarksburg and Heathcote.....	do.....	do.....	6	3	12 do.....	73 48
Clarksburg and Ravenna.....	do.....	do.....	7	2	12 do.....	60 40
Clarksburg and Thornbury.....	do.....	do.....	1½	6	Season '71-'72	35 00
Claude and Kilmanagh.....	A. Lindsay.....	Optional.....	3½	3	9 months..	60 00
Clayton and Tatlock.....	M. Guthrie.....	Horse or vehicle.....	9	1	12 do.....	40 00
Clearville and Duart.....	D. Leitch.....	Optional.....	3½	6	9 do.....	75 00
Clifford and Hanover.....	J. Koiley.....	Vehicle.....	16	6	6 do.....	200 00
Clifford and Lakelet.....	R. Young.....	Optional.....	6	3	12 do.....	40 00
Clifford and Mount Forest.....	T. Smith.....	Horse or vehicle.....	14	2	12 do.....	100 42

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Clifford and Neustadt	D. Winkler	Optional	8	6	6 months	\$ 156 00
Clifford and Walkerton	S. V. Coulson	Stage	17	6	4 ms. 12 days	83 62
Clifton and Niagara	W. Clark	Vehicle	15	6	12 months.	400 00
Clinton and London	A. Jamieson	do	53	6	12 do	1,139 00
Clinton and Porter's Hill	J. Cunningham	Optional	7½	3	12 do	117 00
Clinton and Wingham	W. J. Johnston	Vehicle	23	6	12 do	147 00
Clantarf and Rockingham	J. B. McDonald	Horse or vehicle	18	3	12 do	269 00
Clover Hill and Morrisvale	R. McClain	do	4	2	12 do	57 00
Cloyne and Denbigh	J. Lane	Optional	28	1	12 do	156 00
Cloyne and Erinsville	B. York	Horse or vehicle	45	1	12 do	147 08
Coaticook and Drew's Mills	A. K. Fox	do	5	1	12 do	37 00
Coaticook and Hereford	G. Thomas	Vehicle	17	1	12 do	100 00
Coaticook and Paquetteville	F. Paquette	do	22	2	12 do	175 00
Coaticook and Stanstead	G. T. Cooper	do	19	6	24 days	24 80
do do	S. C. Burns	do	19	6	11 ms. 6 days	373 63
Coben and Osceola	W. Graham	Horse or vehicle	17	3	12 months.	156 00
Coboconk and Norland	J. Griffin	do	5	3	3 do	25 00
Coboconk and Rosedale	M. McNeil	do	6	3	3 do	30 00
Cobourg and Harwood	B. McAllister	Optional	16	3	12 do	350 00
Cobourg and Roseneath	D. McRoberts	Vehicle	20	3	12 do	295 00
Colbeck and Tarbert	W. Colbeck	Horse or vehicle	6	1	12 do	38 00
Colborne and Dundonald	J. Barker	do	7	2	12 do	50 00
Colborne and Norwood	D. Simmons	Vehicle	31	6	12 do	620 00
Coldstream and Fern Hill	J. Owen	Horse or vehicle	4½	2	9 do	37 50
Coldwater and Orillia	J. Millard	do	36	6	12 do	275 00
Coldwater and Port Severn	A. R. Christie	Optional	10	3	1 do	8 33
Coldwater and Victoria Harbor	C. W. Boulton	do	40	3	11 do	275 00
Colebrook and Odessa	A. Lee	do	11	6	12 do	300 00
Colinville and Waubuno	T. Moore	Vehicle	6	1	12 do	39 00
Collfield and Otter Lake	D. Lunan	Horse or vehicle	20	1	12 do	125 00
Collingwood and Durham	C. Cameron	Vehicle	45	6	12 do	887 00
Collingwood and Gibraltar	J. Glenn	Optional	10	1	6 do	15 00
Collingwood and Owen Sound	C. Cameron	Vehicle	42	6	Season '71-72	350 00
Collingwood Road and Craigeleith	A. Fleming	Optional	1½	6	5 months.	8 33
Colpoys' Bay and Mar	A. White	do	7½	1	12 do	64 00
Colpoys' Bay and Owen Sound	J. Grier	Horse or vehicle	27	3	11 do	403 33
Combermere, Purdy and Rockingham	W. Murphy	Optional	6 & 8	1 & 2	12 do	160 00
Como and Oka	C. Chaurette	do	1	6	Season '71-72	22 00
Como and Wharf	J. Hodgson	do	½	6	do 1872	14 24
Compton and Eaton	H. Colby	Vehicle	19	2	12 months.	200 00
Compton and St. Edwige	F. Courtemanche	do	10	1 & 2	12 do	45 00
Connaught and Winchester	P. Jordan	Horse or vehicle	5	2	2 do	10 00
Conningsby and Hillsburgh	J. W. Burt	Foot or vehicle	4½	2	12 do	20 00
Conroy and Stratford	P. Smith	As required	6½	2	9 do	60 00
do do	J. Smith	do	6½	2	3 do	20 00
Constance and Harlock	T. Neilans	Horse or vehicle	4	2	8 do	24 00
Contrecoeur and Montreal	J. Lavigné	Vehicle	30	6	12 do	599 00
Conway and Napanee	J. McEwen	Optional	24½	3	3 do	65 00
do do	J. Murdock	do	24½	3	9 do	202 50
Cookshire and Linda	S. Mallory	Vehicle	5	1	12 do	26 00
Cookshire and West Ditton	P. Gendreau	do	22	1	12 do	96 00
Cookstown and Gilford	A. & W. Fraser	do	8	12	12 do	450 00
Cookstown and Mulmur	J. Robinson	Horse or vehicle	19	6	6 do	250 00
do do	A. Frazer	do	19	6	6 do	225 00
Cooksville and Toronto	J. Schillar	Vehicle	16	6	12 do	373 00
Copleston and Petroses	B. P. Smith	Optional	4½	1	12 do	40 00
Cornwall and Mendon	P. D. McIntosh	Horse or vehicle	13	3	5 do	56 33

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cornwall and Monckland.....	A. J. McDonell.	Horse or vehicle ..	13	3	7 months..	\$ cts. 92 75
Cornwall and St. Regis.....	R. Tyre.....	Boat or vehicle ..	6	2	12 do ..	52 00
Coteau Landing and St. Zotique.	O. F. Prieur ..	Vehicle ..	2	8	12 do ..	60 00
Coteau Landing and Valleyfield.	C. Gauthier.....	Boat or vehicle ..	6	6	12 do ..	200 00
Coteau Station, Dalhousie Mills and St. Polycarpe, &c.....	J. Lefebvre ..	Vehicle ..	12 & 5	6 & 3	12 do ..	312 00
Coteau Station and Ste. Marthe..	A. Gingras.....	do ..	13½	6	12 do ..	250 00
Côte des Saints and St. Monique des Deux Montagnes.....	F. Brière.....	Optional ..	1	6	10 do ..	38 83
Côte St. Paul and Montreal.....	P. Chicoine ..	do ..	4	6	9 do ..	90 00
Coulson and Warminster ..	J. Coulson ..	Horse or vehicle.	7½	2	12 do ..	104 00
Coverley and Latona ..	W. Cranston ..	do ..	13	2	9 do ..	66 00
Covey Hill and Vicars ..	W. Orr ..	Optional ..	2	6	12 do ..	52 00
Cowal and Iona.....	J. Mills.....	Horse or vehicle ..	5½	1	12 do ..	52 00
Cowansville and Durham.....	A. Pickle ..	Vehicle ..	6	6	8 ms. 9 days	110 00
Craigsholme and Garafraxa ..	W. Conner ..	Optional ..	3	3	12 months..	40 00
Craig's Road Station and Leeds do do	R. Bain.....	Vehicle ..	30	3	3 do ..	90 00
	J. B. Demers.....	do ..	30	3	9 do ..	240 00
Cranbourne and Frampton ..	J. Colgan ..	Optional ..	8	2	12 do ..	69 80
Cranworth and Portland ..	P. Jones ..	do ..	5½	1	12 do ..	25 00
Crawford and Latona ..	A. Skene ..	Horse or vehicle ..	12	2	3 do ..	25 28
Credit and Sheridan ..	F. Lawrence ..	do ..	4	6	12 do ..	140 00
Credit and Devon ..	L. Holman ..	As required ..	4	2	12 do ..	49 88
Creek Bank and Winfield.....	T. A. Hambly ..	Horse or vehicle ..	5	2	3 do ..	15 50
Creemore Mills and Lavender ..	J. B. Martin ..	do ..	6½	1	12 do ..	52 00
Cressy and Picton.....	B. Smith & Exec.	do ..	19	2	12 do ..	95 00
Crinan and Wardsville ..	D. McIntyre.....	do ..	7½	1	12 do ..	52 00
Croton and Florence ..	G. P. Kerby ..	do ..	4	2	12 do ..	50 00
Cruickshank and Owen Sound...	C. Barfoot ..	Optional ..	6	1	1 do ..	2 50
Crysler and Morewood.....	G. Price ..	Horse or vehicle ..	7	3	12 do ..	85 00
Crysler and Wales ..	S. Johnson ..	Vehicle ..	23	3	12 do ..	369 52
Cumberland and Buckingham Wharf ..	G. G. Dunning..	Boat or canoe ..	1	12	Season 1872.	60 00
Cumberland and Russell ..	T. Argue.....	Horse or vehicle ..	21	3	7 months..	160 41
do do	R. Young ..	do ..	21	3	4 do ..	80 00
Cumberland Road and Navan do do	J. O'Meara ..	Optional ..	3	2	6 do ..	26 00
	M. O'Meara ..	do ..	3	2	6 do ..	24 00
Cushing and Little Rideau ..	J. Little ..	do ..	3½	6	2 do ..	55 00
Dacre and Griffith ..	J. Mills.....	do ..	20	2	12 do ..	260 00
Dacre and Renfrew ..	A. Jamieson ..	Horse or vehicle ..	14	3	12 do ..	190 00
Dacre and Vanbrugh.....	M. Quinn ..	do ..	16	3	12 do ..	200 00
Daillebout and Joliette.....	P. Riberty ..	Vehicle ..	14	6	12 do ..	310 00
Daillebout and Ste. Beatrice.....	G. Lemire ..	do ..	9	2	12 do ..	72 00
Dalesville and Edina ..	W. Tomalty ..	do ..	6	1	9 do ..	22 50
Dalesville and Lachute ..	P. McArthur ..	Horse or vehicle ..	6	2	12 do ..	45 00
Dalkeith and Vankleek Hill do do	W. Robertson ..	do ..	7½	3	6 do ..	45 00
	P. M. Wood ..	do ..	7½	3	6 do ..	78 00
Danforth and Kingston Road.....	W. Kirk ..	Foot ..	1	3	3 do ..	15 00
Danville and Kingsey Falls ..	S. Leith.....	Horse or vehicle ..	7	2	12 do ..	70 00
Danville and St. George de Windsor ..	E. Marcotte ..	do ..	10	2	12 do ..	62 48
Danville and St. Patrick's Hill do do	V. Colclough ..	Vehicle ..	8	3	9 do ..	75 00
	J. Stevens ..	do ..	8	3	3 do ..	25 00
Danville and South Ham ..	G. Goodenough..	Horse or vehicle ..	24	3	1 do ..	33 25
Danville, South Ham and Wotton	F. Turcotte ..	do ..	42	1	11 do ..	275 00
Dashwood and Exeter ..	W. Reynolds ..	Vehicle ..	8½	3	3 do ..	23 00
Deerlock and Maberly.....	J. Warren ..	Horse or vehicle ..	12	1	12 do ..	52 00
Delaware and London.....	C. Allen ..	Vehicle ..	12	3	12 do ..	100 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Delaware and Mount Brydges	S. Waggoner	As required	3	6	12 months	145 00
Delhi and Ronson	J. Wilbur	Horse or vehicle	6½	3	12 do	135 00
Delta and Morton	W. Kelly	do	12	3	12 do	135 00
Demorestville and Gilbert's Mills.	J. D. Gilbert	do	9½	2	12 do	80 00
Demorestville and Peterson's Ferry	E. R. Nixon	do	10	6	6 do	100 00
do do	W. Baker	do	10	6	6 do	92 50
Denison's Mills and Richmond	J. R. Denison	do	7	1	12 do	50 00
Deniston and Glendower	R. Howes	Optional	3	2	12 do	35 00
Derby Line and Stanstead	H. A. Channell	Vehicle	14	12	12 do	125 00
Desert Lake and Ioughboro'	J. W. Snook	Optional	11	1	12 do	59 00
Dexter and Port Stanley	C. Ead	do	5½	2	12 do	75 00
Diamond and Kinburn	R. Walker, jr.	Horse or vehicle	4	2	12 do	50 00
Dillonton and Perdue	D. R. Wood	do	2	3	4 do	18 33
Dingle and Ethel	N. Smaldon	Optional	10	3	12 do	142 48
Dion's and Ste. Dorothée.	E. Charron	do	2	3	12 do	32 00
Dixon's Corners and Dundela	J. E. Tuttle	do	4	2	12 do	30 00
Dixon's Corners and New Ross	T. Currie	do	6	1	12 do	30 00
Dobbinton and Invermay	W. Dobbin	Horse or vehicle	6	1	3 do	12 25
do do	J. Dobbin	do	6	1	9 do	39 00
Domaine de Gentilly and Gentilly	D. Poisson	Vehicle	9	2	12 do	50 00
Don and Toronto	J. Hogg	Horse or vehicle	8	2	12 do	85 00
Donegal and Hammond	J. Hammond	Optional	3½	2	12 do	50 00
Donegal and Newry	C. Mason	do	3	3	12 do	80 00
Dorchester Station and Gladstone	L. McMurray	do	6	2	12 do	48 00
Dorking and Hawksville	M. P. Empey	Horse or vehicle	10	2	12 do	156 00
Dornoch and Thamesford	J. McLeod	Optional	21½	3	12 do	239 36
Douglas and Eganville	J. Quealey	Horse or vehicle	10	6	12 do	238 00
Douglas and Renfrew	A. Jamieson	Optional	17	6	12 do	360 00
Downeyville and Omemeé	M. O'Neill	Horse or vehicle	5½	3	12 do	97 00
Drayton and Glenallan	W. D. Ellis	Vehicle	10	6	6 do	190 00
Drayton and Hollen	T. Mannell	Optional	5	6	6 do	97 62
Dromore and Mount Forest	R. Doyle	Horse or vehicle	15	3	6 do	90 00
do do	J. Bunston	do	15	3	6 do	97 50
Drumbo and Washington	T. Pasmore	Vehicle	9	6	12 do	160 00
Drummondville and La Baie	L. Cusson	Horse or vehicle	24	3	5 do	97 50
Drummondville and Melbourne.	T. Skillen	do	24	6	12 do	399 00
Drummondville and St. Germain de Grantham	G. Lamothe	Vehicle	4½	6	12 do	140 00
Drumquin, Oakville and Trafalgar	W. Martin	Optional	6 & 4	3 & 6	6 do	80 00
do do	F. Crooks	do	6 & 4	3 & 6	6 do	99 50
Dryden and Listowell	S. Davidson	do	10	6	12 do	240 00
Duart and Highgate	D. Teetzel	do	4	3	12 do	66 00
Dufferin and Oneida	J. Cossar	do	5	2	12 do	75 00
Dumblane and Paisley	D. Fraser	Horse or vehicle	16	3	3ms. 29dys.	51 29
Dumany and Lachute	W. Smith	do	8	2	12 months	52 00
Dumany and Shrewsbury	J. Chambers	do	6	2	12 do	50 00
Dunbar and Grantley	A. Drummond	Optional	5½	2	12 do	42 00
Dunbarton and Rouge Hill	W. Hall	do	2	6	7 ms. 3 dys.	35 81
Duncan and Heathcote	A. C. Meltae	do	5	1	12 months	48 00
Dundalk and Ronaldsay	J. McArdle	Horse or vehicle	10	2	12 do	80 00
Dundalk and Ventry	C. Johnson	do	6½	1	12 do	35 00
Dundas and Mill Grove	R. Hallady	Optional	5½	2	12 do	75 00
Dundas and Sheffield	E. Moore	Vehicle	14	6	8 (less fine)	232 50
do do	J. Moore	do	14	6	8 do	95 00
Dundee and Huntington	J. Ford	do	22	3	12 do	399 00
Dunham and East Dunham	L. Call	do	4½	2	12 do	59 60

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dunham and Stanbridge	L. Shufelt	Vehicle	13	6	3 months ..	41 25
Dunnville and Port Dover	L. B. Johnston	do	35	6	12 (less fine) ..	948 00
Dunnville and Port Maitland	T. Siddall	do	7	6	12 months ..	184 00
Dunrobin, March & South March	T. Smyth	do	24	3	12 do ..	120 00
Dunsford and Lindsay	H. Ireton	Horse or vehicle ..	10	3	12 do ..	140 00
Dunvegan and McPhee's Corners	D. McMillan	do	13	3	9 do ..	102 00
Durham and Mount Forest	S. V. Coulson	Vehicle	16	6	6ms. 1 day ..	126 71
Durham and Traverston	T. Travers	Horse or vehicle ..	14½	2	12 months ..	145 00
Durham and Walkerton	C. Cameron	Vehicle	17	6	12 do ..	295 00
Dutton and West Clayton	D. McKilley	Optional	4	6	3 do ..	16 25
East Arthabaska and Stanfold	P. Juneau	do	12	3	12 do ..	100 00
East Bolton and South Bolton	J. McMannis	Horse or vehicle ..	8	3	12 do ..	120 00
East Broughton and West Broughton	C. Vallée	do	18	1	10 do ..	62 50
East Clifton and Sawyerville	H. E. Cairns	Vehicle	6	1	12 do ..	25 00
East Magdala and Lyster	W. J. Smyth	do	8	1	12 do ..	30 00
Eastman's Springs and Ottawa	D. H. Eastman	Horse or vehicle ..	13	1	10 do ..	83 33
East Templeton and Perkins	J. Freney	do	9	2	12 do ..	64 00
East Templeton and Wharf	E. Mason	Optional	1	6	Season 1872 ..	45 00
Edgar and Hawkstone	W. Hodges	do	27	3	12 months ..	225 00
Edgecombe and Milverton	U. McEadden	Foot or horseback ..	2	2	11 do ..	35 75
Edmonton and Mayfield	W. Knox	As required	3	3	12 do ..	40 00
Edmunston and Rivière du Loup	J. R. Tupper	Vehicle	79	6	12 do ..	4,740 00
Eganville and Pembroke	D. King	Horse or vehicle ..	26	2	12 do ..	189 00
Egerton and Mount Forest	J. Hunter	do	16	1&2	12 do ..	104 25
Egypte and St. Ephrem d'Upton	V. Laperche	Vehicle	8½	3	12 do ..	117 00
Elder and Rosemont	C. Conn	Optional	6	2	12 do ..	80 00
Elgin and Philippsville	J. C. Mitchell	Vehicle	5	6	12 do ..	140 00
Elizabethville and Port Hope	J. Harcourt	Horse or vehicle ..	16	3	12 do ..	234 64
Ellengowan and Paisley	A. Gerrie	do	4	3	4 do ..	23 33
do do	A. McWilliams	do	4	3	3 do ..	22 50
Ellengowan and Vesta	do	do	4	2	12 do ..	58 00
Elmira and Flora	J. Devit	do	4	1&2	12 do ..	49 75
Elmvale and Penetanguishene Road	W. Harvey	do	5	2	12 do ..	65 00
Elmwood and Malcolm	D. Sullivan	Optional	2½	3	9 do ..	26 25
Elora and Harriston	J. Dunn	Vehicle	31	6	12 do ..	795 00
Elora and Pentland	D. Cormish	Horse or vehicle ..	5	2	9 do ..	30 00
do do	W. Coxhead	do	5	2	3 do ..	10 00
Elora and Salem	J. R. Wissler	Optional	1	6	12 do ..	30 00
Elora Road, Glamis and Pinkerton	W. Gorman	Horse or vehicle ..	9½	6	5 do ..	106 25
Elsinore and Skipness	J. Johnston	Optional	5½	1	12 do ..	35 48
Embrun and Grant	J. Edmonstone	Horse or vehicle ..	8	1	12 do ..	40 00
Embrun and Russel	J. Clement	Optional	5	2	12 do ..	50 00
Enfield and Oshawa	W. Martyn	Vehicle	14	2	12 do ..	121 32
Enniskillen and Haydon	T. Shaw	Horse or vehicle ..	1	6	12 do ..	135 00
Ennismore and Frank Hill	T. Franks	do	6	1	12 do ..	35 00
Erbville and Waterloo	J. Erb	do	5	1	12 do ..	45 00
Erie and Jarvis	R. McBurney	Optional	5	2	12 do ..	60 00
Eria and Guelph	J. Crozier	Vehicle	20	3	12 do ..	380 00
Erinsville and Napanee	W. Grange	Horse or vehicle ..	25	2	12 (less fine) ..	228 00
Escuminac and Shoolbred	J. Dalton	Vehicle	15	1	12 months ..	59 00
Eugenia and Flesherton	G. Park	Horse or vehicle ..	5	1	12 do ..	26 00
Evelyn and London	J. Burns	As required	12	2	12 do ..	130 00
Everett and West Essa	J. Fisher	Horse or vehicle ..	3½	6	9 do ..	75 00
do do	T. Gordon	do	3½	6	3 do ..	25 00
Exeter and Farquhar	S. Pollard	Optional	7½	2	9 do ..	51 00

REPORT No. 2, A,—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1878.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Exeter and Lumley	W. Dinnin	Optional	7	1	9 months	28 50
Exeter and St. Mary's	C. Willis	do	20	3	12 do	295 00
Exeter and Sarepta	W. Reynolds	Vehicle	7	3	9 do	56 50
Fafard and St. Sylvester, East	G. McCrea	Horse or vehicle	8	1	9 do	22 50
do do	J. Lessard	do	8	1	3 do	7 50
Fairview and Stratford	R. Forrest	Optional	9	2	12 do	100 00
Falkenburg and Ufford	W. F. Morley	do	10	1	12 do	25 72
Falkenburg and Ullswater	T. W. Gaffney	Horse or vehicle	14	2	3 do	43 75
Falkland and Paris	G. T. Simpson	Horseback	3	3	2 do	12 50
Farmersville and Plum Hollow	V. W. O. Sherman	Horse or vehicle	6	2	12 do	65 00
Farnboro' and West Shefford	W. S. Scott	Vehicle	2½	3	12 do	52 00
Fardon and Haseville	T. Hase	Horse or vehicle	7	2	10 do	41 67
Farran's Point and Woodlands, &c.	C. C. Farran	do	6	6 & 3	12 do	137 50
Father Point and Rimouski	P. D. Rouleau	Vehicle	6	As req	7ms, 10 dys, Season 1872.	78 00
Father Point and Steamers	D. Lawson	Boat	½	3	12 months	50 00
Fenaghvale and Riseville	C. Gates	Optional	8	3	12 months	84 48
Fenelon Falls and Lindsay	H. Workman	Horse or vehicle	32	6	12 do	400 00
Fenelon Falls and Norland	W. Perkins	Optional	19	3	9 do	148 50
Fergus and Garafraxa	C. Sargent	Horse or vehicle	8	6	12 do	347 00
Fergus and Metz	J. Mitchell	do	8	1	12 do	50 00
Fergus and Mimosa	J. Gerrie	do	16	2	9 do	105 00
do do	E. Mooney	do	16	2	3 do	37 00
Ferguson's Falls and Perth	R. Scott	Optional	17	3	12 do	258 00
Fermoy and Westport	T. W. Watt	Horse or vehicle	8	4	12 do	70 00
Feversham and Maxwell	A. Fisher	do	4	6	12 do	85 00
Fingal and West Magdala	D. Turner	Optional	7	2	12 do	52 00
Fishroy and Selkirk	J. Mehlanbacher	do	5	2	12 do	36 00
Fitzroy Harbor and Kinmaurs	W. Munroe	do	5	2	12 do	48 00
Flesherton and Markdale	C. Reynolds	Horse or vehicle	6	4	12 do	115 00
Flesherton and Meaford	J. Benson	do	28	2	12 do	277 50
Flesherton and Vandeleur	T. Gilbert	do	6½	1	12 do	50 00
Florence and Rutherford	J. Johnson	Optional	6	1	12 do	40 00
Florence and Shetland	D. M. Perley	Horse or vehicle	4	3	3 do	21 25
Fontenoy and Melbourne	R. Frazer	Vehicle	5	2	12 do	46 00
Font Hill and St. John's	J. Harper	Optional	4	2	12 do	15 00
Fordyce and St. Helen's	W. Farquharson	do	5½	1	12 do	40 50
Forest and Hillsboro'	J. Hill and W. Yates	Vehicle	5	3	12 do	88 00
Forfar and Harlem	R. Hales	Optional	8	6	12 do	156 00
Fort Coulonge and Hargrave	J. McMullen	Vehicle	16	3	12 do	290 00
Fort Coulonge and Waltham	J. Landon	Horse or vehicle	13	2	12 do	180 00
Fox River and Grande Grève	C. Paquette	Optional	23	2 & 3	12 do	212 50
Fox River and St. Anne des Monts	J. Lepage	Foot or horseback	107	1	12 do	520 00
Frampton and Ste. Claire Bridge	J. Devereux	Vehicle	18	6	12 do	400 00
Frampton and St. Henri, &c.	G. Couture	do			Special trips	10 00
Frankford and Stockdale	D. Bull	do	2	3	12 months	30 00
Frankford and Trenton	W. Kinny	do	8	6	12 do	184 00
Franklin and Mount Horeb	do	do	6	2	12 do	60 00
Franklin Centre and Starnesboro'	W. Reynolds	do	6	2	12 do	64 00
Frankville & Irish Creek Station	C. Meunier	Optional	2½	6	12 do	195 00
Freslon and Mountsberg	J. Church	Vehicle	11	6	12 do	80 00
Freslon and Mountsberg	J. N. Paine	Horse or vehicle	3½	3	12 do	80 00
Frolichsburg, and St. Armand Station	R. H. Reynolds	do	10	6	3ms, 23dys.	98 75
Frolichsburg, St. Armand Station and Sweetzburg	C. W. McKenney	do	10	6	5ms, 8 dys.	474 57

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Frelighsburg and Sweetsburg...	A. Pickle.....	Vehicle.....	13	6	3ms. 23dys.	75 22
Frome and St. Thomas.....	J. Cole.....	As required.....	8 ³ / ₄	3	12 months..	112 49
Fulford and Waterloo, Quebec	G. England.....	Vehicle.....	4	2	12 do.....	40 00
Fullarton and Mitchell.....	J. Woodley.....	Horse or vehicle..	6	6	12 do.....	140 00
Galt and Puslinch.....	A. Bannatyne..	Vehicle.....	14	2	12 do.....	130 00
Gananoque and Willetsholme...	D. Root.....	Horse or vehicle..	14	2	12 do.....	125 00
Gananoque Station and Marble Rock.....	G. Emery.....	Optional.....	4 ¹ / ₂	2	12 do.....	45 00
Gananoque Station and South Lake.....	W. Scott.....	Horse or vehicle..	4	2	12 do.....	40 00
Garafraxa and Hereward.....	W. Conner.....	do.....	5	2	3 do.....	13 00
Garafraxa and Tarbert.....	do.....	do.....	19 ¹ / ₄	2	9 do.....	131 25
Garden Island and Kingston...	J. Donnelly.....	Boat or sleigh.....	2	6	12 do.....	100 00
Garthby and Lake Weedon.....	F. Briere.....	Vehicle.....	6	1	12 do.....	32 00
Garthby and North Ham.....	E. Grenier.....	Horse or vehicle..	13	1	12 do.....	50 00
Garthby and Stornoway.....	do.....	do.....	16	1	12 do.....	80 00
Gaspé Basin and Grande Grève..	J. Savidant.....	Optional.....	15	3	12 do.....	230 00
Gaspé Basin and Percé.....	P. F. Vardon.....	Vehicle.....	36	3	12 do.....	998 00
Gaspé Basin and Steamers.....	Lowndes Bros.	Optional.....	100	As	Special trips.	2 00
do do.....	J. J. Kavanagh..	do.....	20	do	Season 1872.	20 00
Gemley and Mountain Grove.....	W. H. Kennedy..	Horse or vehicle..	27	1	10 months..	116 66
Gemley and Vennachar.....	J. Roark.....	do.....	15	1	2 do.....	16 33
Genoa and St. Hermas.....	J. Gordon.....	Vehicle.....	3 ³ / ₄	2	12 do.....	40 00
Georgetown and Milton.....	C. H. Thompson..	do.....	13	6	6 do.....	145 00
do do.....	J. & J. Marshall.	do.....	13	6	6 do.....	145 00
Georgetown and Reading.....	W. Willis.....	do.....	22	6	12 do.....	322 00
Georgetown and Salmonville...	J. Stringer.....	do.....	6	6	12 do.....	129 00
Georgeville and Knowlton Land- ing.....	G. W. Fogg.....	do.....	3	6	12 do.....	156 00
Georgeville and Magoon's Point.	A. Magoon.....	Horse or vehicle..	5 ¹ / ₂	2	12 do.....	52 00
Georgeville and Smith's Mills...	W. Paige.....	Vehicle.....	10 ¹ / ₂	6	12 do.....	299 00
Georgina and New Market.....	W. Earle.....	do.....	24	6	12 do.....	680 00
Georgina and Vachel.....	J. Sheppard.....	Horse or vehicle..	4	2	12 do.....	52 00
Glamis, Pinkerton and Pinker- ton Station.....	W. Gorman.....	do.....	9 ¹ / ₂	6	7 do.....	148 75
Glanmire and Millbridge.....	S. Armstrong.....	do.....	7	1	12 do.....	32 00
Glanworth and Killybeg.....	J. Hicks.....	Optional.....	5	2	12 do.....	40 00
Glascott and Latona.....	R. E. English..	Horse or vehicle..	7	2	12 do.....	68 00
Glastonbury and Kaladar.....	J. A. Carscallan.	Optional.....	4 ³ / ₄	1	9 do.....	19 50
Glenallan and Listowell.....	G. Zilliox.....	do.....	20	3	6 do.....	187 50
Glenarna and Woodville.....	T. Morison.....	do.....	24	2	3 do.....	30 00
Glencairn and New Lowell.....	J. McBride.....	do.....	5	3	12 do.....	80 00
Glencoe and Kilmartin.....	D. McKellar.....	As required.....	4 ¹ / ₂	2 & 3	12 do.....	70 83
Glencoe and Strathburn.....	J. Smith.....	do.....	2	3	12 do.....	60 00
Glen Huron and Ough's Tavern...	H. M. Frame.....	Optional.....	1	3	12 do.....	30 00
Glenmeyer and Grysborough...	G. E. Meyer.....	As required.....	3 ³ / ₄	2	12 do.....	45 00
Glen Tay and Perth.....	J. Hargrave.....	Horse or vehicle..	4	6	12 do.....	150 00
Glochester Station and Russell..	J. Carson.....	Vehicle.....	24	6	12 do.....	600 00
Goderich and Kincardine.....	A. M. Polley.....	do.....	38	6	12 do.....	975 00
Goderich and Lucknow.....	P. G. White.....	do.....	23	6	12 do.....	350 00
Gornley and Unionville.....	F. Eckards.....	Horse or vehicle..	22	3 & 6	12 do.....	379 00
Gosport and Nanawac.....	J. Huyck.....	do.....	13	1	12 do.....	60 00
Gowanstown and Lisadell.....	J. Kerr.....	Optional.....	15	3	12 do.....	150 00
Grafton and Vernonville.....	G. Johnston.....	Horse or vehicle..	14	2	12 do.....	123 00
Grafton and Wicklow.....	C. E. Ewing.....	do.....	2 ¹ / ₂	3	9 do.....	48 75
do do.....	C. Southon.....	do.....	2 ¹ / ₂	3	3 do.....	36 25
Graby and Roxton Pond.....	J. Wilkins.....	do.....	12 ¹ / ₂	3	12 do.....	176 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Granby and St. Pie	J. J. Dougherty	Vehicle	15	6	12 months . .	\$ 400 00
Grand Bend and Moray	J. B. Gamble . .	Horse or vehicle.	10	2	1 do	5 83
Grande Baie and Wharf	E. Leveque	Optional	3	As	req. Season 1872.	38 00
Grandes Coudées and Jersey	M. Cahill	Horseback	14	1	10 months . .	41 62
Granton and Whalen	J. H. Wilson	Optional	3	2	12 do	35 00
Grass Pond and Knowlton	L. Poulin	Horse or vehicle.	9	2	3 do	20 00
Gravel Hill and Monckland	J. Crawford	do	5	2	12 do	50 00
Gravelled Road and McIntyre	D. Brown	Optional	2½	3	6 do	24 98
Gravelotte and Lynedoch	S. F. Lovell	Horse or vehicle.	8	2	6 do	32 50
Greenbank and Wick Station	J. Cragg	do	6	6	3 do	50 00
do do	E. Phoenix	do	6	6	9 do	117 00
Green River and St. Antonin	F. Queen	Optional	3	2	12 do	20 00
Green River and St. Modeste	do	Horse or vehicle.	7	3	9 do	41 10
Green River and Viger	T. O. Michaud	do	11	2	3 do	18 00
Green River and Whitby Road	J. Windsor	Optional	1½	6	12 do	60 00
Green Valley Corners and Sierra	C. J. McRae	Vehicle	3	2	12 do	50 00
Grenville and Harrington	D. B. Campbell	Horse or vehicle.	16	1	12 do	80 00
Grenville and Point au Chêne	A. Cameron	Optional	9	2	5 do	45 00
Grenville and Wharf	J. Shepherd	do	½	12	Season 1872.	32 07
Griffith and Matawatchan	J. McGregor	do	10	1	12 months . .	40 00
Grimsbey and Welland Port	J. L. Becker	Vehicle	17	6	12 do	649 00
Guelph and Hamilton	S. V. Coulson	do	32½	6	12 do	761 00
Guelph and Ponsonby	J. Bunyan	do	20	3	12 do	272 00
Guelph and Walkerton	G. Roessler	do	65	6	3 do	217 75
Guelph and Wellington Square	R. Johnston	do	37	6	12 do	1,197 00
Guyaborough and Straffordville	E. S. Hobbs	Horse or vehicle.	4	3	12 do	78 00
Hagersville and Springvale	J. Anderson	Optional	4	2	12 do	50 00
Haliburton and Minden	S. Thompson	do	19	3	12 do	260 50
Hallerton and Hemmingford	A. McCrea	Vehicle*	5	2	12 do	35 00
Hall's Bridge and Lakehurst	J. Taylor	Optional	7	1	12 do	43 00
Hall's Bridge and North Dours	do	Horse or vehicle.	12	2	12 do	130 00
Hamilton and Milton	C. Raspberry	Vehicle	28	6	12 do	745 00
Hamilton and Port Dover	D. Almas	do	37½	6	3 do	81 25
do do	A. A. Almas	do	37½	6	9 do	1,125 00
Hamilton and Stony Creek	J. Eden	do	7	6	12 do	185 00
Hamilton and Street Letter Boxes	J. H. H. Mottram	do	6	18	4ms. 6 days	167 00
Hamlet and Perth	M. Stanley	Horse or vehicle.	9½	2	12 months . .	82 58
Hampton and Solina	P. Allin	do	2½	3	12 do	30 00
Harcourt and Renfrew	A. R. Hutton	do	9	1	12 do	60 00
Hargrave and Portage du Fort	E. Murphy	do	7	6	12 do	220 00
Harold and Wellman's Corners	G. Empey	Optional	4	2	3 do	12 50
do do	P. Hubble	do	4	2	6 do	25 00
do do	D. N. Ostrander	do	4	2	3 do	12 50
Harrington and Lakeside	D. McMillan	do	4½	3	3 do	16 25
do do	R. Armstrong	do	4½	3	9 do	48 75
Harrisburg and St. George, &c	C. Van Every	Vehicle	11	6½	12 do	273 00
Harrison and Mount Forest	S. V. Coulson	Horse or vehicle.	10	6	12 do	300 00
Harrison and Wrexeter	J. McLaughlin	do	16	6	12 do	250 00
Harrowsmith and Kingston	E. Shibley	Vehicle	16	6	12 do	186 00
Harrowsmith, Mountain Grove and Parham	W. M. Kennedy	Horse or vehicle.	32 &	1&½	12 do	250 00
Hartford and Waterford	L. P. Pursel	do	22	3	12 do	116 00
Hartley and Woodville	T. Morison	do	7	1	9 do	28 25
Hartman and Vivian	W. Terry	do	2½	3	12 do	52 00
Harwich and Thamesville	D. J. Hutchison	Optional	9½	2	12 do	104 00
Hatley and Mississippi Valley Railway Station	D. H. Pope	Vehicle	3½	6	12 do	140 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Hawkesbury and Grenville Wharf	T. Kelly	Optional	2	6	6 ms. 27 dys.	\$ 117 65
Haysville and New Hamburg	J. Hays	Horse or vehicle.	3	6	12 months	124 00
Hazledean and Stittsville	J. Young	do	3 ³ / ₄	3	12 do	75 00
Heckstone and Kemptville	R. Dickinson	do	12	3	12 do	160 00
Hemison and St. Malachie	B. Bernard	do	2	6	12 do	52 00
Hemison and Standon	J. Nicholson	do	10 ³ / ₄	2	12 do	71 40
Hemmingford and Huntingdon	J. H. Vosburgh	Vehicle	32	6	12 do	950 00
Hemmingford and Roxham	T. Wallis	do	5	2	12 do	35 00
Henry and L'Original	C. Flynn	Horse or vehicle.	4 ³ / ₄	2	12 do	52 00
Henrysburg and Lacolle	W. Cockerline	Vehicle	5 ³ / ₄	2	12 do	48 00
Hepworth and Park Head	W. Simpson	Optional	3	2	11 do	50 41
Herbert and Mansonville Potton	M. Geer	do	5 ³ / ₄	2	12 do	48 00
Hereford and Sawyerville	J. Cairns	Horse or vehicle.	30	1	12 do	115 00
Hereford and Canaan, U.S.	A. H. Workman	Vehicle	3	1	12 do	7 52
Hiawatha and Keene	H. Kent	Optional	6	1	12 do	40 00
Highfield and Malton	J. Sanders	Horse or vehicle.	3	2	12 do	47 00
Hillier and Rosehall	J. G. Ferguson	do	2 ³ / ₄	2	12 do	50 00
Hilton and Ongley	P. H. Maybee	do	4	1	6 do	10 00
do do	A. H. Smith	do	4	1	12 do	30 00
Hoasic and Morrisburg	J. J. Baker	do	8	2	12 do	52 00
Heath Head and Owen Sound	R. Hoath	do	8	1	6 do	26 00
Heckley and Loretto	W. Tarley	do	6	1	8 do	16 64
Hellen and Wallace	T. Mannell	do	9	3	6 do	70 00
Holyrood and Lisburn	D. McLeod	do	22 ¹ / ₂	2	12 do	95 00
Honeywood and Singhampton	J. Richards	do	12	2	6 do	50 00
Honeywood, Singhampton and McIntyre	do	do	22	2 ¹ / ₂	6 do	74 98
Hornings Mills and Shelburne	J. Airth	do	6	2	12 do	60 00
Howe Island and Pitt's Ferry	T. Thompson	Optional	5	1	12 do	48 00
Hudson and Wharf	D. Reay	do	1	12	Season 1872	10 00
Humber, Tormore and Weston	W. W. Scott	Horse or vehicle.	9 ¹ / ₂	3 ¹ / ₂	12 months.	382 50
Humberstone and Pert Colborne	J. Thompson	do	1	6	12 do	100 00
Hunsdon and Tottenham	J. T. Cooper	do	10	3	3 do	24 37
do do	W. S. Fry	do	8	3	9 do	72 00
Hunterstown and Rivière du Loup	F. Lemay	Vehicle	17	6	3 do	162 50
do do do	F. Clairmont	do	17	6	6 do	225 00
Hunterstown and St. Elie	O. Chamberlin	do	4	3	9 do	30 00
Huntingdon, La Guerre and St. Anicet	P. W. Higgins	do	18	3	3 do	43 50
do do do	J. J. Higgins	do	18	3	9 do	125 00
Huntingville and Lennoxville	J. R. Moy	Optional	3	6	12 do	75 00
Huntsville and Ravenscliff	J. Sharp	do	8	1	12 do	52 00
Huxton and Treacastle	D. Callaway	Horse or vehicle.	4	6	12 do	108 50
Ingersoll and Port Burwell	A. M. McKay	Vehicle	32	6	12 do	485 00
Ingersoll and Thamesford	J. Lee	Horse or vehicle.	5	6	12 do	290 00
Inkerman and Iroquois	M. Ault	Vehicle	21	6	12 do	450 00
Innertip and Woodstock	E. Brown	As required	24	6	12 do	390 00
Innisfil and Lefroy	J. Black	Horse or vehicle.	8 ¹ / ₂	6	12 do	290 00
Inverary and Kingston	G. Campbell	do	12	3	12 do	139 00
Inverary and Lake Opinicon	B. T. Davidson	Optional	14	2	3 do	40 00
Inverhuron and Tiverton	A. McDougall	Horse or vehicle.	3	3	12 do	70 00
Inverness and Leeds	H. McEntcheon	Vehicle	12	3	12 do	158 16
Inverness and New Ireland	L. B. Hall	do	17	6	12 do	294 00
Inverness and Reedsdale	W. Lowry	Horse or vehicle.	4	3	7 do	29 18
Inverness and Ste Julie de Senecey	D. McKinnon	Vehicle	9 ¹ / ₂	6	12 do	124 00
Iona and Morpeth	T. Luton	Horse or vehicle.	30	6	12 do	250 00
Iona and St. Thomas	J. Decow	Vehicle	12	6	12 do	400 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Irish Creek Station and Merrickville.....	S. Crozier	Vehicle	9	6	12 months ..	\$ 200 00
Iron Hill and Sweetsburg ..	W. Moffatt	do	8	2	12 do ..	36 00
Isle aux Coudres and St. Paul's Bay	A. Dufour	Boat or vehicle ..	12	1	12 do ..	120 00
Isle aux Grues and Montmagny ..	L. Lebel	do	6	1	12 do ..	115 00
Isle Perrot and Ste Anne ..	T. B. Ricard	Horse or vehicle ..	7	3	12 do ..	80 00
Isle Verte and St. Eloi	C. Thériault	do	3	3	12 do ..	100 00
Jersey and Marlow	M. Cahill	do	13	3	12 do ..	230 56
Jersey and St. François, Beauce ..	do	do	13½	6	12 do ..	290 00
Johnson and Owen Sound	D. Butchart	Optional	15	3	12 do ..	225 00
Johnston's Mills and Zurich	C. Hill	Horse or vehicle ..	4	2	11 do ..	44 00
Joliette and L'Assomption	A. Fontaine	Optional	18	6	12 do ..	400 00
Joliette and Rawdon	P. O. Morin	Vehicle	18	6	12 do ..	360 00
Joliette and Ste Elizabeth	J. Desilets	Optional	10	6	12 do ..	216 00
Jura and Widder Station	J. McCordie	Vehicle	7	2	12 do ..	72 00
Kamouraska and St. Paschal	T. Ward	do	4½	12	12 do ..	152 00
Katevale and North Hatley	F. Lagorgendière ..	Horse or vehicle ..	4½	2	12 do ..	42 00
Kazubazua and Otter Lake	H. Heeney	do	32	1	12 & arrears ..	198 00
Keene and Norwood	R. Richardson	Vehicle	18	3	12 months ..	279 00
Keene and Peterboro'	J. McLachlan	do	12	6	12 do ..	340 00
Keith and Wallaceburg	W. Judson	Optional	5	2	12 do ..	80 00
Kelso and Trout River	P. McFarlane	do	2½	3	12 do ..	48 00
Kemptville and Merrickville	G. A. Leslie	Vehicle	18	6	12 do ..	475 00
Kenilworth and Petherton	T. Bunston	Optional	3	6	6 do ..	78 00
do	M. Enright	do	3	6	6 do ..	49 50
Kenilworth and Riverstown	J. Hunter	do	3	6	3 do ..	39 00
do	J. Kelcher	do	3	6	9 do ..	51 75
Kerrwood and Napier	J. Irving	do	6	6	12 do ..	134 00
do	do	do	3	6	12 do ..	100 00
Keswick and Roach's Point	R. McCordick	do	3	6	12 do ..	100 00
Kildare and St. Alphonse	A. Basonais	Vehicle	12	3	12 do ..	118 80
Kilkenny and Smith's	F. X. Poitras	do	3	2	12 do ..	36 00
Kilmanagh and Mono Rd. Station ..	A. Lindsey	Horse or vehicle ..	3	3	3 do ..	20 00
Kilmarnock and Smith's Falls	J. Corbett	do	8½	2	12 do ..	85 00
Kilsyth and Peabody	J. Milburn	do	15	2	12 do ..	150 00
Kincardine and Lorne	G. Bisset	do	5	2	12 do ..	48 00
Kincardine and Saugeen	J. Gentle	do	28	6	12 do ..	699 99
Kincardine and Walkerton	S. V. Coulson	do	28	6	12 do ..	491 00
King and Nobleton	J. Weller	do	8	6	12 do ..	227 84
King and Oak Ridges	W. Conner	do	7½	6	12 do ..	265 00
Kinglake and Vienna	J. Featherston	Optional	8	2	12 do ..	55 25
Kingsbury and Melbourne	G. Williamson	Vehicle	6	2 & 3	12 do ..	56 25
Kingsford and Marysville	J. Schermehorn	Horse or vehicle ..	6½	3	12 do ..	100 00
Kingston and Loughboro'	H. Dean	Vehicle	17	6	12 do ..	275 00
Kingston and Military Camp	T. P. Kelly	do	do	do	Special trips ..	8 25
Kingston and Morton	W. Copeland	do	29	3	12 do ..	394 00
Kingston and Newburgh	H. Finkle	do	22	6	12 do ..	300 00
Kingston and Picton	W. Aylesworth	do	40	6	12 do ..	1324 99
Kingston and Portsmouth	W. Wilson	Horse or vehicle ..	2	6	12 do ..	100 00
Kingston and Cape Vincent, U.S. ..	C. Hinckley	Vehicle	11	6	Season 72-73 ..	
do	do	do	do	do	(less fine) ..	149 00
Kingston Road and Markham	R. H. Crew	do	10	6	6 months ..	50 00
Kingsville and Oxley	A. Wigle	Optional	10	3	12 do ..	165 00
Kinkora and Sebringville	J. Stock	As required	8	2	12 do ..	60 00
Kinloss and Lucknow	J. Colclough	Stage coach	12	6	6 do ..	170 00
do	T. Smith	do	12	6	6 do ..	139 00
do	do	do	12	6	6 do ..	117 00
Kinrear's Mills and Leeds	H. McCutcheon	Vehicle	9	3	12 do ..	117 00
Kirkfield and Woodville	A. S. Campbell	Horse or vehicle ..	16	3	9 do ..	166 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Kirkwall and Rockton	W. Stockwell	Horse or vehicle.	15	6	12 months ..	\$ cts. 160 00
Knapdale and Newbury	H. McLean	do	6	1	17 do ..	31 17
Knowlton and St. Etienne de Bolton	L. Paulin	do	9	3	9 do ..	90 00
Knowlton and Sutton Junction	J. McMannis	Vehicle	7	6	12 do ..	190 00
Knowlton and Waterloo, &c.	do	do	39	6	12 do ..	878 48
Kossuth and Preston	J. D. Groh	Optional	5½	2	12 do ..	64 00
La Baie and Nicolet	L. Vigneau	Vehicle	9	6	12 do ..	240 00
La Baie and St. Zéphérin	do	do	8	6	7 do ..	110 83
La Baie and Sorel	D. Gnevremont	do	40½	6	12 do ..	930 00
Labarre and Roberval	B. Tremblay	On foot	33	1	3 do ..	31 81
do do	L. Boudreau	do	33	2	9 do ..	156 32
La Beauce and St. Bernard	M. Routier	Horse or vehicle ..	10	1 & 3	12 do ..	70 66
La Beauce and St. Elzéar	E. Landrit	do	5	2	12 do ..	35 00
L'Acadie and St. Jacques	J. O. Poirier	Vehicle	5	3	12 do ..	80 00
Lachenaie and Terrebonne	J. O. Laurier	Horse or vehicle ..	4½	3	12 do ..	52 00
Lachute and Lakefield	G. Rogers	do	9	2	12 do ..	72 80
Lac Masson and New Glasgow	F. X. Poitras	Vehicle	21	2	12 do ..	190 00
Lac Masson Road & St. Hippolyte ..	R. Martin	Optional	3	2	12 do ..	32 00
Lafontaine and Penetanguishene ..	P. Brasseur	Horse or vehicle ..	9	1	12 do ..	30 00
Lake Aylmer and Stornoway	G. Champoux	do	9	1	12 do ..	30 00
Lake Etchemin and Langevin	L. Vermette	do	12	2	12 do ..	115 00
Lake Etchemin and Standon	J. Nicholson	do	15	2	12 do ..	116 00
Lakefield and Mille Isles	S. Pellock	do	7	2	3 do ..	12 50
Lake Megantic and Picpolis	P. B. Champagne ..	Vehicle	7	1	6 do ..	20 00
do do	C. Langlais	do	7	1	6 do ..	20 00
Lake Megantic and Stornoway	J. Macdonald	do	15	2	12 do ..	120 00
Lake Opinicon and Loughboro'	W. D. Waters	Horse or vehicle ..	17	2	12 do ..	120 00
Lake Temiscamingue & Mattawa	C. Stuart	Optional	90	ftly	12 do ..	320 00
Lake Weedon and Sherbrooke	W. Paige	Horse or vehicle ..	41	3	12 do ..	453 00
L'Amroux and Thornhill	R. Vanhorn	Vehicle	7	2	5 do ..	29 16
Lambton and Robinson	H. & T. Leonard ..	do	35	3 & 6	12 do ..	1165 66
Lambton and St. François	N. Gagné	do	36	3	12 do ..	325 00
Lambton and Valletort	P. Mercier	Horse or vehicle ..	8	1	12 do ..	28 00
Lanark and McDonald's Corners	J. Bowes	do	14	3	12 do ..	234 00
Lanark and Middleville	J. Affleck	do	7	1	12 do ..	40 00
Lanark and Perth	J. Allan	Optional	13	6	12 do ..	136 00
Lanark and Rosetta	R. McFarlane	do	15	2	12 do ..	112 00
Lancaster and Rivière Raisin	W. Gillespie	do	1	12	12 do ..	156 50
Lancaster and Summerstown	do	Horse or vehicle ..	6	3	12 do ..	117 00
Langside and Lucknow	E. Greyell	do	8½	2	12 do ..	77 00
Langstaff and Thornhill	H. Richards	Optional	11	6	12 do ..	40 00
Langton and Marston	W. Mills	Horse or vehicle ..	4½	2	12 do ..	50 00
Lansdown and Warburton	J. H. Keating	Optional	4½	1	12 do ..	27 72
L'Anse St. Jean and Murray Bay	J. Desgagnier	Foot or horseback ..	48	ftly	3 do ..	37 50
do do	O. Savard	do	48	ftly	3 do ..	32 50
do do	J. Kane	do	48	ftly	3 do ..	36 00
La Petite Rivière St. François and St. Paul's Bay	E. Bleuteau	Optional	10	3	12 do ..	60 00
La Pigeonnière and St. Edouard	J. Hamelin	Vehicle	4	6	12 do ..	100 00
Laprairie and St. Lambert	P. Lachance	do	6	...	Special trip.	1 00
Laprairie, St. Philippe and St. Constant	A. Lamarre	do	18	3	12 months ..	146 00
La Présentation and St. Hyacinthe	A. Millet	do	6	2 & 3	12 do ..	62 83
Largie and Wallacetown	E. McKillop	Optional	7	1	2 do ..	8 67
L'Assomption and St. Julienne	J. Renaud	Vehicle	23	6	12 do ..	450 00
Latimer and Wolf's Corners	T. Reynolds	Optional	1	3	2 do ..	5 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Lauzon and Lévis.....	H. Martin.....	Horse or vehicle.	21	6	12 months..	100 00
Laval and Quebec.....	A. Simons.....	Vehicle.....	21	2	12 do.....	194 40
Lavant and Watson's Corners.....	A. Browning.....	Horse or vehicle.	13	1	12 do.....	60 00
Lawrenceville and North Stukely.....	C. Gendron.....	Vehicle.....	4	3	12 do.....	63 00
Leamington and Rondeau.....	C. H. Fox.....	do.....	38½	3	12 do.....	490 00
Leamington and Windsor.....	G. Wigle.....	do.....	38	6	12 do.....	500 00
Leeds and Leeds Village.....	H. McCutcheon.....	Horse or vehicle.	1	3	12 do.....	30 00
Leeds and West Broughton.....	A. Morissette.....	Optional.....	13	3	3 do.....	36 00
do do.....	M. Rousseau.....	do.....	13	3	9 do.....	87 00
Leinster and Napanee.....	W. Grange.....	Horse or vehicle.	15	2	12 do.....	139 00
Leith and Wharf.....	J. H. Ross.....	On foot.....	½	6	½ Season '72.	14 28
Lemonville, Ringwood and Stouffville.....	M. Flint.....	Horse or vehicle.	6½	1 & 6	12 do.....	128 74
Les Eboulemens and Settrington.....	C. Chouinard.....	do.....	8½	1 & 2	12 do.....	69 16
Les Eboulemens and Wharf.....	A. Tremblay.....	do.....	3	As req.	Season 1872.	50 40
Les Escoumains and Mille Vaches do do.....	R. Morrin.....	Foot or boat.....	18	ftly	1 month..	6 25
do do.....	W. S. Church.....	do.....	18	ftly	10 do.....	62 50
Les Escoumains and Tadouac.....	R. Morrin.....	Horse or vehicle.	27	2	12 do.....	300 00
Leskard and Newcastle.....	T. Douglas.....	Vehicle.....	10	6	12 do.....	244 00
Lester's and London.....	N. McNeil.....	Optional.....	1	12	9 do.....	70 50
Lévis and New Liverpool.....	P. Cauchon.....	Vehicle.....	6	12	12 do.....	249 60
Lévis and Quebec.....	H. Martin.....	Ferry.....	1	12	& 18 12 do.....	290 19
Lévis and St. Michel.....	do.....	Vehicle.....	15	6	12 do.....	425 00
Lévis and Sub-Office on Hill.....	F. Bertrand.....	Optional.....	½	12	& 18 12 do.....	60 89
Lévis and Three Rivers.....	R. G. Lajoie.....	Vehicle.....	91	6	12 (less fine).	2,481 00
Lilley's Corners and London.....	C. Lilley.....	do.....	1	12	12 months..	186 50
Limelake and Roblin.....	J. Jarmin.....	Optional.....	10	1	12 do.....	36 00
Linton and Lloydtown.....	R. Lodge.....	do.....	3½	3	12 do.....	69 00
Linwood and St. Jacob's.....	J. R. Williams.....	do.....	12	6	12 do.....	393 00
Lisbon and Wellesley.....	J. Zirknan.....	do.....	2	2	12 do.....	50 00
L'Islet and St. Cyrille.....	J. B. Cloutier.....	As required.....	7	2	12 do.....	96 00
Listowel and Mitchell.....	J. Hicks & Ex'rs.	Vehicle.....	22	6	12 do.....	275 00
Listowel and Molesworth.....	S. Loughheed.....	Optional.....	11	3	12 do.....	79 60
Little Britain, Oakwood, Port Llover and Valentia.....	W. A. Silverwood	Horse or vehicle.	4, 4	6, 3	& 3 12 do.....	237 48
Little Current and Maintowning.....	B. MacKay.....	Boat.....	22	3	per mth 1½ do.....	19 00
Lochaber Bay and Thurso.....	A. Campbell.....	Vehicle.....	5	2	12 do.....	44 00
Lochiel and Mongenais.....	H. R. Macdonald	Horse or vehicle.	12½	2	12 do.....	106 2½
London and Nairn.....	A. Fraser.....	Vehicle.....	21	3	12 do.....	249 00
London and Paterville.....	W. Loughrey.....	do.....	1	6	8½ do.....	56 25
London and St. James' Park.....	J. F. Simpson.....	do.....	1	6 & 12	5½ do.....	35 00
do do.....	J. Taylor.....	do.....	1	12	3 do.....	19 25
London and St. Thomas.....	J. H. Filman.....	do.....	16	6	3 ms. 1 day.	186 60
London and Thorndale.....	G. Hiscox.....	.....	.....	.....	Special trip.	2 50
Long Island Locks, Manotick and Manotick Station.....	J. Tyghe.....	Horse or vehicle.	7½	3 & 6	12 months..	130 13
Longueuil and Montreal.....	P. Lespérance.....	Ferry or vehicle.	4	6	12 do.....	100 00
Loretto and Sheldon.....	W. Tarley.....	Optional.....	14½	2	8 do.....	83 14
L'Original and Rivière Raisin.....	D. McPhee.....	do.....	4	6	12 do.....	1,200 00
L'Original and Wharf.....	T. W. Lee.....	do.....	1	12	Season 1872.	39 00
Lothnière and Rivière Bois Claire.....	L. G. Boucher.....	Horse or vehicle.	6½	3	12 months..	70 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Loughboro' and Wilmur	M. Holden	Horse or vehicle	7	2	3 months	\$ cts.
Low and Venosta	J. Macauley	do	8	1	12 do	13 00
Lowbanks and Stromness	J. Michener	Optional	6	2	12 do	78 00
Lumley and Stewart's Corners	W. Dinnin	Horse or vehicle	3	3	do	11 25
Luther and Peepabun	S. Stuckey	Optional	5	2	3 do	12 50
Luther and Tarbert	do	Horse or vehicle	4½	2	3 do	12 50
Luther and Waldemar	do	do	3	2	9 do	39 00
Lynedoch and Oakland	R. Power	Vehicle	52	6	12 (less fine)	743 33
Lynedoch and Silver Hill	H. C. Gifford	Optional	4	2	12 months	60 00
Lynville and Simcoe	J. W. McNally	do	6½	2	12 do	80 00
McDonald's Corners and North Lancaster	A. Leclair	Horse or vehicle	3	6	12 do	100 00
McDonald's Corners and Ompah	T. Anderson	do	22	1	2 do	23 33
McDonald's Corners and St. Raphael, Ontario	Mary McDonell	do	2	6	12 do	70 00
McDonald's Corners and Venachar	W. Lock	do	45	1	10 do	250 00
McGillivray and Offa	M. Coates	do	12½	2	3 do	17 44
McKellar and Newcombe	A. Millin	Optional	12	1	2 do	10 00
McKellar and Parry Sound	J. Armstrong	do	16	1	12 do	78 00
McPhee's Corners and Skye	D. McMillan	Horse or vehicle	13	3	6 do	28 00
Maberly and Perth	A. McLaren	do	21	1	12 do	125 00
Maddington and Stanfold	J. Guilmette	Vehicle	13	2	12 do	90 00
Madoc and Thanet	E. Cameron	Horse or vehicle	31	2	12 do	295 00
Magnetawan and Rosseau	J. Miller	Vehicle	33	1	12 do	156 00
Magog and Sherbrooke	H. N. Fraser	do	19½	6	12 do	400 00
Magog and Waterloo	J. G. Cowie	do	20	6	12 do	424 50
Malakoff and North Gower	W. Elliott	Optional	4	2	12 do	35 42
Mallorytown and Rockport	E. Natty	Horse or vehicle	11	3	12 do	180 00
Malmaison and St. Charles de Stanbridge	L. C. Gauvin	Vehicle	3	3	12 do	50 00
Malone and Marmora	W. Derry	Horse or vehicle	13	2	12 do	104 00
Malton and Richview	T. Trainor	Vehicle	3½	6	12 do	125 12
Malton and Sandhill	E. Heacock	do	12	6	12 do	400 00
Malvern and Norway	A. Johnston	Horse or vehicle	13	3	3 do	70 00
Malvern and Scarboro' Junction	R. Davidson	do	21	6	9 do	255 00
Mandamin and Oban	W. Cannick	As required	3	3	12 do	78 00
Mansfield and Ulmur	W. Paisley	Horse or vehicle	6	3	12 do	90 00
Mansonville-Potton and West Potton	M. L. Elkins	Vehicle	5	2	12 do	40 00
Maple and Purpleville	R. Rumble	do	12	3	12 do	125 00
Maple Grove and St. Ferdinand	J. B. Hall	do	3	3	1 do	2 60
Maple Grove and Sanborn	T. Hadley	Horse or vehicle	11½	2 & 3	12 do	97 82
Maple Grove and Somerset	J. Prince	Vehicle	20	3	7 do	79 61
Maple Leaf and Sawyerville	W. G. Planche	Horse or vehicle	3½	1	12 do	20 00
Mapleton and New Sarum	L. W. Learn	do	4	3	12 do	57 00
Maple Valley and Shrigley	G. Sandilands	do	5½	1	12 do	24 65
Marbleton and South Ham	G. Goodenough	Vehicle	10	2	12 do	65 00
March and Wharf	W. H. Berry	On foot	½	6	Season 1872.	10 00
Markham and Milliken	W. Gorvett	Horse or vehicle	5	3	9 months	97 50
Markham and Milnesville	H. H. Read	do	2½	3	6 do	20 00
do do	W. S. Read	do	2½	3	6 do	20 00
Marlow and United States (Boundary Line)	M. Cahill	do	14½	3	12 do	224 00
Marmora and Norwood	S. Ackerman	do	21	3	12 do	240 00
Marmora and Stirling	D. Fitchett	Vehicle	16	6	12 do	78 00
Marshville and Wainfleet Centre	T. Buchanan	do	3½	6	12 do	110 00
Martintown and Riviere Raisin	A. McVean	do	12	6	12 (less fine)	281 60

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Mary Lake and Seely	O. Seely	Optional	7	1	7 months	\$ cts. 30 33
Mary Lake and Utterson	A. H. Ladell	do	3	2	12 do	40 00
Mascouche and Terrebonne	L. Boimier	Horse or vehicle.	7½	3	3 do	21 00
do do	W. Roy	do	7½	6	9 do	117 00
Masham and North Wakefield	H. Trempe	do	11	1	9 do	45 00
Masham and Wakefield	W. Bennett	do	8	2	3 do	21 00
Maskinongé and St. Justin	L. St. Antoine	Vehicle	2	3	12 do	50 00
Matane and Metis	W. E. Page	do	33	3	12 do	360 00
Matane and St. Anne des Monts	F. Perron	do	57	2	12 do	449 00
Matapedia and Runnymede	J. Lawlor	Optional	12	1	12 do	64 00
Matlock and Wyoming	J. P. Jarman	do	4	2	12 do	40 00
Mattawa and Nippissingan	J. Chapman	Foot and canoe	64	1 & 2 per mhs	12 do	200 00
Mattawa and Rapides des Joachims	N. Timmins	Canoe or sleigh	55	1	12 do	500 00
Maxwell and Wareham	G. Wright	Horse or vehicle.	5	2	12 do	45 00
Maynooth and Thanet	L. Payn	do	36	2	12 (less fine).	399 00
Meaford and Owen Sound	T. Spiers	do	20	3 & 6	8 mhs. 6 days	281 34
Meaford and Strathnairn	R. Ford	Vehicle	8	1	12 months.	49 48
Meaford and Walter's Falls	J. H. Delevee	Horse or vehicle.	14	2	12 do	134 00
Meaford and Wharf	D. L. Layton	Optional	±	12	4 do	34 28
Medonte and Penetanguishene Road	T. Craig	Horse or vehicle.	10	2	12 do	104 00
Mekinac and St. Tite	H. Rivard	Vehicle	8	1	2 do	4 33
Melbourne and Waterloo	E. Lawrence	Horse or vehicle.	33	3	12 do	500 00
Melrose and Shannonville	G. R. Earle	do	5½	1	8 do	23 33
Menie and Rylestone	J. Ray	do	9	1	12 do	46 00
Merivale and Ottawa	E. B. Hopper	do	8	2	12 do	52 00
Méthot's Mills and Ste. Agathe	J. Fournier	do	8	2	12 do	60 00
Méthot's Mills and St. Flavien	do	do	4	2	12 do	45 00
Métis and Rivière du Loup	J. B. Martin	Vehicle	94½	6	8 mhs. 7 days (less fine).	2190 46
Métis and St. Octave	N. Richard	Optional	3	2	6 months.	12 36
do do	J. D. Page	do	3	2	6 do	33 00
Métis and Trois Pistoles' Post Road	J. B. Martin	Vehicle	73	6	3 mhs. 24 dys (less fine).	750 13
Michipicoten River and Sault Ste. Marie	P. W. Bell	On foot	160	ml'y	5 months.	226 00
Midland and Peretanguishene Road	T. B. J. Gladstone	Optional	2	6	5 do	31 25
Milford and Picton	J. Martin	Horse or vehicle	10	3	9 do	89 25
do do	W. Ogen	do	10	6	3 do	62 50
Milford and Point Traverse	M. Hodgkin	do	12	1	12 do	52 00
Millbank and Milverton	V. Kertcher & J. D. Pierson	Optional	6½	3	1 do	9 12
Millbrook and Mount Pleasant	J. Armstrong	Horse or vehicle.	8	6	12 do	263 00
Mille Isles and St. Jérôme	S. Pollock	Vehicle	12	2	12 do	75 00
Mille Roches and Moose Creek	J. Cleary	do	20	2	12 do	185 00
Milliken and Unionville	W. Gorvett	Optional	3	2	3 do	12 50
Milton and Scotch Block	J. Michie	Horse or vehicle.	6	3	12 do	120 00
Milverton and Poole	V. Kertcher	Vehicle	4	6	11 do	183 33
Mitchell's Bay and Oungah	W. Parish	Horse or vehicle.	8	2	4 do	26 67
Moffat and Nassagwiways	D. Little	Optional	3	2	12 do	40 00
Moirs and Plainfield	W. H. Deen	Horse or vehicle.	8	3	12 do	90 00
Moneymore and Roslin	J. Harigan	Optional	5	1	12 do	30 00
Mongenaix and Peveril	I. Sicart	Vehicle	7½	3	12 do	66 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Monkton and Stowe.....	J. McNaught.....	Vehicle.....	4	2	12 months..	\$ cts. 60 00
Mono Mills and Mono Road Station.....	J. Mills.....	Optional.....	9	6	6 do ..	150 00
do do	J. Hassard.....	do	9	6	6 do ..	225 00
Mono Mills and Relessey.....	W. Wilson.....	Horse or vehicle.	15	2	4 do ..	41 33
Monte Bello and Wharf.....	C. Major.....	Optional.....	1 ³ / ₂	12	Season 1872.	15 00
Montreal and New Glasgow.....	M. Tindale.....	Vehicle.....	36	6	12 months..	900 00
Montreal and Point St. Charles.....	T. Akin.....	do	1 ¹ / ₂	12	12 do ..	125 00
Montreal and St. Jérôme.....	P. Labelle.....	do	33	6	12 do ..	550 00
Montreal and St. Rémi.....	J. B. Boyer.....	do	24	...	Special trips	12 00
Montreal and Terrebonne.....	J. O. Villeneuve.....	do	18	6	12 months..	189 00
Montreal and Wharf.....	A. Dumaine.....	do	1 ¹ / ₂	12	6 mhs. 19 dys	121 80
Montrose and Port Robinson.....	O. Clark.....	As required.....	4 ¹ / ₂	3	12 months..	75 00
Moray and Park Hill.....	J. B. Miller.....	Horse or vehicle.	3	2	3 do ..	10 00
Morley and Woodford.....	J. Lemon.....	Optional.....	6 ³ / ₄	1	12 do ..	57 84
Morningdale Mills and Stratford.....	J. Russell.....	Vehicle.....	19	3 & 6	12 do ..	507 91
Morpeth and Thamesville.....	M. McDonald.....	do	15	6	12 do ..	200 00
Morrisburg and West Winchester.....	C. Henderson.....	do	22	6	12 do ..	850 00
Morrisburg and Waddington, U.S.	S. S. Stata.....	Optional.....	3	6	12 do ..	47 48
Motherwell and St. Mary's.....	W. Roger.....	Horse or vehicle.	10	2	12 do ..	100 00
Mount Albert and Sharon.....	J. Lepard.....	Vehicle.....	7	6	12 do ..	195 00
Mount Albion and Ryckman's Corners.....	D. F. Davis.....	Optional.....	7	3	12 do ..	112 00
Mount Brydges and Muncey.....	R. E. Whiting.....	do	7	2	12 do ..	51 00
Mount Forest and Owen Sound.....	R. B. & S. V. Coulson.....	Vehicle.....	47	6	12 do ..	1,034 48
Mount Johnson and Versailles.....	J. Marcoux.....	Horse or vehicle.	3	6	12 do ..	79 00
Mount St. Patrick and Shamrock.....	G. Goodwin.....	do	5	2	12 do ..	50 00
Murray Bay and Quebec.....	H. Andet dit Lapointé.....	Vehicle.....	90	3	12 do ..	1,300 00
Murray Bay and Ste. Agnès.....	E. Gagné.....	Horse or vehicle.	10	2	12 do ..	36 00
Murray Bay and Savard's Portage.....	J. Portin.....	Optional.....	43	2	9 do ..	296 25
Murray Bay and Tadouac.....	F. Chamberland.....	do	36	2	3 do ..	78 00
Murray Bay and Wharf.....	J. Fortin.....	do	3	As req.	Season 1872.	121 50
Musselburg and Poole.....	D. Matthews.....	Horse or vehicle.	1 ³ / ₄	3	12 months..	20 00
Myrehall and Plainfield.....	J. Harris.....	Optional.....	5	1	10 do ..	16 66
do do	E. N. Gould.....	do	5	1	2 do ..	4 33
Myrtle and Stouffville.....	M. F. Mertens.....	Vehicle.....	18 ¹ / ₂	6	3 do ..	153 44
Nain and Springbank.....	J. Cummings.....	Horse or vehicle.	6	2	10 do ..	36 67
Napanee and Picton.....	J. Soby.....	Vehicle.....	24	6	12 do ..	847 48
Napanee and Switzerville.....	J. L. Müller.....	Horse or vehicle.	6	3	6 do ..	25 00
do do	P. E. R. Miller.....	do	6	3	6 do ..	30 00
Napierville and Stottville.....	A. Guay.....	Vehicle.....	7	6	12 do ..	130 00
New Aberdeen and New Dundee.....	A. Wolfe.....	do	7 ¹ / ₂	6	12 do ..	234 72
New Aberdeen and Preston.....	C. Kress.....	do	7	6	9 do ..	180 00
do do	J. Atkinson.....	do	7	6	3 do ..	55 75
Newboyne and Portland.....	G. Moss.....	Optional.....	5	2	12 do ..	42 00
Newbury and Wardsville.....	A. D. Ward.....	Vehicle.....	3	12	12 do ..	249 60
New Carlisle and Wharf.....	M. Caldwell.....	Optional.....	3	As req.	Season 1872.	52 00
New Edinburgh and Ottawa.....	J. W. Proctor.....	do	1 ¹ / ₄	6	12 months..	40 00
New Liverpool and St. Jean Chrysostome.....	A. Pichet.....	Horse or vehicle.	3	6	12 do ..	68 00
Newmarket and Stouffville.....	A. Tozze.....	Vehicle.....	19	3	12 do ..	224 40
Niagara and Military Camp.....	R. Warren.....	do	12	12	16 days ..	94 00
Niagara and St. Catharines.....	W. Chase.....	do	12	6 & 12	12 months..	397 13

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Niagara and Youngstown, U.S.	R. Warren	Foot and ferry	2	6	12 months	\$ 80 00
Nicolet and St. Grégoire	O. Hébert	Vehicle	8	6	12 do	99 00
Nicolet and St. Monique	H. Beaudry	do	8	3	12 do	66 00
Nicolston and Thompsonville	R. Somerville	Optional	3	2	9 do	32 00
do do	W. Train	do	3	6	3 do	22 50
Nithburg and Shakespeare	R. Armstrong	do	8½	2	12 do	75 00
Norland and Oak Hill	W. Perkins	Horse or vehicle	23	3	12 do	100 00
Normandale and Walsh	H. Cassils	Optional	8	3	12 do	159 60
Normanton and Saugeen	W. Gilbert	Vehicle	5	5	Special trips	18 75
do do	E. Conway	do	5	5	do	2 00
Normanton and Walkerton	W. Gilbert	do	31	6	5 months	200 00
North Gower and Osgood Station	D. P. Brown	Horse or vehicle	8	6	12 do	312 00
North Kepple and Owen Sound	W. Cuddie	do	21	2	11 do	258 50
North Nation Mills and Thurso	J. W. Campbell	Vehicle	10	3 & 6	12 do	370 24
North Onslow and Onslow	P. McDonough	Horse or vehicle	7	1	9 do	26 25
do do	J. O'Donnell	do	7	1	3 do	8 75
North Pelham and Port Robinson	W. D. McQueen	Vehicle	16½	3	12 do	160 00
North Seneca and Tyneside	E. Bayley	Optional	3	2	12 do	31 20
North Sutton and West Brome	S. Sweet	Vehicle	2	6	12 do	50 00
North Wakefield and Ottawa	W. Patterson	do	26	6	12 do	148 00
North Wakefield and River Desert	C. Brooks	Horse or vehicle	65	3	12 do	1,089 00
North Wakefield and Rupert	J. Moncrief	do	5	2	6 do	25 00
Norwood and Peterboro'	J. A. Johnson	Vehicle	20	3	6 do	75 00
do do	S. Ackerman	do	20	3	6 do	75 00
Oban and Vyner	W. Carrick	Horseback	2	1	12 do	26 00
Odessa and Sharpton	P. S. Timmerman	Horse or vehicle	4½	2	12 do	50 00
Odessa Road and Violet	D. W. Perry	Optional	1½	6	12 do	75 00
Oil Springs and Petrolea	J. Keating	do	7	6	12 do	391 00
Old Montrose and Wheatley	H. Mills	do	3½	2	12 do	31 48
Olinda and Ruthven	J. C. Fox	As required	2	3	12 do	45 00
Orangeville and Vanatter	W. H. Vannatter	Optional	5	2	9 do	45 00
do do	J. C. Reid	do	5	2	3 do	15 00
Orangeville and Whitfield	T. Reburn	Horse or vehicle	19	2	6 do	80 46
do do	T. Williamson	do	16	2	6 do	77 50
Orillia and Rama	J. McPherson	Boat	9	2	12 do	104 00
Orleans and Ottawa	H. McHarry	Horse or vehicle	9	2	Season 1872	60 00
Osceola and Stafford	R. Childerhose	do	9	2	12 months	80 00
Osgoode and West Winchester	J. Annable	do	16	3	3 do	42 25
do do	H. Hughes	do	16	3	9 do	179 25
Oshawa and Port Perry	W. H. Thomas	Vehicle	16	6	3 do	75 00
Oshawa and Raglan	J. Smith	do	9	6	9 do	187 50
Ossian and Sarnia	D. W. Millikin	do	23	2	12 do	192 00
Ottawa and Pakenham	J. Halliday	do	36	6	6 do	578 00
Ottawa Post Office and Post Office Department	P. Batterton and Execr.	do	½	6	10½ do	282 00
Ottawa and Rochester	L. Booth	Optional	1½	6	3 do	38 50
Ottawa and Taylorholme	C. Taylor	Horse or vehicle	8	1	2 do	10 83
Ottawa and Templeton	J. O'Hagan	Vehicle	2½	3	12 do	60 00
Ottawa Road and Rockland	W. C. Edwards	Optional	½	6	Season '72-73	25 00
Owen Sound and Saugeen (old road)	S. V. Coulson	Vehicle	32½	6	5 months	370 41
do do	T. Speirs	do	32½	6	7 do	518 58
Owen Sound and Saugeen (new road)	S. V. Coulson	do	24	6	5 do	278 75
do do	T. Spiers	do	24	6	7 do	390 25
Owen Sound and Thornbury	do	do	27	6	2 ms. 24 days	156 22
Paisley and Saugeen	W. Gilbert	Optional	21	6	3 ms. 3 days	105 79
do do	A. E. Kildrish	do	21	6	Special trips	64 00

REPORT No. 2, A.—Details of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Paisley and Saugeen	W. Feney.....	Optional.....	21	.....	Special trips	\$ 4 00
Paisley and Underwood.....	W. Meadows....	Horse or vehicle.	13	1	12 months..	90 00
Paisley and Williscroft.....	G. Williscroft....	do	8	1	12 do	45 00
Pakenham and Panmure.....	R. Wilson.....	do	20	6	6 do	311 50
Palmer Rapids and Rockingham.	H. F. McLachlin	Optional.....	8	1	7 do	29 16
Papineauville and St. André	J. A. Lévis.....	Vehicle.....	9	6	12 do	188 00
Avelin.....	J. Chabotte....	Boat.....	1	12	Season 1872.	70 00
Papineauville and Wharf.....	M. Roy.....	Horse or vehicle.	5	2	12 months..	52 00
Paquetteville and St. Malo.....	J. T. Chadwick & P. Hager	Vehicle.....	28	6	12 (less fine).	312 00
Paris Station and Simcoe.....	A. McDonald....	do	6	2	12 months..	60 00
Park Hill and Sable.....	W. Simpson.....	Horse or vehicle.	16	3	9 do	138 75
Park Hill and Sarepta.....	D. C. Stonehouse	do	9½	2	2 do	7 33
Park Hill and Springbank.....	W. Beatty.....	Optional.....	24½	1	2ms. 21 days	24 00
Parry Sound and Rosseau.....	J. Millard.....	do	24½	6 & 3	8 months..	507 00
do do.....	T. Eastland....	do	59	1	12 do	220 00
Paudash and Peterboro'.....	J. Briggs.....	Horse or vehicle.	2½	2	10 do	25 00
Pearceton and Riceburg.....	Union Forwarding & Ry. Co.	Vehicle.....	145	6	3 do	500 00
Pembroke and Rapides des Joachimins.....	J. Havey.....	Horse or vehicle.	42	6	3ms. 23 days	264 18
Pembroke and Renfrew.....	do	do	49	6	7 ms. 8 days	676 40
Pembroke and Sand Point.....	J. Larocque....	do	10 & 15	6	3 months..	45 00
Pendleton, Plantagenet and Wharf	J. Chatelin.....	do	10 & 15	6	9 do	120 00
do do.....	J. Carney.....	Optional.....	348	3 per mth	5 do	2,025 00
Penetanguishene and Sault Ste. Marie.....	J. E. Tuzo.....	do	4	As req.	Season 1872.	44 25
Percé and Gulf Port Steamers...	J. Devlin.....	Horse or vehicle.	10	1	12 months..	34 00
Perth and Tennyson.....	C. Payne.....	do	16	3	12 do	200 00
Pertorboro' and Warsaw.....	C. Bauer.....	do	2	6	12 do	90 00
Petersburg and St. Agatha.....	A. Hogel.....	Vehicle.....	2	18	9 do	165 00
Philipsburg & St. Armand Station	H. Lambert....	Horse or vehicle.	9½	1	12 do	30 00
Pictou and West Lake.....	J. W. Cousins... Optional.....	do	40 & 22	2 & 3 per mth	13 trips	481 00
Pigeon River, Thunder Bay and Silver Islet.....	J. McIntyre....	do	.....	.....	Special trips	389 68
do do and Duluth, U.S.....	J. Barker.....	do	4	2	12 months..	40 00
Pinedale and Wick.....	W. A. Sloan....	do	1½	6	12 do	50 00
Pine Grove and Woodbridge.....	W. Pitt.....	Horse or vehicle.	10½	2	12 do	80 00
Pittston and Spencerville.....	J. McGauvron... do	do	5	2	5 do	37 13
Plantagenet and Treadwell.....	J. W. Hazen....	do	2	3	12 do	26 00
Pleasant Hill and Spring Arber.	A. Willson....	Vehicle.....	20	3	12 do	225 00
Point Abino and Port Robinson.	B. P. Snider....	do	5	2 & 3	9 do	48 00
Point Abino and Sherkston.....	R. B. Willson... do	do	5	3	3 do	18 00
do do.....	A. Labrosse....	Optional.....	7	6	6ms. 27 days	135 75
Pointe aux Anglais and St. Benoit	H. Wood.....	do	9	3	Season '71-72	15 00
Pointe aux Pins and Sault Ste. Marie.....	P. Roi.....	Vehicle.....	6	3	12 months..	75 00
Pointe aux Trembles and Rivière des Prairies.....	J. Hewton.....	do	21	3	12 do	170 00
Pointe aux Trembles and St. Raymond	F. Lanthier....	Horse or vehicle.	5	3 & 6	12 do	168 50
Pointe Claire and Ste. Geneviève	R. Thistlewaite	Vehicle.....	18	6	12 do	380 00
Point Fortune and Vankleek Hill	A. St. Denis....	Optional.....	1	6	Season 1872.	14 00
Point Fortune and Wharf.....						

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Point Kaye and Port Carling	C. Kaye	Optional	5	1	5 ms. 9 days	17 25
Portage du Fort and Ross	E. Murphy	Vehicle	3	6	Season '72-73	100 00
Port Bruce and Port Burwell	G. A. Wannacott	do	14	3	12 months	190 00
Port Bruce and Sparta	do	do	6	6	12 do	170 00
Port Burwell and Simcoe	H. Swan	do	40	6	12 do	1,350 00
Port Credit and Streetsville	R. H. Lewis	do	9	12	6 do	323 46
do do	A. Blakley	do	9	12	6 do	272 50
Port Dover and Simcoe	G. Huster	do	9	6	12 do	289 00
Port Lambton and Sombra	E. I. Stoddard	Optional	5	6	12 do	149 00
Port Lambton and Wallaceburg	D. McLean	Vehicle	23	2	12 do	120 00
Port Nelson and Wellington Square	J. Cutter	do	14	6	12 do	100 00
Portneuf and St. Bazile	G. Jobin	do	7	3	12 do	72 00
Port Perry and Scugog	J. Sweetman	do	7½	1&2	12 do	76 00
Port Perry and Uxbridge	J. Twohy	do	13	6	12 do	400 00
Port Perry and Whitby	G. Robson	do	19½	6	3 do	73 50
Port Rowan and Tilsonburg	A. M. McKay	Optional	28	3	12 do	403 75
Port Ryerse and Simcoe	H. Hall	Vehicle	6	6	12 do	225 00
Prescott and Ogdensburg, U.S.	C. Plumb	Ferry and vehicle	2	18	12 do	400 00
Preston and Waterloo	C. Kress	Horse or vehicle	10	12	12 do	600 00
Quebec and St. François, Beauce	L. Barlow	Vehicle	54	6	12 do	1,449 00
Quebec and St. François d'Orleans	F. Paradis	Boat or vehicle	27	3	12 do	450 00
Quebec and St. Sauveur de Québec	W. Saucier	Foot or vehicle	14	18	6 do	140 84
do do	J. L. Saucier	do	14	18	6 do	140 84
Quebec and Spencer Cove	A. Flanagan	Vehicle	5	12	12 do	220 00
Quebec and Stoneham	W. Corrigan	do	22	1	12 do	47 00
Quebec and Three Rivers	R. G. Lajoie	do	84	6	12 (less fine)	1,992 15
Quebec and Valcartier	C. S. Wolf	do	17	2	12 months	150 00
Quebec and Wharf	J. Laird	do	4	As req.	Season 1872.	8 00
do do	W. Reynolds	do	4	do	do	120 00
do do	C. Hough	do	4	do	do	342 50
Quebec Division					Special trips consequent upon stoppage of trains by snow, Winter '72-73.	1,314 65
Queensville and Ravenshoe	J. W. Gordanier	Optional	6	2	3 months	13 00
do do	N. Wass	do	6	2	9 do	39 00
Rapides des Joachims and Rowanton	A. McDougall	Horseback	20	2	12 do	200 00
Ravenswood and Widder Station	J. P. Bogart	As required	8	3	12 do	124 80
Renfrew and Sand Point	A. Jamieson	Horse or vehicle	15	6	8 ms. 8 days	341 87
Renton and Waterford	A. Dean	Vehicle	22½	3	12 months	148 00
Repontigny & St. Paul l'Hermite	F. Archambault	Boat or vehicle	2	6	12 do	63 75
Ricards' and St. Hermenegilde	L. C. Dupuis	Foot or vehicle	1	1	12 do	20 00
Richmond and Stittsville Station	H. Reilly	Horse or vehicle	7	6	12 do	270 00
Richmond East and Sydenham Place	J. Millington	Vehicle	15	6	12 do	300 00
Rigaud and Ste. Marthe	C. Belanger	do	9½	3	12 do	115 00
Rigaud and Wharf	E. N. Fournier	Optional	2	18	Season 1872.	136 00
Rimouski and St. Anaclet	Z. Lavoie	Horse or vehicle	7	2	12 months	49 48
River David and St. Hugues	A. Millette	Vehicle	20	6	12 do	460 00
Riversdale and Wingham	S. Porter	Optional	18	6	12 do	235 00
Rivière aux Vaches and St. Guillaume	E. Côté	do	11½	3	2 do	21 66
Rivière du Loup and Ste. Ursule	L. Lussier	Vehicle	5½	6	12 do	120 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873,—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Rivière du Lac and Trois Pistoles Post Road.....	J. B. Martin.....	Vehicle.....	31	6	1 m. 21 days	264 00
Roberval and St. Prime.....	G. Laberge.....	do.....	10	1	5ms. 19days	18 06
Robinson and Sherbrooke.....	W. Paige.....	do.....	24	6	12 months..	600 00
Rob Roy and Singhampton.....	W. Hamilton.....	Optional.....	6	1	12 months..	39 00
Rochester and Woodslee.....	W. S. Lindsay.....	Vehicle.....	6	6	12 do	175 00
Rockland and Wharf.....	W. C. Edwards.....	Optional.....	4	12	Season 1872.	10 00
Rockside and Salmonville.....	J. Douglas.....	Vehicle.....	4	2	12 months..	60 00
Rodgerville and Zurich.....	W. Grave.....	do.....	8	6	12 do	185 00
Roebuck and Spencerville.....	S. Brown.....	do.....	4½	2	12 do	52 00
Rouge Hill and Toronto.....	R. H. Crew.....	do.....	17	6	3 do	62 50
do do.....	W. Hall.....	do.....	17	6	9 do	149 25
Round Plains and Waterford.....	C. Merrill.....	As required.....	4	3	12 do	68 00
Roxton Falls and Waterloo.....	J. L. Bombardier.....	Vehicle.....	18	2	12 do	124 52
Russell and Winchester.....	D. Campbell.....	do.....	16	3	12 do	220 00
Russeltown and Vicars.....	C. Turcotte.....	Optional.....	2	6	12 do	60 00
St. Adèle and St. Jérôme.....	T. Trudelle.....	Vehicle.....	16	3	12 do	250 00
St. Aimé and Yamaska.....	J. Couturier.....	do.....	6½	6	12 do	146 00
St. Alban and Ste. Anne de la Péraie.....	A. Frenette.....	do.....	15	2	12 do	64 00
St. Alban, Ste. Anne de la Péraie and St. Casimir.....	P. Biqué.....	do.....	15	1	12 do	50 00
St. Alphonse and St. Côme.....	J. H. St. Jacques.....	Optional.....	12	1	12 do	56 00
St. Angèle and Ste. Marie.....	F. X. J. Ponton.....	Horse or vehicle..	6	2	12 do	50 00
St. Anne de Beaupré and St. Féreol.....	L. Lachance.....	Optional.....	9	2	12 do	39 00
St. Anne de la Péraie and St. Prosper.....	G. Bigué.....	Horse or vehicle..	7	3	12 do	54 00
St. Anne des Plaines and St. Lin.....	J. M. Latour.....	Vehicle.....	10	3	3 do	30 00
St. Anne la Pocatière and St. Onézime.....	L. Ouellet.....	Optional.....	6	3	12 do	60 00
St. Antoine and St. Denis, River Richelieu.....	J. B. Lacroix.....	do.....	1	6	12 do	40 00
St. Arsène and Viger.....	E. Martin.....	Horse or vehicle..	6	3	9 do	56 25
St. Athanase and St. John's.....	F. Monnette.....	Vehicle.....	1	12	12 do	120 00
St. Aubert and Vaillancourt.....	F. Vaillancourt.....	do.....	31	1	12 do	104 00
St. Augustin and St. Catharines.....	P. Ouvrard.....	Horse or vehicle..	12	2 & 3	12 do	120 50
St. Barnabé and Yamachiche.....	J. B. L. Duaine.....	Vehicle.....	12	3	12 do	120 00
St. Bazile Grand and St. Bruno Railway Station.....	E. Lalumiere.....	Optional.....	4	6	12 do	52 00
St. Benoit and St. Hermas.....	J. Parent.....	do.....	7	6	12 do	92 00
St. Benoit and St. Placide.....	C. Chénier.....	Vehicle.....	6	2 & 3	12 do	68 00
St. Bonaventure and St. Guillaume.....	O. Salois.....	Horse or vehicle..	7½	3	10 do	69 17
St. Brigitte and St. Zéphérin.....	N. Rivet.....	do.....	16½	1	12 do	66 00
St. Bruno and Ste. Julie.....	L. Blain.....	do.....	4½	2	12 do	52 00
St. Camille and Sherbrooke.....	T. Lemay.....	do.....	26	1	12 do	110 00
St. Charles and St. Gervais.....	E. Côté.....	do.....	5	6	12 do	58 00
St. Charles and St. Marc.....	A. Desjournadin.....	Boat or vehicle..	1	6	12 do	40 00
St. Claire and St. Henri.....	F. Lamontagne.....	Vehicle.....	12	6	12 do	180 00
St. Claire and St. Malachie.....	E. Vermette.....	do.....	10	6	12 do	192 00
St. Columbin and St. Scholastique.....	M. O'Phelan.....	do.....	9	3	12 do	110 00
St. Damase and St. Hyacinthe.....	C. Dupont.....	do.....	7½	3	3 do	25 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. B. Duperreault.....	do.....	6	2	12 do	64 00
St. Didace, St. Gabriel de Brandon and St. Norbert.....	N. Neveux.....	do.....	16½	3 & 6	12 do	813 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Ste. Elizabeth and St. Félix de Valois.....	E. Aubin.....	Vehicle.....	6 $\frac{1}{2}$	6	12 months..	175 00
St. Ephrem d'Upton and St. Helène de Bagot.....	J. T. Poitras.....	On foot.....	7	3	12 do ..	74 00
St. Eustache and St. Joseph.....	J. McColl.....	Horse or vehicle.....	9	2	12 do ..	60 00
St. Eustache and St. Scholastique.....	J. B. Binette.....	Vehicle.....	15	6	12 do ..	350 00
St. Evariste de Forsyth and St. Honoré.....	P. Boucher.....	Horse or vehicle.....	7	1	12 do ..	30 00
Ste. Famille and St. Pierre d'Orleans.....	F. Paradis.....	do ..	8	3	12 do ..	75 00
St. Felix de Valois and St. Jean de Matha.....	G. Marsile.....	Vehicle.....	8	3	12 do ..	112 00
St. Ferdinand and Somerset.....	J. Prince.....	do ..	17	3	5 do ..	48 33
St. Flore and Shawenagan.....	T. Maheux.....	Optional.....	11	1	12 do ..	36 00
St. Frédéric and St. Joseph.....	C. Arcand.....	Horse or vehicle.....	6	1	12 do ..	25 00
St. Gervais and St. Lazare.....	F. Roy.....	Vehicle.....	6	3	12 do ..	63 88
St. Helen's and Ulster.....	G. McKay.....	Optional.....	6	1	12 do ..	40 00
St. Henri and St. Lambert.....	A. Boucher.....	Vehicle.....	11	3	12 do ..	80 00
St. Hilaire Station and St. Jean Baptiste.....	F. Lemonde.....	do ..	5	6	12 do ..	166 00
St. Hilaire Station and Sorel.....	D. Guevremont.....	do ..	33	6	12 do ..	889 00
St. Hugues and St. Hyacinthe.....	A. Houle.....	do ..	14	6	12 do ..	295 00
St. Hyacinthe and St. Jude.....	T. Lemieux.....	do ..	13 $\frac{1}{2}$	6	12 do ..	324 00
St. Hyacinthe and St. Pie.....	L. Langevin.....	do ..	14 $\frac{1}{2}$	6	12 do ..	323 00
St. Isidore and St. Rémi.....	F. Barrette.....	do ..	4	6	12 do ..	100 00
St. Ives and Thorndale.....	R. Hobby.....	Optional.....	5	2	12 do ..	50 00
St. Jean Chrysostôme and St. Rémi.....	J. Boyer.....	do ..	14	6	12 do ..	300 00
St. Jean de Matha and St. Michel des Saints.....	F. X. Lassalle.....	Vehicle.....	45	1	12 do ..	228 00
St. John's and St. Luc.....	S. D. Hamilton.....	do ..	6	3	12 do ..	72 00
St. John's and Sabrevois.....	T. Jones.....	do ..	8	3	12 do ..	108 00
St. Lin and Terrebonne.....	M. Gagnon.....	do ..	17	6	9 do ..	262 50
Ste. Martine and St. Urbain.....	J. B. Mathieu.....	do ..	5 $\frac{1}{2}$	3	12 do ..	66 00
St. Mathieu and St. Simon.....	J. B. Belangé.....	Optional.....	3	2	12 do ..	30 00
St. Maurice and Three Rivers.....	A. Descôteau.....	Vehicle.....	10	3	12 do ..	116 00
St. Maurice and Valmont.....	C. Morant.....	Horse or vehicle.....	9	2	12 do ..	71 50
Ste. Monique and Ste. Perpetue.....	O. Rouseau.....	do ..	8	1	9 do ..	16 50
St. Ola and Thwaite's Corners.....	W. Trumbo and Executor.....	Optional.....	6	1	12 do ..	40 00
St. Ours and St. Roch de Richelieu.....	J. B. Paquette.....	do ..	$\frac{1}{2}$	6	12 do ..	20 00
St. Patrick's Hill and Warwick.....	G. Twohey.....	Horse or vehicle.....	.....	1 $\frac{1}{2}$	do ..	13 00
St. Paul du Buton and St. Pierre Montmagny.....	H. Blais.....	do ..	17	1	12 do ..	68 00
St. Paul's Bay and St. Urbain.....	L. Verreault.....	Foot or horseback.....	9	3	4 do ..	60 00
St. Paul's Bay and Wharf.....	J. Boily.....	Optional.....	3	As	recd. Season 1872.	87 00
St. Robert and Yamaska.....	L. Poirrier.....	Vehicle.....	2	3	12 months..	45 00
St. Sébastien and Venice.....	T. Hunter.....	Horse or vehicle.....	3 $\frac{1}{2}$	2	12 do ..	40 00
St. Stanislas and St. Tite.....	H. Rivard.....	Vehicle.....	14	2	12 do ..	80 00
St. Stanislas de Kostka and Valleyfield.....	F. Cardinal.....	do ..	7	3	12 do ..	90 00
St. Sylvester and St. Sylvester East.....	G. McCrea.....	Optional.....	3	3	6 do ..	28 00
do .. do.....	J. McDonald.....	do ..	3	3	6 do ..	30 00
St. Thomas and Sparta.....	S. Moore.....	Vehicle.....	11	6	12 do ..	190 00
St. Valentine and Stottville.....	F. Hétier.....	Optional.....	4 $\frac{1}{2}$	6	12 do ..	96 68
St. Victoire and Brossard.....	H. Paul.....	Vehicle.....	9	3	12 do ..	80 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Sanborn and South Ham	G. Goodenough	Horse or vehicle	15	1	12 months	52 00
Sandford and Zephyr	W. B. Foot	do	6½	2	12 do	60 00
Sand Point and Wharf	E. Derenzy	Optional	2	12	7 do	52 50
Sandwich and Windsor	H. Askew	Vehicle	8	6	12 do	234 75
Sarnia and Sombra	A. Dingman	do	21	6	9 do	507 00
do do	D. W. Millikin	do	21	6	3 do	169 00
Sarnia and Port Huron, U. S.	W. Murphy	Optional	2	6	12 do	96 00
Sault Ste. Marie and United States	M. C. Pim	do	1	1	12 do	25 00
Savard's Portage and Tadousac	J. Fortin	Boat or canoe	2	2	9 do	112 50
Scone and Walkerton	J. Small	Horse or vehicle	17	3	9 do	225 00
Seaforth and Wroxeter	J. R. Ross	Vehicle	28	6	12 do	172 00
Seaton and Yorkville	J. Newberry	Optional	1½	3	9 do	22 50
Shawenegan and Three Rivers	J. B. Lapolice	Vehicle	20	3	12 do	156 00
Sillery Cove and Spencer Cove	P. McNeil	Foot or vehicle	1½	6	12 do	41 00
Silom and Uxbridge	A. Dayton	Horse or vehicle	5	2	12 do	62 50
Smith's Falls and South Elmsley	J. Corbett	do	7	3	12 do	100 00
Sombra and Wilkesport	W. Kimball	As required	8	3	12 do	74 28
Sombra and Marine City, U. S.	P. Cattnach	Boat	1½	3	12 do	39 00
Sonya and Wick Station	J. W. Crawford	Horse or vehicle	5	3	9 do	67 50
do do	J. Sornberger	do	5	3	3 do	22 50
South Ely and Valcourt	F. H. David	Vehicle	4	3	12 do	50 00
South March and Stittsville	W. Roucher	do	15	6	6 do	292 00
Springford and Woodstock	G. Bleakley	do	23	6	12 do	720 00
Stanbridge East and Stanbridge Station	W. Turnbull	do	7	6	9 do	112 50
Stanbridge East and Stanbury	P. Beattie	Optional	8	2	2 do	12 66
Stayner and Vanlack	J. Vanlack	do	13	1	12 do	40 00
Stayner and Vigo	D. Gallagher	do	11	2	12 do	150 00
Stoco and Tweed	A. Dafeo	Horse or vehicle	8	2	12 do	77 00
Stornoway and Whitton	D. Beaton	Vehicle	8	1	12 do	40 00
Strathroy and Wisbeach	T. Thompson	do	13	6	12 (less fine)	238 00
Sunderland Station and Vallentyne	J. Wingfield	do	6	6	3 months	50 00
do do	A. Campbell	do	6	6	9 do	144 00
Sweaburg and Woodstock	W. Codey	As required	6	3	12 do	84 00
Syven and Widder	W. Randall	do	3	6	12 do	150 00
Thornhill and Toronto	R. Vanhorn	Vehicle	14	6	12 do	300 00
Thurso and Wharf	G. W. Cameron	Optional	½	12	Season 1872	30 00
Toronto and Yorkville	J. Peacock	Vehicle	1½	12	12 months	100 00
Trenton and Wooler	T. Smith	Horse or vehicle	9	3	12 do	125 00
Tyconnell and Wallacetown	P. Cameron	As required	4	6	12 do	72 00
Udora and Uxbridge	J. W. C. Brown	Horse or vehicle	36½	3	12 do	223 48
Ullswater and Windermere	F. Richardson	do	5	1	5 ms. 9 days	15 00
Uttometer and Wanstead	E. A. Jous	As required	6	3	12 months	78 00
Vandecar and Woodstock	M. Gaynor	Optional	10	2	9 do	65 00
do do	N. Schooley	do	10	2	3 do	20 00
Vasey and Waverley	J. Mayer	Horse or vehicle	3½	1&2	12 do	41 00
Walkerton and Wroxeter	J. Gofton	Vehicle	22	6	12 do	275 00
Walkerville and Windsor	C. Jackson	Optional	1½	6	12 do	95 00
Warwick and Watford Station	F. Restorick	Vehicle	8	6	12 do	187 80
Weiland Port and Winger	J. Winger	Optional	5	1	12 do	35 00
Wellington Square and Zimmerman	T. Watson	Vehicle	8	6	12 do	260 00
Wendover and Wharf	W. Lamb	Optional	½	6	5 do	35 00
West Montrose and Winterbourne	J. Benner	do	3½	2	12 do	31 80
Windsor and Military Camp	A. H. Wagner	do	½	18	days	100 00
Windsor and Detroit, U. S.	do	Ferry	1½	12	12 months	240 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Windsor and Detroit, U. S., (Ferriages)	W. Jackson	Ferry . . . . .	.....	.....	8 do ..	\$ 74 10
do do	A. H. Wagner	do . . . . .	.....	.....	3 do ..	14 10
do do	W. R. Clinton	do . . . . .	.....	.....	1 do ..	10 83
Suspension Bridge Tolls	W. G. Swan . . . . .	.....	.....	.....	12 months..	40 00
					Total	\$238,638 41

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Abersarder and Railway Station...	D. McBean	Foot or vehicle.	6	6	12 months . .	\$ 26 00
Abercorn and do	A. A. Shepard	Optional	6	12	do	50 00
Albion and do	D. Small	do	24	12	do	80 00
Allanburg and do	J. Waters	On foot	12	12	do	78 24
Allendale and do	A. Miscampbell	do	24	12	do	75 00
Alma and do	J. C. Steele	Optional	12	2	do	12 16
Almonte and do	E. Dowdall	do	18 &	12	do	86 80
Alton and do	J. McQuarrie	do	1	12	3 months	12 50
do do	A. Dick	do	1	12	9 do	62 50
Angeline and do	O. Boisbert	On foot	33	6	2 do	2 50
Angus and do	J. R. Brown	Optional	12	12	do	24 00
Appleby and do	C. Stuart	do	6	12	do	68 84
Appleton and do	W. Young	Horse or vehicle.	3	12	do	100 00
Argyle and do	J. McKay	Optional	6	3	do	10 00
Arnprior and do	J. Havey	Vehicle	6	12	do	84 51
Arthur and do	C. C. Green	Optional	1	12 &	do	90 90
Ashton and do	H. Sykes	Horse or vehicle.	2	6	do	93 90
Aurora and do	F. Suttle	Foot or vehicle	24	12	do	50 00
Ayer's Flat and do	C. Ayer	On foot	45	12	do	25 00
Ballantyne's Station & do	J. Hysop	do	2	12	do	8 50
Barrie and do	W. H. Crosby	Horse or vehicle.	24 &	35	12 (less fine)	128 72
Bath and do	W. Aylsworth	Vehicle	3 &	12	2 months	75 00
Beaverton and do	J. Cameron	Optional	12	12	do	45 09
Beancour and do	S. Charron	Vehicle	9	6	do	124 80
Beebe Plain and do	J. L. House	On foot	72	12	do	43 75
Bell Ewart and do	P. E. Drake	do	12	12	do	68 94
Bell's Corners and do	G. Arnold	Optional	6	12	do	93 90
Berthier and do	F. Beaudoin	do	2 &	12	do	80 00
Bethany and do	W. M. Graham	Horse or vehicle.	1	12	do	40 00
Bradford and do	S. Manning	Vehicle	1	24	do	75 12
Braeside and do	S. W. J. Hepinstall	On foot	1	12	6 do	31 20
Bramley and do	J. Black	Optional	1	12	do	24 00
Brantford and do	J. Hale	Vehicle	1	12	do	100 16
Brentwood and do	L. E. Dubois	Optional	12	12	do	30 00
Brigham, &c. and do	A. B. Foster	On foot	12	12	do	120 00
Bright and do	J. Cameron	do	1	As	req. 12 do	32 00
Brockville and do	W. Masterson	Vehicle	24	12	do	227 70
Brooklin and do	A. F. Darlington	Optional	12	9 m.	22dys.	49 23
Brunswick and do	S. R. Beamish	do	1	12	12 months	40 00
Cacouna and do	M. S. Shipman	do	3	12	2 1/2 do	66 50
do do	J. B. Beaulieu	do	5	12	2 m. 3 dys	53 50
Caledon and do	E. Dawson	do	12	12	12 months	65 00
Cambray and do	R. Moffat	do	2 &	12	do	131 75
Camerontown and do	A. Cameron	Horse or vehicle.	200	12	1 do	4 16
Canfield and do	J. Mason	On foot	1	12	do	25 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cannington and Railway Station.	J. Ward	Optional	3	12	12 months ..	\$ 50 00
Capelton and do	C. Brooks	On foot	40			
do do	J. Lafontaine	do	6	9	do ..	18 75
Carden and do	J. Belfey	Optional	6	3	do ..	6 25
Carleton Place and do	G. A. Cornell	Vehicle	2	3	do ..	13 75
Carronbrook and do	G. J. Kidd	As required	1/2	12	do ..	50 08
Castleford and do	J. Warnock	Horse or vehicle	1/8	12	do ..	78 25
Chaudière Mills and do	A. Lemieux	do	2	6	3 m. 23 dys.	62 36
Chippawa and do	J. S. Macklem	Optional	3 1/2	6	9 months ..	75 00
Clarke and do	J. McMurtry	Vehicle	4	12	1 do ..	5 00
Clarksburg and do	P. F. LeRoy	Horse or vehicle	3	12	do ..	206 58
Clifford and do	F. Brown	Optional	1 1/2	12	do ..	58 33
Clifton and do	W. W. Woodruff	do	1 1/2	2	do ..	10 00
Clinton and do	T. Fair	do	1 1/2	req.	do ..	97 00
Coboconk and do	N. LeRoy	do	4	12	do ..	187 95
Collingwood and do	D. Darnock	Vehicle	4	12	do ..	15 00
Côteau Landing and do	M. Hurteau	do	2	24	do ..	212 84
Cowansville and do	C. Brown	do	2	18	do ..	187 00
Craigleith and do	A. G. Fleming	Horse or vehicle	2	12	do ..	50 00
Craigvale and do	R. G. McCraw	Optional	1 1/2	6	7 do ..	11 66
Cushing and do	J. R. Cushing	do	1/8	12	do ..	30 00
Downsview and do	J. R. Cushing	do	1	6	6 m. 23 dys.	45 50
Drayton and do	R. Hill	do	5	6	12 months ..	40 00
Drumbo and do	J. L. Burgess	On foot	4	12	do ..	13 04
Dryden and do	R. Johnston	Optional	1/8	As		
Dunkeld and do	T. Whitehead	do	1	req.	12 do ..	50 00
Dunnville and do	J. McNeal	Vehicle	1	12	do ..	16 66
East Farnham and do	C. H. Mansfield	do	1	6	7 do ..	43 25
Edgely and do	J. Barnes	Optional	2	12	12 (less fine).	107 54
Elora and do	T. Biggar	Vehicle	1	6	12 months ..	52 00
Fairfield and do	C. J. Johns	do	2	2	4 do ..	16 66
Farndon and do	S. W. Ross	On foot	3	36	2 do ..	25 00
Farran's Point and do	C. C. Farran	Optional	1/8	3	12 do ..	25 00
Fergus and do	C. Anderson	Vehicle	75	6	12 do ..	8 00
Fort Erie & B. & L. H. do	G. Lewis	On foot	3	12	do ..	80 00
Fort Erie & E. & O. R. do	do	do	3	36	2 do ..	25 00
Franklin and do	W. Maguire	Optional	1 1/2	12	12 do ..	200 00
Franktown and do	J. Jackson	Vehicle	100	12	3 m. 17 dys.	14 84
Gilford and do	T. Macconchy	Optional	feet	req.	12 months ..	30 00
Glanworth and do	J. Turnbull	On foot	1 1/2	12	do ..	68 86
Goderich and do	P. G. White	Vehicle	1 1/2	12	do ..	60 00
Goldstone and do	J. Gibbins	Optional	1/5	24	12 do ..	43 68
Goodwood and do	M. Chapman	do	1	12	12 months ..	287 96
Granby and do	A. B. Foster	do	1 1/2	12	do ..	16 66
Grenville and do	J. Shepherd	do	1 1/2	6	2 do ..	30 00
Harriston and do	A. G. Markle	do	1 1/2	12	do ..	100 00
Hawkstone and do	J. Houston	do	1 1/2	12	2 season ..	12 83
do do	W. Hodges	do	1 1/2	12	2 months ..	9 00
			3	12	6 do ..	40 00
			3	12	6 do ..	50 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Holland Landing & Ry. Station	H. Chapman	On foot	1	24	12 months	\$ 100 16
Huston and do	R. Bell	Optional	1	12	3 do	25 00
Isle Verte and do	L. A. Bertram	do	1	12	2 ms. 3 days	13 93
Kemptville and do	G. A. Leslie	do	1	18	12 months	93 90
Kenilworth and do	R. Hayward	do	1	12	3 do	15 00
do do	R. Gordon	do	1	12	9 do	37 60
King and do	B. Lloyd	On foot	1	6	12 do	55 00
Kirkfield and do	J. McSaggart	Vehicle	1	12	3 do	16 25
Klineford and do	J. Dennis	Optional	1	12	12 do	95 00
Lefroy and do	D. Davidson	Vehicle	1	12	12 do	50 00
Lennoxville and do	J. P. Cushing	On foot	30 yds.	12	12 do	65 00
Lévis and do	H. Martin	Optional	1	12	12 do	90 00
Lindsay and do	B. Guingle	On foot	1	24	12 do	96 00
London and do	W. Hendrie	Vehicle	1	24	12 do	294 22
Luther and do	W. Dawson	Horse or vehicle	1	6	3 do	11 25
Lyn and do	J. S. Bell	Optional	1	6	12 do	62 60
Manchester and do	W. Davis	Horse or vehicle	1	12	9ms. 22 days	65 64
Maple and do	J. Gordon	On foot	1	12	12 months	78 00
Markham and do	J. J. Barker	Optional	1	24	6 do	40 00
do do	A. J. Wootten	do	1	24	6 (less fine)	37 50
Meaford and do	J. Paul	do	1	12	4 ms. 6 days	21 03
Mildmay and do	M. Campbell	do	1	12	7ms. 20 days	31 80
Mill Brook and do	W. C. Fenton	Foot or vehicle	1	18	3 months	53 82
do do	W. Vosburgh	do	1	18 &		
Mille Roches and do	P. U. Tait	Optional	1	24	9 do	180 78
Mitchell and do	Execrs. J. Hicks	do	1	12	12 do	75 12
Mount Forest and do	J. Coyne	Vehicle	1	24	12 do	462 40
Myrtle and do	R. Hurlbert	Optional	1	24	12 do	67 38
New Dublin and do	J. A. Brown	do	3	12	9ms. 22 days	41 02
New Edinburgh and do	J. W. Proctor	On foot	3	2	12 months	40 00
New Lowell and do	P. Paton	Optional	3	12	12 do	40 00
New Market and do	J. Wilson	Horse or vehicle	3	12	12 do	24 00
Niagara and do	R. Warren	do	3	12	3 ms. 17 days	80 00
Normanton and do	M. F. Eby	Optional	3	12	3 ms. 29 days	17 80
North Augusta and do	S. Mott	Horse or vehicle	4	2	12 months (less fine)	19 72
North Douro and do	W. Hamilton	Optional	4	12	12 months	97 48
North Hatley and do	S. Robinson	Foot or vehicle	40 rods	1	12 do	62 60
Onemee and do	R. Grandy	Optional	1	6	12 do	30 00
Onondaga and do	W. S. Buckwell	do	1	12	12 do	104 00
Orangeville and do	J. Paisley	do	1	12	12 do	207 80
Orillia and do	A. W. B. McMullin	do	1	12	12 do	97 50
Ottawa and C.C. and St. L. and O. do	J. Stockdale	Vehicle	1 & 1	As	12 do	313 30
Oxford Station and do	A. Holmes	Optional	1	3	12 do	1,728 00
Paisley and do	A. Kildrish	do	1	3	12 do	20 00
Pakenham and do	A. Fowler	do	1	12	7 do	37 91
do do	F. Shaw	do	1	12	9 do	59 00
do do		do	1	12	3 do	19 25

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Paris and Railway Station	J. Coltart	Vehicle	1	36	9 months	254 88
do do	J. H. Robinson	do	1	As req		
Paris Station and	M. X. Carr	Optional	do	do	3ms. less fine	48 00
Perch Station and	J. Irwin	do	do	do	3 months	36 00
Perth and	J. Allan	Vehicle	18	12	do	26 00
Peterboro' and	T. Eastland	do	1	& 24	12 do	213 15
Point Abino and	E. M. Disher	As required	12	12	(less fine.)	149 50
Port Colborne and B. and L. H. and W.	L. G. Carter	Foot or horseback	12	12	12 months	100 16
do do	J. Westall	do	36	9	do	177 00
Port Dalhousie and	P. Nath	Foot or boat	12	3	do	50 00
Port Elmsley and	A. Weeks	Optional	3	12	do	81 38
do do	J. Healy	do	3	3	do	12 00
Port Hope and	B. W. Smart	Vehicle	48	9	do	37 50
Port Perry and	H. Miller	do	12	12	do	500 80
Port Robinson and	J. McCoppen	On foot	24	9ms. 22 days		45 00
do do	W. Euckner	do	24	9 months		94 40
Port Stanley and	M. Payne	As required	24	3	do	27 72
Prescott and	E. Leslie	Vehicle	36	12	do	100 00
Prince Albert and	H. H. McCaw	Optional	12	12	do	281 70
Ratho and	J. Williams	On foot	6	12	do	45 12
Reaboro' and	J. Holbert	do	6	12	do	40 00
Renfrew and	A. Jameson	Optional	12	6	do	35 00
Richmond Hill and	R. Raymond	Optional	12	3ms. 23 days		38 00
Richwood and	W. Taylor	Horse or vehicle	3	12	12 months	125 20
Rivière du Loup and	J. Ouellet	Optional	6	12	do	78 25
do do	N. Marchand	Vehicle	12	2ms. 23 days		34 75
Rivière Ouelle and	N. Anctil	do	12	2ms. 3 days		26 75
St. Alexandre and	T. Morris	do	5	12	12 months	149 76
St. André and	P. E. Marquis	do	1	12	do	75 00
St. Angèle and	O. Déséleto	On foot	7	7	do	182 00
St. Appollinaire and	F. Baron	Optional	12	12	do	24 00
St. Aubert and	L. Poitras	do	7	12	do	50 00
St. Brigid and	B. McGuire	Foot or vehicle	12	6	do	40 00
St. Catherines	W. Cooke	Vehicle	3	6	do	90 00
St. Denis and	S. Dionne	do	4	12	do	252 00
St. Hilaire and	T. Valiquet	As req	4	12	do	118 56
St. John's and	A. B. Foster	Optional	30	12	do	60 00
St. Leonard and	N. Doucet	do	12	12	do	100 00
St. Pacôme and	A. Hudon	do	9	3	do	90 00
St. Philippe de Nery and	A. Hudon	Foot or vehicle	12	6	do	40 00
St. Raphaël and	F. Deschène	On foot	12	12	do	40 00
St. Thomas and	N. Fortier	Optional	6	6	do	90 00
Sand Point and	M. A. Broughner	Vehicle	24	12	do	112 52
Saugeen and	E. Derenzy	Optional	18 &	12	do	107 74
Seaforth and	T. Lee	Vehicle	12	3ms. 29 days		19 72
Sehringville and	S. Dickson	Optional	24	12	12 months	110 00
Seneca and	J. Bennett	As required	12	12	do	130 00
Shanty Bay and	F. Young	do	12	12	do	93 90
do do	T. White	Optional	6	9	do	26 25
Sherbrooke and	T. Fletcher	do	6	3	do	8 75
do do	S. J. Foss	As required	12	3	do	8 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Sherrington and Railway Station	J. Hughes	Vehicle	2 $\frac{1}{2}$	6	3 months	\$ 25 00
Smith's Falls and do	J. Corbett	Optional		24	12 do	150 00
South Quebec and do	S. A. Wensley	On foot	200			
			yds.	24	12 do	72 00
Spencerville and do	M. Imrie	Horse or vehicle.	1 $\frac{1}{2}$	6	12 do	62 40
Springville and do	W. Bidgood	do	3	12	12 do	150 24
Stayer and do	J. H. McKenzie	do	1	24	12 do	96 00
Stonefield and do	T. Owens	Optional	1	6	6 ms. 28 days	36 40
Stouffville and do	M. Flint	do	24	12	12 months	99 28
Stratford and do	J. Counter	Vehicle	30	5	do	99 00
do do	J. Forbes	do	As	req.	7 do	122 78
Sweetsburg and do	A. Pickle	do	12	12	do	52 00
Tavistock and do	G. Matheson	Optional	As	req.	12 do	50 00
Thornhill and do	R. Vanhorn	Horse or vehicle.	3	6	12 do	187 80
Thorold and do	D. Fitch	Vehicle	1	24	12 do	125 20
Toronto and N., T. G. & B., and T. & N.	J. Jones	do	1	72	12 (less fine)	949 84
Tuscarora and do	T. Logan	Optional	As	req.	12 months	90 20
Unionville and do	W. White	do	1	12	6 do	25 00
do do	J. Stephenson	do	1	12	6 do	22 50
Utopia and do	T. Dawson	do	1	6	12 do	30 00
Uxbridge and do	J. Hamilton	Vehicle	1 $\frac{1}{2}$	24	12 do	90 00
Village des Aulnaies & do	M. Dubé	do	5	12	12 do	180 00
Waldemar and do	D. Jenkins	Optional		6	3 do	12 50
Wales and do	W. Baker	do	1	12	12 do	62 60
Walkerton and do	R. H. Middaugh	Horse or vehicle.	1 $\frac{1}{2}$	12	7 ms. 19 days	65 91
Waterloo, East and do	A. B. Foster	Vehicle	1	12	12 months	100 00
Waterloo, West, and do	D. L. Bowman	do	2	24	12 do	260 00
Welland and do	R. Abbott	On foot	1	24	9 do	79 80
do do	J. V. Strawn	do	1	24	3 do	36 96
West Farnham and do	A. B. Foster	Optional	1	12	9 do	75 00
West Osgoode and do	J. C. Bower	Horse or vehicle.	2 $\frac{1}{2}$	3	12 do	60 00
West Shefford and do	A. Clark	Vehicle	1 $\frac{1}{2}$	6	12 do	67 50
Whitby and do	G. Robson	do	1	12	9 ms. 26 days	64 25
Whitehurst and do	J. Bell	Optional	1 $\frac{1}{2}$	3	12 months	36 00
Woodbridge and do	W. A. Sloan	Vehicle	24	12	do	70 00
Woodville & Midland do	D. C. Gilchrist	do	2	12	do	170 00
Woodville & Nipissing do	J. C. Gilchrist	do	2	6	do	100 00
					Total	\$19,692 24

H. A. WICKSTED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT NO. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the year ended 30th June, 1873.—Continued.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Byng Inlet and Collingwood.....	Magnetewan Lumber Co.	120	7 trips.....		70 00
do do	Northern Railway Co. ...	120	6 do		60 00
Chicoutimi and Quebec.....	St. Lawrence Tow Boat Co.	236	As req.	Season 1872	2,650 00
Collingwood and Owen Sound	F. Smith.....	60	6 do (less fine)		1,258 50
Collingwood and Parry Sound.....	W. Beatty	70	2 3 months ...		260 00
Colpoys Bay and Owen Sound.....	W. H. Davis.....	31	3 1 do		46 33
Gaspé Basin and North Shore, River St. Lawrence.....	J. Adams.....	234	ftly.	Season 1872.	980 00
Gravenhurst and Rosseau.....	J. P. Cockburn	47	6 do		1,400 00
Kingston and Cape Vincent, U.S.	C. Hinckley.....	11	6 do		
Lachine and Ottawa.....	O. R. Navigation Co. ...	112	& 12 do (less fine)	Season 1872.	446 00
Laprairie and Montreal.....	J. Brosseau.....	9	6 do		4,000 00
Magdalen Islands, Percé and Pictou.....	J. B. F. Painchaud.....		1&2 per mth	do	166 00
Montreal and Quebec.....	Richelieu Co.	180	6 do	Season 1872.	1,000 00
Niagara and Toronto	Milloy and McMillan ..	36	6 do (less fine)		4,000 00
Ottawa and Bajades des Joachims.....	Union Forwarding and Railway Co.	145	6 do	Season 1872.	692 00
Port Hope and Charlotte, N. Y.	C. F. Gildersleeve.....	60	6 do		1,500 00
Quebec, &c., and Pictou, N.S.	Quebec and Gulf Ports Steamship Co.	1,028	1 do		629 99
				Total....	8,600 00
					\$27,758 82

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation, in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Allendale and Orillia	Northern Railway Co ...	22	6 &		
			12	12 months..	1,988 80
Brockville and Ottawa Railway.....	B. and O. do	87½	12	12 do ..	4,193 03
Buffalo and Goderich	G. T. do	160½	6	12 do ..	8,037 84
Carleton Place and Ottawa, and Renfrew from 1st January, 1873.....	C. C. do	28½	&		
		70.	12	12 months..	2,267 09
Collingwood and Meaford	Northern do	21	6	4 m's 6 d'ys	366 24
Collingwood and Thornbury.....	do do	13	6	2 m's 24 d'ys	149 76
Collingwood and Toronto	do do	97½	12	12 months..	9,674 58
Fort Erie and Niagara	G. W. do	30½	6	½ do ..	7 50
do do	Southern do	30½	6	¾ do ..	77 00
Grand Trunk Railway	G. T. do	1002½	As		
			req.	12 do ..	167,417 51
Great Western Railway.....	G. W. do	362½	do	9 do ..	33,689 25
do do (Wellington, Grey and Bruce Branch).....	do do		do	1st July, '70, to 31st Jan., 1873.	9,140 70
Lennoxville and Stanstead	M. V. do	35	6	12 months..	1,752 80
London and Port Stanley	L. and P. S. do	24	12	12 do ..	960 00
Midland Railway	Midland do	108	6	12 do ..	5,992 88
Nipissing Railway	Nipissing do	88	6	18th Sept., '71, to 31st March, '73	5,961 75
Ottawa and Prescott.....	St. L. and O. do	54	24	18 months..	15,118 08
Port Colborne and Port Dalhousie.....	Welland Railway Co....	25	12	12 do ..	1,878 00
Port Perry and Whitby	P. M. & P. P. do	18	6	9 m's 26 d'ys	555 12
St. John's, Que, and St. Armand Station...	M. and V. J. do	25	12	12 months..	2,504 00
St. John's, Que, and Waterloo.....	S. S. and C. do	43	6	12 do ..	2,153 44
Toronto, Grey and Bruce Railway.....	T. G. and B. do	87	24 &		
			12	18 do ..	8,390 88
West Farnham and Richford, U. S.....	S. E. C. do	34	6	12 do ..	1,702 72
Bangor, U. S., and Danville Junction, U. S.	M. C. do	100	6	12 do ..	888 75
				Total.. \$	284,867 72

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, A.—Continued.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
Westfield Lock Works	Mail locks and keys	3,259	27
J. C. McLaren	Satchels, labels, straps and repairs	1,399	45
Cohn, Vaughn & Co	do do do	135	15
J. O. Bennett	do do do	15	00
R. Malcolm	Mail bags, seals, labels and repairs	2,243	93
W. Sluman	do do do	303	60
J. W. Whitehead	Mail bags and repairs	111	36
N. & F. Rooney	do do	75	88
Gault Bros. & Co.	do do	64	32
T. Hill & Son	Stencilling mail bags	71	80
Siddons & Dawson	do do	62	75
Free Press Printing Company	do do	51	75
J. K. Clare	do do	14	50
J. Shannon	do do	5	83
E. J. Pense	do do	1	00
C. Buchan	Making mail bags	71	98
A. Girard	do do	3	90
W. Gardner	do do	0	75
M. Gillespie	do do	0	50
J. Louis	Skins for labels	31	40
J. McKay, jr.	do	5	40
Ford & Sons	do	2	00
J. McDonald	Canvas for mail bags	12	77
J. Smith	Repairing bag catcher	3	50
A. Vasselin	do do	2	75
W. K. Smith	do do	2	00
V. Daze	Making leather satchels	26	00
Field & Davidson	Repairing mail bags	319	60
A. Loughrey	do do	140	05
W. Blackburn	do do	25	35
W. E. Page	do do	7	65
P. Patterson	do do	6	00
J. Couturier	do do	5	60
J. W. Burnard	do do	3	60
W. H. Price	do do	3	50
D. Campbell	do do	3	00
A. Grain	do do	2	40
C. A. Videon	do do	2	25
E. Cornell	do do	1	95
E. Clarke	do do	0	75
E. W. Bishop	do do	1	75
E. Bordeleau	do do	1	60
S. H. Borbridge	do do	1	15
O. Fréchette	do do	0	80
B. McIntosh	do do	0	75
R. Stewart	do do	0	75
L. Lefebvre	do do	0	73
J. Brownlee	do do	0	50
J. Leclaire	do do	0	50
D. Moore	do do	0	50
L. Redden	do do	0	50
L. Beladeau	do do	0	45
F. H. Giroux	do do	0	40
G. Hermit	do do	0	40
L. Truiss	do do	0	37
W. Kirkpatrick	do do	0	35
A. Walker	do do	0	35

REPORT No. 2, A.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Gaskin.....	Repairing mail bags	0 25
T. Holland.....	do do	0 25
A. McDonald.....	do do	0 25
A. Marshall.....	do do	0 25
C. E. Wigle.....	do do	0 25
V. Dube.....	do do	0 22
P. Bowen.....	do do	0 20
F. Argeron.....	do do	0 16
H. Dixon.....	do do	0 15
J. Braendle.....	do do	0 10
J. W. Campbell.....	do do	0 10
E. Messier.....	do do	0 10
	Total.....	\$8,514 37

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, B.

DETAIL of all payments for Mail Transportation, in Nova Scotia, made within the year ended 30th June, 1873.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Acadia Mines and River Débert.	A. Fountain . . .	Vehicle	13	6	4 m. 20 dys.	136 40
Acadia Mines & Thompson's Mills.	E. J. Purdy . . .	do	27	2	4 m. 20 dys.	116 91
Advocate Harbor & Three Sisters	T. Kelly	do	10	1	12 months . .	39 76
Albert Bridge and Mira Gut	T. Bourke	do	7	1	12 do	50 00
Amherst and Amherst Point	R. W. Chipman . .	Optional	4	3	4 m. 20 dys.	38 97
Amherst and Athol	C. W. Moffatt . .	Vehicle	25	3	Special trip	10 00
Amherst and Minudie	B. Wilson	Horse or vehicle.	25	3	7 m. 10 dys.	166 13
Amherst and Nappan	G. S. Davison . . .	do	6	1	12 & (arrears)	18 36
Amherst and Parrsborough	G. Smith	do	36	3	7½ months . .	280 95
Amherst and Pictou	J. Blain	do	85	3	12 do	1,250 00
Amherst and Truro	Archibald & Purdy	do	67	6	3 do	669 00
do do	E. J. Purdy	do	67	3	Special trips	160 00
do do	B. Blair	do	67	3	do	120 00
do do	C. B. Archibald . .	do	67	3	do	154 50
Annapolis and Digby	G. LeCain	do	20	6	12 months . .	543 92
Annapolis and Granville Ferry	D. Inglis	do	1	6	12 & arrears	40 26
Annapolis and Kentville	J. W. James	do	59	3	Special trips	425 00
do do	H. Kilcup	do	59	3	do	60 00
Annapolis and Lequille	G. S. Hoyt	do	2½	1	3 months . . .	3 00
Annapolis and Liverpool	J. Ritchie	Vehicle	68	3 & 6	6 do	908 38
do do	H. Kilcup	do	68	6	6 do	1,048 00
Annapolis and Saw Mill Creek	J. V. Gavaza	Horse or vehicle.	3½	3	12 do	40 00
Annapolis and Stoddarts'	G. E. Bishop	do	32	1	12 do	131 32
Annapolis Gut and Bridgetown	O. P. Ruffee	Vehicle	50	2	12 do	360 00
Anthony's Line & Scotch Village	H. T. Cochran . . .	do	5½	2	12 do	39 00
Antigonishe and Cape George	R. McDonald	do	22	2	6 do	95 00
do do	D. McDonald	do	22	2	6 do	90 00
Antigonishe and Eig Mountain	C. S. McGillivray . .	do	4	1	9 do	16 50
Antigonishe and Lochaber	D. McMillan	do	20½	2	12 do	187 00
Antigonishe and Sherbrooke	J. McCames	do	40	3	12 do	560 00
Apple River and Parrsborough	D. McNamara	do	42	2	12 do	400 00
Arichat and Discourse	S. Martell	do	7	3	12 do	100 00
Arichat and Grandique	G. Lafford	do	11	6	12 do	580 00
Arichat and Petite de Grat	M. Power	do	3	3	3 do	15 00
do do	A. McDonald	do	3	3	9 do	42 00
Arthur Gold Mines and Hamilton's Corners	F. W. Henry	do	7	2	12 & arrears	102 01
Athol and Parrsborough	G. Smith	do	24	3 & 6	4 m. 20 dys.	168 54
Athol and River Philip	C. C. Schurman . . .	do	29	3	4 m. 13 dys.	116 38
Aylesford and Bridgewater	W. J. Balcom	do	54	1	12 months . .	360 00
Aylesford and Harmony	J. Easton	do	18	1	8 do	33 33
Aylesford and Morden	G. Bishop	do	24	2	12 do	76 60
Aylesford and Palmer's Road	G. W. Eaton	do	2	6	12 do	50 00
Baddeck and Boulardarie	K. Matheson	do	12	2	12 do	139 00
Baddeck and English Town	D. Morrison	do	19	2	12 do	129 60
Baddeck and Grand Narrows	J. S. McNeil	do	12	1	12 do	49 48
Baddeck and Mabou	J. McNeil	do	44	3	1 do	33 33
Baddeck and Margaree	J. Coady	do	36	1	12 & arrears	183 60
Baddeck and New Campbellton	A. Morrison	do	25	1	12 do	122 20
Baddeck and Port Hastings	J. McNeil	do	60	3	1 do	87 82
Baddeck and Upper Settlement						
Big Baddeck River	N. McLennan	do	12	1	12 do	39 17
Baddeck and Upper Settlement, Middle River	D. McLean	Horse or vehicle.	16	1	12 months . .	63 72
Baie Verte and Goose River	K. Hunter	Optional	22	2	12 & arrears	175 00
Bailey's Brook and Back Settlement, Knoydart	H. McGillivray . . .	Horse or vehicle.	5	1	12 months . .	20 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Barney's River and Upper Settlement Barney's River	J. McDonald	Horse or vehicle	7	1	12 months	\$ 30 00
Barrington and Clyde River	J. R. Hogg	Vehicle	22	3	3 do	57 50
Barrington and Fort La Tour	A. Watson	Horse or vehicle	30	3	9 do	123 00
Barrington and Pubnico Beach	do	do	26	3	12 do	280 00
Barrio's Beach and Tracadie	S. Boudrot	Boat or horseback	6	1	12 & arrears	20 33
Baxter's Harbor & Sheffield Mills	E. Harris	Vehicle	7	1	12 months	48 00
Bayfield and Little River	J. J. Atwater	do	2 $\frac{1}{2}$	3	12 do	48 00
Bayfield and Pomquette Forks	J. McKinnon	do	5	1	6 do	15 90
Bay St. Lawrence and Ingonishe do	J. McNiel	do	45	1	12 & arrears	195 84
do	J. Gwinn	do	45	1	12 months	184 00
Bear River and Deep Brook	W. Reardon	do	5	12	12 do	226 00
Beaver River and Cedar Lake	F. C. Parry	do	7 $\frac{1}{2}$	1	12 do	55 00
Bedford and English Corner	T. Fitzmaurice	Horse or vehicle	9	1	12 do	52 00
Bedford and Newport Corner	G. F. Hamilton	Vehicle	31	2	12 & arrears	272 34
Berwick and Somerset	J. Hamilton	Foot or horseback	6	2	12 months	57 36
Big Intervale and North East Margaree	M. McLeod	Vehicle	9	1	12 do	20 48
Big Island and Merigonishe	J. A. Robertson	do	2	2	3 do	9 00
do	A. McLean	do	2	2	9 do	20 91
Big Port Hebert and Dunlaps'	G. Harding	do	14	1	12 do	56 60
Black Rock and Parrsborough	M. Phinney	do	6	1	12 & arrears	51 65
Blanchard's Road & New Glasgow	J. Webster	do	15	1	3 months	16 00
Blandford and Frails'	N. Zink	do	8	2	12 do	50 00
Blandford and Hubbard's Cove	B. Dorey	Foot or horseback	18	1	12 do	60 00
Blandford and Tancook Island	D. A. Hume	Vehicle	4	1	12 do	72 00
Boom and Whyocomah	L. McDougall	do	15	1	12 do	78 00
Boulardarie and Kempt Head	C. Munro	do	13	2	12 do	68 00
Boulardarie and Little Bras d'Or	M. McDonald	do	16	3	12 do	261 00
Boulardarie and Sydney Mines	K. R. McKenzie	do	26	3	12 & arrears	412 28
Bridgetown and and Chute's Cove	C. Phinny	do	35	1	12 months	140 00
Bridgetown and Lawrencetown	A. McKenna	do	9	1	12 do	39 80
Bridgewater and Broad Cove	G. E. Starratt	do	24	3	12 do	370 00
Bridgewater and Lawrencetown	E. Phinny	do	58	1	12 do	278 08
Bridgewater and Middlefield	H. Wile	do	25	1	6 do	54 00
do	J. Newcomb	do	25	1	6 do	75 00
Bridgewater and New Canada	W. Cronin	do	11	1	12 do	68 00
Bridgewater and Pleasant River	W. Geldert	do	20	1	12 do	96 00
Broad Cove and Mill Village	Z. P. Armstrong & Son	do	20	2	12 do	156 00
Broad Cove Intervale and East Side Lake Ainslie	H. McKay	do	8	1	12 do	40 00
Broad Cove Marsh and Chimney Corner	N. McLeod	do	5	3	12 do	118 00
Brookfield and Pleasant River	H. A. Freeman	do	8	2	12 & arrears	59 14
Brookfield and Upper Stewiacke	W. C. Kennedy	do	16	3	12 months	195 00
Brookvale and Middle Musquodoboit	A. McCabe	do	9	1	12 do	49 00
Brown's Book and Parrsborough	H. Brown	do	12	1	6 do	32 50
Buckley's and Canada Creek	H. A. Balson	do	10	2	12 do	74 00
Buckley's and Somerset	A. Steadman	do	13	2	12 do	92 00
Burncoat and Noel	A. M. Crow	do	4 $\frac{3}{4}$	2	12 do	78 00
Cambridge Station and Condon Settlement	W. H. Farrin	do	9	1	8 do	26 48
Canaan and Kentville	J. L. Bishop	Horse or vehicle	41	3	12 do	172 00
do	do	do	12	6	12 do	199 00
Cauning and Kentville	do	do	16	2	12 do	180 00
Cauning and Pereaux	C. R. Warner	do	16	2	12 do	180 00
Cauning and Port Wm. Station	J. L. Bishop	do	14	6	12 do	199 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Canso and Guysborough.....	G. W. Scott.....	Horse or Vehicle.	32	3	12 months..	\$ 540 00
Cape George and North Side Cape George.....	L. W. McIsaac.....	do	15	2	12 do ..	112 00
Cape Negro Island and North East Harbor.....	J. Cook.....	do	2	1	12 do ..	40 00
Cape Sable Island and round the Island.....	M. D. McGray.....	do	21	3	12 do ..	136 00
Catalone and Mainadiou.....	A. McDonald.....	do	14	2	12 & arrears	126 24
Catalone and Sydney.....	W. H. Martin.....	do	33	3	12 months..	339 00
Centreville and Hall's Harbor.....	R. D. West.....	do	16	3	12 & arrears	176 46
Chebogue and Yarmouth.....	J. Hatfield.....	do	8	2	12 months..	80 00
Chesley's and Morton's Corners.....	S. Frindel.....	do	8	1	12 do ..	30 00
Chester and Kentville.....	B. H. Calkin.....	do	46	1	12 & arrears	497 76
Chester and Windsor.....	H. B. Mitchell.....	do	38	2	9 do ..	277 50
do	J. Frail.....	do	38	2	3 do ..	92 50
Cheticamp and Grande Anse.....	A. McIntosh.....	On foot.....	25	1	12 do ..	112 00
Cheticamp and Margaree.....	D. McDonald.....	Vehicle.....	18	3	1 & arrears	22 63
Cheverie and Kennetcook.....	J. L. Sandford.....	Horse or vehicle.	8	1	11 months..	41 25
Cheverie and Newport.....	J. C. Lake.....	do	17	3	12 do ..	336 00
Cheverie and Walton.....	T. Parker.....	Vehicle.....	13	3	12 do ..	133 00
Chezetcook and Dartmouth.....	J. Dillman.....	Horse or vehicle.	24	1	12 do ..	119 49
Chezetcook and Porter's Lake.....	G. E. Ormon.....	Vehicle.....	3	3	12 do ..	39 00
Chipman's Brook and Lakeville.....	E. C. Bligh.....	do	12	2	12 do ..	94 50
Christmas Island and River Denis.....	J. McLean.....	do	38	2	12 do ..	212 00
Christmas Island and Sydney.....	J. Tobin.....	do	42	2	12 & arrears	424 31
Churchville and New Glasgow.....	T. McDonald.....	do	18	2	12 months..	156 00
Clementsport and Clementsvale.....	A. W. Shaw.....	do	4	1	12 do ..	39 88
Clyde River and Gunning Cove.....	S. Van Norden.....	do	33	3	12 do ..	186 24
Cognagun River and Kennetcook.....	J. Reynolds.....	do	44	1	12 do ..	18 00
Concord and Glengarry Station.....	J. A. Marshall.....	Horse or vehicle.	22	2	12 do ..	125 00
Cow Bay and False Bay Beach.....	R. McAulay.....	Vehicle.....	6	3	12 do ..	92 00
Craig's and Hawkins.....	G. Craig.....	do	5	1	12 do ..	24 00
Cranberry Head and Yarmouth.....	A. Thurston.....	do	8	1	12 do ..	65 50
Cross Roads, Country Harbor and Goshen.....	A. Sutherland.....	Horse or vehicle.	16	1	6 do ..	20 00
do	A. Gunn.....	do	16	1	6 do ..	19 00
Cross Roads, Country Harbor and Guysborough.....	J. A. Knodell.....	do	28	2	6 do ..	235 00
Cross Roads, River Dennis, and River Dennis, &c.....	A. McIntyre.....	Vehicle.....	11	3	12 do ..	46 00
Crow Harbor and Port Felix.....	C. B. Marshall.....	do	16	2	3 do ..	40 00
Dalhousie Settlement & Durham Dartmouth and Entrance South East Passage.....	G. Adamson.....	do	11	1	12 do ..	50 00
do	J. D. Woodman.....	do	7	1	12 do ..	60 00
Dartmouth and Halifax.....	L. Sterns.....	Foot and ferry..	1	18	12 do ..	52 00
Dartmouth and Montague Mines.....	T. Barker.....	Horse or vehicle.	7	6	12 do ..	200 00
Digby and North Range Corner.....	G. Stailing.....	do	10	1	12 do ..	52 00
Digby and Thorne's Cove Point.....	C. Chute.....	Vehicle.....	8	2	12 do ..	75 00
Digby and Westport.....	J. H. Timpany.....	Horse or vehicle.	42	3	6 12 do ..	1,418 25
Digby and Yarmouth.....	G. Stailing.....	Vehicle.....	70	6	12 do ..	1,928 00
Earlton and Pictou.....	W. J. McKay.....	do	30	1	12 do ..	141 00
Earlton and Truro.....	H. Sutherland.....	do	27	2	12 do ..	180 00
Eastern Harbor and Port Hastings.....	J. McNeil.....	do	203	6	11 do ..	4,125 00
East River (West Branch) and Hopewell.....	J. Urquhart.....	Horseback.....	6	2	12 do ..	50 00
Eastville and Upper Stewiacke.....	J. R. Ellis.....	Vehicle.....	7	1	12 do ..	40 00
Eig Mountain and Maryvale.....	C. S. McGilivray.....	Optional.....	4	1	3 do ..	3 25
Elmsdale and Gay's River.....	J. Logan.....	Vehicle.....	11	1	12 & arrears	39 78

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Elmsdale and Renfrew	W. Garden.....	Vehicle	12	1	12 months...	52 00
Enfield and Oldham.....	G. Johnson.....	do	3½	6	12 do	110 00
Enfield and Renfrew.....	W. Garden.....	do	7	3	12 do	150 00
Englishtown and Ingonishe.....	M. Morison.....	do	32	2	12 months & arrears	364 92
Englishtown and Munro's Point.....	D. McAulay.....	do	3	1	12 months...	20 00
Englishtown and NewCampbell'n.....	D. McAskill.....	do	9	2	12 do	116 00
Falkland Ridge and Springfield.....	B. McNayer.....	do	6	1	12 months & arrears	40 81
Falmouth Bridge and Mortonville.....	J. S. Smith.....	Optional.....	7	3	12 months...	100 00
Five Islands and Londonderry.....	R. J. Alkern.....	Vehicle.....	33	3	12 do	380 00
Five Islands and Maccan.....	M. Lodge.....	do	22	1	12 do	98 06
Five Islands and Parrsborough.....	C. Smith.....	do	15	3	12 do	234 06
Folly Mountain and Londonderry.....	H. McLean.....	Horse or vehicle.	6	1	4 ms. 20 dy's	15 58
Forbes' and Point Brulje.....	J. Forbes.....	On foot.....	2	1	12 months...	25 00
Forristall's and Port Mulgrave.....	E. May.....	Vehicle.....	4	3	12 do	84 00
Fouchie and St. Peters.....	J. Kyte.....	do	45	2	6 do	99 74
Frencavale and North-West Arm.....	L. LeClare.....	Optional.....	5	1	12 do	19 76
Gaberoose and Marion Bridge.....	C. McLeod.....	do	13	2	12 months & arrears	106 07
Gaspereaux and Wolfville.....	S. Caldwell.....	do	2½	3	12 months...	50 40
Gay's River and Meagher's Grant.....	J. Dowling.....	do	33	1	12 do	71 00
Gay's River and Newman's.....	R. Killagh.....	Horse or vehicle.	12	1	12 do	38 00
Goldenville and Shebrookke.....	J. Fraser.....	Vehicle.....	2½	6	12 do	116 80
Gore and Kennetcook.....	W. E. Casey and Executors.....	Optional.....	17	1	9 do	52 50
Gore and Maitland.....	J. S. Smith.....	do	20	2	12 do	205 33
Gore and Mosherville.....	J. Anthony.....	Vehicle.....	17	1	3 do	18 75
Gore and Newport.....	R. S. Dimock.....	Optional.....	22	2	12 months & arrears	254 78
Gore and Shubenacadie.....	W. Walker.....	do	21	1	12 do	116 80
Gowrie and Sydney.....	T. S. Lindsay.....	Vehicle.....	28	3	9 do	429 00
Grande Anse and Grandique.....	B. McPherson.....	Optional.....	3	6	12 do	265 00
Grande Anse and West Bay.....	M. Morrison.....	do	12	1	6 do	30 00
Grand Mira and Sydney.....	T. Battersby.....	Vehicle.....	12	2	12 do	159 36
Grand River and Loch Lomond.....	D. Morrison.....	Optional.....	9	1	12 do	27 40
Grand River and St. Peter's.....	W. Bulger.....	do	45	2	6 do	100 00
Granville and West Chester.....	G. L. Purdy.....	Vehicle.....	6	2	1 week	1 38
Guysborough and Melrose.....	G. W. Scott.....	Optional.....	38	2	6 months...	200 00
Guysborough and Port Mulgrave.....	W. G. Scott.....	do	24	2	6 do	100 00
do do	W. H. McKeough	do	24	2	6 do	90 00
Guysborough and Port Mulgrave (via Shore).....	do	do	35	1	12 do	144 00
Guysborough and Tor Bay.....	J. Dickey.....	do	28	1	12 do	110 00
Guysborough Intervale and St. Andrews.....	D. McDonald.....	do	18	1	12 do	60 00
Half Island Cove and WhiteHead.....	A. David.....	Horse or vehicle.	20	2	9 do	90 00
Halifax and Lower Prospect.....	D. Slanghenwhite	Optional.....	23	1	12 months & arrears	48 96
Halifax and Marie Joseph.....	T. Archibald.....	do	112	3	9 months...	1,550 00
Halifax and Prospect.....	J. Coolen.....	do	21	2	12 do	134 40
Halifax and Sambro.....	M. Neville.....	do	20	1	12 do	120 00
Halifax and Shelburne.....	A. King.....	do	160	6	12 (less fine)	6,408 00
Halifax and Wharf.....	B. W. Cochran.....	do .....	.....	.....	Special trips	2 00
Hantsport and Lochansville.....	W. Glenn.....	do	28	3	12 months...	80 00
Harbourville and Morden.....	W. Balcom.....	do	8	1	12 do	37 73
Harbourville and Somerset.....	A. Steadman.....	do	15	2	12 do	88 00
Hastings and Warren.....	R. Chapman.....	do	3	1	12 do	15 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Head St. Margaret's Bay and Peggy's Cove	P. Boutilier	Optional	20	3	12 months	300 00
Head Sable River and Locke Port	J. Griffin	Horse or vehicle	14½	6	12 do	475 48
Head West Bay and Port Hastings	A. McQuarrie	Vehicle	16	2	12 do	100 00
Head West Bay and St. Peter's	D. Ross	do	29	1	3 do	32 00
do do	A. Urquhart	do	32	1	9 do	107 61
Indian Harbor and Wine Harbor	M. Robison	Optional	5	3	12 do	39 48
Indian Point and Mahone Bay	P. Heyson	do	4	1	12 do	30 00
Ingonishe and Neil's Harbor	J. McDonald	do	14	2	12 months & arrears	138 46
Isaac's Harbor and Melrose	J. Stewart	Vehicle	27	3	12 months	440 00
Jeddore and Kent's Island	C. Mosher	Horse or vehicle	2½	1	12 do	12 00
Jeddore and Musquodoboit Harbor	J. Gardner	do do	12	1	12 do	48 00
Joggin's Mines and Shulie	J. McKenzie	Vehicle	5	2	12 do	146 66
Jordan Bay and Shelburne	J. T. Hines	do	11	1	12 do	65 00
Jordan River and Thorneburne	E. Martin	do	5	1	12 do	16 00
Judique and River Dennis	D. McDonald	do	15	1	12 do	50 09
Kemptown and Riversdale	R. J. Hingley	do	5	2	12 do	96 09
Kemptonville and Yarmouth	W. Proser	do	26	1	12 do	112 00
Kennetcook Corner and Noel	A. Harvey	do	8	1	12 months & arrears	48 96
Kentville and West Cornwallis	M. Kinsman	do	18	3	12 months	170 09
Kingsbury and Lunenburg	J. E. Hunt	do	23	2	3 do	58 75
Kingston Village and Neily Road	N. Rutherford	do	14	1	12 months & arrears	37 75
La Have Cross Roads and Lunenburg	J. E. Hunt	do	17	2	3 do	50 00
Lake Ainslie and South Side Lake Ainslie	J. McKinnon	Optional	6	1	12 do	20 00
Lawrencetown and Marshall's Cove	J. Balcom	Vehicle	2½	2	12 do	143 00
Lawrencetown and Wilmot	J. Woodbury	do	20	1	12 do	80 00
Lime Rock and West River	R. B. Munro	do	2½	1	12 do	18 00
Lingan and Sydney	J. Curry	do	18	3	12 do	300 00
Little Bras d'Or and Sydney Mines	K. R. McKenzie	do	180 yds.	3	3 do	10 00
Little Glace Bay and Sydney	W. Power	do	17	3	12 do	275 00
Little Harbor and New Glasgow	D. McDonald	do	12	2	12 do	55 00
Little Narrows and McKay's Point	M. Morison	do	14	1	12 do	44 00
Little River Shore and Pomquette Forks	J. McKinnon	do	5	1	6 do	15 90
Liverpool and Milton	A. Ford	do	2½	6	12 do	160 00
Liverpool and Port Medway	S. Cahoun	do	10	3	13 do	200 00
Lochaber and St. Andrews	A. Sinclair	do	20	1	12 do	196 00
Lochside and Red Islands	P. Campbell	Horse or vehicle	7	2	12 do	58 00
Londonderry and Truro	C. E. Pearson	Vehicle	20	2	7 mo. 10 days	85 45
do do	E. Huestis	do	20	2	Special trip.	35 00
Londonderry and Wallace River	W. A. Fletcher	do	17½	6	7 mo. 10 days & arrears	454 50
Lower Cove and Maccan	S. E. Freeman	do	16	6	4 mo. 29 days	223 81
Lower Cove and River Hebert	B. Wilson	do	6	3	7 mo. 4½ days	59 54
Lower Rawdon and South Rawdon	B. Blais	do	5	1	6 months	10 00
Lower South River & Pomquette Forks	J. Kelly	do	14	2	12 do	88 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Lower Stewiacke and Middle Stewiacke	T. Parker	Vehicle	13	1	12 months ..	37 72
Lower Stewiacke and Princeport do	do	do	35	1	3 do ..	25 00
do	G. Ambrose	do	35	1	9 do ..	88 11
Lower Stewiacke and St. Andrews	T. Parker	do	25	1	12 mo. & arrears less fine ..	122 58
Lunenburg and Ovens.	W. H. Morton ..	do	23	2	6 months ..	103 00
McLellan's Mountain and New Glasgow	D. McDonald ..	do	13	1	6 months & arrears ..	33 44
Mabou and Margaree	J. McNeil	do	40	1	4 months & arrears ..	45 88
Mabou and Mull River	A. Beaton	do	6	1	6 months ..	7 86
Mabou and Sight Point	R. P. Fynn	do	15	1	12 do ..	60 00
Mabou and Whycomoh	do	do	21	1	6 do ..	56 00
Maccan and Nappan	S. E. Freeman ..	Optional ..	2	3	4 mo. 20 days ..	38 92
Mahone Bay and New Germany ..	W. Nichols	Vehicle	18	1	12 months & arrears ..	74 49
Main Post Road and Marshalltown	S. Ryan	do	$\frac{1}{2}$	6	12 months ..	28 00
Maitland and Noel	D. R. Smith	do	12	3	12 do ..	156 00
Maitland and Shubenacadie	J. Lynch	do	20	6	12 do ..	398 00
Malagash and Wallace	M. B. Huestis ..	do	15	2	12 months & arrears ..	102 95
Malagawatch and River Dennis ..	A. McIntyre	do	8	1	12 months ..	60 00
Malagawatch and West Bay	D. McLeod	do	16	2	12 do ..	104 00
Malignant Cove and New Glasgow ..	A. McIsaac	do	36 $\frac{1}{2}$	2	12 months & arrears ..	387 00
Margaree Forks and Middle Section, North-east Margaree	H. Fraser	do	9	1	3 months ..	6 00
Margaree Forks and Middle Section, North-east Margaree	W. Burton	do	9	1	9 do ..	14 25
Margaree Forks and Whycomoh	L. McDougall ..	do	30	1	12 do ..	120 00
Margaretsville and Wilmot	W. F. Woodbury ..	do	21	2	12 do ..	137 92
Marie Joseph and Sherbrooke	J. Wilson	do	22	2	12 months & arrears ..	243 93
Meagher's Grant and Musquodoboit Harbor	T. Archibald ..	do	14	1	12 months ..	80 00
Melrose and Shubenacadie	J. Tays	do	80	2	12 months & arrears ..	1,657 98
Melvorn Square and Wilmot	H. Goucher	do	4	1	12 months ..	24 00
Merigonishe and Piedmont Valley ..	J. McDonald	do	5	1	12 do ..	26 45
Mill Village and Port Medway	E. Bent	do	5	3	12 do ..	105 00
Minudie and River Hebert	J. Moffat	do	7	3	4 mo. 20 days ..	38 92
Molasses Harbor and Tor Bay	E. Pelerin	do	14	1	9 months ..	73 50
Mount Uniacke and Mount Uniacke Mines	R. McLearn	Optional ..	3	3	3 months & arrears ..	16 18
Mount Uniacke and South Rawdon	J. McLearn	Vehicle	9	1	6 months ..	29 96
Mount Uniacke and South Rawdon	W. C. Casey	do	9 $\frac{1}{2}$	1	6 do ..	51 62
Munro's Point and South Gut, St. Ann's	D. Morrison	do	7	1	12 do ..	38 00
Neily Road and Rhodes	A. Jacques	do	10	1	12 do ..	24 00
New Annan and Tatamagouche	J. Lombard	do	23	2	12 months & arrears ..	112 19
New Germany and Northfield	S. Mackey	do	3	1	12 months ..	40 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
New Glasgow and Sherbrooke.	J. F. Sargent	Vehicle	56	6	12 months	\$ 1,600 00
New Glasgow and Sydney	T. S. Lindsay	do	244	6	12 months & arrears	13,913 33
Newport and Newport Landing.	J. Simpson	do	8	6	12 months	200 00
Newport and Newport Station.	D. Hunter	do	5	6	12 do	118 72
Newport and South Rawdon.	S. Harvie	do	10	1	12 do	40 00
Newport and Upper Newport.	do	do	6	1	12 do	32 00
Newport and Walton.	J. Brown	do	16½	3	12 do	187 00
New Ross and Stoddart's.	J. W. Boylan	do	26	1	12 months & arrears	150 23
New Ross and Vaughan's.	G. Ross	do	15	2	12 do	153 00
New Tusket and Weymouth.	M. Weaver	do	12	1	12 months	56 00
Nicholl's Corner and Willis Foster's.	E. Phinny	do	26	1	12 do	98 00
Nictaux and Wilmot.	E. Gates	do	4½	3	12 do	71 93
Nine Mile River and Shubenacadie.	J. W. Densmore.	do	40	1	12 do	78 48
Noel and Shubenacadie.	do	do	28	1	12 months & arrears	131 25
Noel and Walton	A. C. O'Brien	do	16	3	12 months	195 72
North River Bridge and St. Ann's.	M. McDonald.	do	4	1	12 do	26 48
Oxford and Pugwash.	W. Chapman.	Horse or vehicle.	19	1	1 mo. 20 days	7 53
do do	C. E. McNutt.	do	19	1	3 months	18 75
Oxford and River Philip.	O. Fillmore	Vehicle	15	6	4 mo. 20 days	93 53
Palmer's Road and Post Road, & Parker's Cove and McKenzie's Road.	G. W. Eaton.	do	6½	1	12 months	30 00
Parrsborough and Wharf.	M. W. Essar	do	8	1	12 do	35 00
Pictou and River John.	M. Gavin	do	2	1	Season 1872.	23 00
Pictou and West River Station.	D. Langill	do	21	1	12 months	68 00
Pineo Village and Sharp's Bridge.	T. G. Anderson.	do	22	3	12 do	380 00
Pineo Village and South Berwick.	W. S. Sharp	do	3	3	4 do	16 67
Pomquette Forks and Tracadie.	W. Bowles	do	17½	1	12 do	44 00
do do	D. McDougall.	do	14½	1	9 months & arrears	45 87
Port Caledonia and Sydney.	A. McDougall.	do	14½	1	3 months	22 50
Port Felix and Tor Bay.	F. S. Lindsay	do	14	3	3 do	141 00
Port Hastings and Port Hood.	J. Boudroit	do	15	1	3 do	15 00
Port Hawkesbury and Port Richmond.	J. McNeil.	do	40	6	1 do	88 33
Port Hawkesbury and River Inhabitant.	G. W. Henesey.	do	20	3	3 do	30 00
Port Hawkesbury and West Bay.	R. B. Henesey	do	13	3	9 do	146 25
Port Hood and Port Hood Island.	D. Cameron.	do	13	1	Season 1872.	40 00
Port Mulgrave and Steep Creek.	J. Smith	do	1½	2	12 months	30 00
Port Royal and West Arichat.	A. H. Partridge.	do	11	1	12 do	59 00
Power's and River Bourgeoise.	J. Lafford	do	3½	3	12 do	100 00
Princeport and Truro.	J. Kyte	do	2	3	12 do	39 00
Pubnico Beach and Pubnico Harbor.	E. Archibald	do	16	2	12 do	164 00
Pugwash and River Philip.	J. McComisky	Horse or vehicle.	15	3	12 months & arrears	221 12
Pugwash and Thompson's Mills.	W. Chapman.	Vehicle	24	1	7 mo. 10 days	41 02
Pugwash and Truro.	J. Blair & Son.	do	17	6	4 m. 13 days	194 62
Pugwash and Wallace.	do	do	52	3	7 m. 10 days	519 14
Bear Black River and West Bay.	J. Dotten	do	20	1	12 months	58 00
Reserved Mines and Sydney.	M. Morrison	do	4½	1	6 do	10 00
River Philip and Salem.	J. O'Callaghan	do	12	3	1 do	13 00
River Philip & Shinemicas' Bridge.	E. B. Black	do	20	1	7 mo. 10 days	47 64
	O. Fillmore	do	19	1	12 months	64 00

REPORT No. 2 B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
River Philip and West Branch ..	M. Chapman	Vehicle	5	3	7mo. 10 days & arrears.	\$ 27 90
River Philip and West Chester ..	E. J. Purdy	do	29	1	7mo. 10 days	72 07
Roseway River and Shelburne ..	J. T. Hynes	do	34	1	12 months ..	120 00
Salmon River, Lake Settlement, and South River Lake	S. McGuire	do	15	1	6 & arrears	26 75
do do	B. McGuire	do	15	1	6 months ..	25 74
Shea's River and west side Lake Ainslie	A. McDonald	do	10	1	12 do ..	45 02
Shelburne and Yarmouth	O. Davison	do	67	6	12 do ..	1600 00
Sherbrooke and Wine Harbor	J. Gillis	do	13	6	12 do ..	300 00
Shubenacadie and Shubenacadie ..	G. W. Walker	On foot	34½	2	12 do ..	100 00
Six Mile Brook and West River ..	J. McKay	Vehicle	5	1	12 do ..	30 00
South Branch Stewiacke River and Upper Stewiacke	T. Cox	do	7	2	12 do ..	39 88
South Harbor and White Point ..	A. McPherson	do	9	1	12 & arrears	118 40
Stellarton and Westville	D. Munro	do	3	3	12 months ..	156 00
Sydney and Sydney Mines	J. O'Calligan	do	20	6	12 do ..	588 00
Tatamagouche and Truro	J. Blair & Son	do	30	3	4mo. 20dys	190 67
Thompson's Mills and Wallace ..	B. Blair	do	20	6	4mo. 20dys	311 39
Tracadie and Usher	E. Côté	do	4	1	12 months ..	26 00
Truro and River Débert	C. P. Penn	do	31	3	4mo. 20dys	88 95
Tusket Wedge and Yarmouth	J. M. LeBlanc	do	12	1	12 months ..	90 00
Upper Musquodoboit and Upper Stewiacke	F. Cox	do	7	1	12 do ..	48 00
Upper Newport and Woodville ..	T. Dimock	On foot	1½	1	11 do ..	9 53
Upper Stewiacke and Upper Stewiacke	J. McNaught	Vehicle	20	2	12 do ..	54 00
Wallace and Wallace River	J. Potten	do	14½	1	12 do ..	73 76
Wallace River and West Chester ..	G. L. Purdy	do	12	3	7mo. 10dys	101 04
Waverley and Windsor Junction ..	J. Lingley	do	3	6	12 months ..	99 00
West River and Westville	R. B. Munro	do	9	3	12 do ..	128 00
FERRIAGES.						
Archat and Grandique	G. Lafford		1	6	12 & arrears	122 40
Baddeck and Boulardarie	K. Matheson		3	2	12 do ..	106 07
Baddeck and Grand Narrows	J. S. McNeil		2	1	12 do ..	25 51
Baddeck and New Campbellton ..	A. Morrison		1	1	12 do ..	53 05
Cape Sable Island and Round the Island ..	M. D. McGray		1	3	12 do ..	76 80
Digby and Westport (Grand Passage) ..	J. H. Timpany		2	3	3 do ..	17 67
Digby and Westport (Petit Passage) ..	do		1	3	3 do ..	17 67
Grand Narrows and Sydney	J. Tobin		1	2	12 do ..	15 30
Halifax and Head of Musquodoboit Harbor (Dartmouth Ferry)	T. Archibald		3	3	6 do ..	20 81
Halifax and Head of Musquodoboit Harbor (Messer's River Ferry)	do		3	3	6 do ..	8 06
Halifax and Head of Musquodoboit Harbor (Sheet Harbor Ferry)	do		180 yds.	3	6 do ..	10 89
Little Bras d'Or and Sydney Mines	K. R. McKenzie		do	3	9 do ..	30 81
Total						\$77,701 97

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the year ended 30th June, 1873.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week	Period.	Amount.
Acadia Mines and Railway Station	J. McSween	Horse or vehicle	2	6	4ms. 20dys	\$ 87 43
Amherst and Railway Station	J. Hillson	On foot	24	12	12 months	200 00
Annapolis and do	J. V. Gavaza	do	12	12	do	50 00
Athol and do	J. Elderkin	do	12	4ms.	20dys	38 97
Avonport and do	C. E. Rathburn	do	3	3	3 months	12 50
do do	W. F. Newcomb	do	3	9	do	37 50
Aylesford and do	T. R. Harris	do	12	12	do	40 00
Berwick and do	J. M. Parker	Vehicle	12	12	do	60 00
Bridgetown and do	F. Crosskill	do	12	12	do	40 00
Brookfield and do	J. Graham	On foot	12	12	do	20 00
Elmsdale and do	A. Dunbar	do	60	12	do	20 00
Folly Lake and do	A. McCulloch	do	2	12	4ms. 20dys	7 79
Halifax and do	F. W. Fishwick	do	1	As req.	12 months	900 00
Hantsport and do	W. Davidson	do	12	12	do	20 00
Hopewell and do	J. Gunn	do	12	12	do	28 75
Kentville and do	G. E. Calkin	do	275	24	12 do	104 00
Lawrencetown and do	J. W. James	do	12	12	do	30 00
Lower Horton and do	A. Borden	do	12	12	do	70 00
Middleton and do	A. Beals	do	12	12	do	40 00
Mount Denison and do	J. Shaw	do	3	12	do	16 00
Neily Road and do	T. H. Allison	do	100	12	do	16 00
New Glasgow and do	H. McDonald	do	1	As req.	12 do	214 66
Paradise and do	W. H. Troop	Foot or horseback	12	12	do	40 00
Pictou and do	W. McDonald	do	24	12	do	185 25
Pineo Village and do	J. S. Pineo	On foot	70	12	do	20 00
River Débert and do	P. Fulmor	do	1	12	4ms. 20dys	7 79
River Philip and do	W. C. Phillips	Vehicle	2	12	4ms. 20dys	77 94
Riversdale and do	R. J. Kingley	On foot	1	12	From 1 July, '69, to 31 March, 73.	120 00
Shubenacadie and do	A. Kirkpatrick	do	100	12	12 months	40 00
Stellarton and do	H. McKenzie	do	12	12	do	48 00
Truro and do	C. B. Archibald	do	12	12	& arrears	304 00
Tupperville and do	C. E. Spurr	Optional	3 3/4	3	12 do	73 70
Wilmot and do	J. A. Gibbon	On foot	10	12	12 months	20 00
Windsor and do	P. S. Burnham	do	24	12	do	60 00
Wolfville and do	G. V. Rand	do	1 1/2	12	do	80 00
Total....						\$3,135 28

A. CAMPBELL,
Postmaster-General,

H. A. WICKSTEED,
Accountant.

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Halifax and Boston, U. S.	Boston and Colonial Steamship Co.	400	1	12 months..	400 00
Halifax and Portland, U. S.	N. E. and N. S. Steamship Co.	340	1	12 do ..	3,982 03
Lower Horton, Windsor and Parrsborough.....	G. Newcomb.....	40	1	Season 1872..	30 00
Sydney and West Bay	J. Taylor & Co.....	95	.....	do ..	100 00
				Total...	\$4,512 03

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, B.—Detail of all payments for Mail Transportation, in Nova Scotia, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Annapolis, Halifax, Kentville and Windsor	W. & A. Railway Co.	129 6 &	12	12 months..	7,336 72
Halifax, Pictou and Truro, and to Amherst, from 1st October, 1872.....	Government Railway	190	6	12 do ..	11,278 32
				Total...	\$18,615 04

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2 B.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in
Nova Scotia, made within Year ended 30th June, 1873.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
Westfield Lock Works Co.....	Brass Mail Locks.....	33 06
R. Malcom.....	Rivet Seals.....	83 60
R. Martin.....	Mail Bags, and repairs.....	764 75
Condon & Adams.....	Mail Bags... ..	252 63
R. McMillan.....	Labelling Mail Bags.....	65 40
W. E. Peters.....	Repairing do.....	3 00
	Total.....	\$1,202 44

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1873.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albert Mines, Curryville and Hillsborough	R. Gross	Vehicle	1 & 8	1 & 6	12 months	149 88
Alexander's Point and Little Shippigan	O. Valley	do	12	1	12 do	65 00
Alexander's Point and Shippigan	E. Dugue	do	3	2	12 do	60 00
Amherst, N. S., and Truro, N. S.	C. B. Archibald	do			Special trips	545 00
Andover and Fort Fairfield	R. Scott	do	7	2	12 months	89 72
Andover and Riley Brook	G. L. Kelley	do	62	1	12 do	380 00
Annagance and Corn Hill	J. H. Stockton	do	6	2	12 do	73 00
Annagance and Elgin	G. Killam	do	11	2	6 do	44 50
do do	L. Geldart	do	11	2	6 do	52 00
Annagance and Sussex Portage	H. Palmer	do			Special trips	4 00
Apohaqui, Mill Stream and Cole's Island	H. D. McLeod	do	24	2 & 1	12 months	200 00
Archibald Settlement and River Louison	D. Black	do	3	1	12 do	12 96
Armstrong's Corner and Olinville	W. Tilley	do	5	1	12 do	35 00
Au Lac and Sackville	A. Dixon	do	2	1	12 do	15 00
Au Lac, Westmoreland Point and Port Elgin	H. Lowerison	do	20	12 & 6	9 do	390 00
Back Bay and St. George	A. J. Seely	do	7	1	12 do	78 00
Baie Verte, Cape Tormentine and Westmoreland Point	C. Richardson	do	37	2 & 3	3 do	93 75
Baie Verte and Murray's Corner	J. T. Murray	do	15	2	12 do	70 00
Baie Verte and Shediac	W. Carpenter	do	30	3	3 do	75 00
Barnaby River and Newcastle	J. Ivory	do	10	3	12 do	149 00
Bath and Carlow	W. Boyd	do	11	2	12 do	70 00
Bath and Holmesville	do	do	6	1	12 do	20 00
Bath and Wicklow	S. Drost	do	2	3	12 do	30 00
Bathurst, Chatham and Newcastle	W. M. Kelly	do	49	6	12 do	1,739 00
Bathurst and Dalhousie	S. McGregor	do	52	6	12 do	1,900 00
Bathurst and Shippigan	M. Reardon	do	70	3	12 do	720 00
Bayfield and Port Elgin	T. Heuson	do	25	1 & 2	9 do	126 00
Bay Side and St. Andrews	J. Simpson	do	7	2	12 do	60 00
Beaver Harbor, Pennfield and St. George	J. Prescott	do	1 & 9	1 & 2	12 do	74 48
Belleisle Bay and Long Point	J. Coulter	do	14	2	12 do	20 00
Belleisle Creek and Norton Station	W. J. Case	do	9	1	12 do	28 60
Black Brook and Chatham	A. Marshall	do	8	2	12 do	79 48
Black River and Escuminac	W. V. Ullock	do	30	1	12 do	110 08
Bisville and Juvenile Settlement	G. Hoyt	do	6	1	6 do	18 00
Bloomfield and Upper Woodstock	B. Hume	do	48 1/2	1	12 do	141 74
Boundary Creek and Steeves' Mountain	N. Wilson	do	34	1	12 do	29 48
Ductouche and McLaughlan Road	A. Peterkin	do	19 1/2	1	12 do	63 33
Burnt Church and Church Point	W. M. Salter	do	4	1	8 mo's 14 dy's	28 15
Butternut Ridge, Forks and Petitcodiac	W. Keith	do	12 & 14	1, 3 & 6	12 months	206 13
Butternut Ridge and Mill Stream	C. B. Parlee	do	29	1	12 do	67 48
Campbellton and Dalhousie	A. Fraser	do	15	6	12 (less fine)	425 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Campbellton, Flatlands and Upsalquitch	J. Cooling	Vehicle	13	2&1	12 months..	120 00
Campo Bello and Wilson's Beach	J. Brown	do	8	1	12 do ..	40 00
Canterbury, Canterbury Station and Forest City	J. Scott	do	8&29	2&1	8 do ..	172 72
Canterbury, Canterbury Station, and McAdam's Mills	do	do	8&9	.....	Special trips	34 00
Canterbury, Canterbury Station and North Lake	do	do	8&17	2&1	4 months..	63 33
Central Blissville, Hart's Mills and Fredericton Junction	T. Colman	do	1&4	1&6	12 do ..	30 00
Chance Harbor and Lepreaux	R. Hope	do	17	2	3 do ..	36 50
Chance Harbor, Mace's Bay and Lepreaux	do	do	19	2&6	9 do ..	139 50
Charleston and Middle Simonds	G. F. Foster	do	7	1	12 do ..	29 48
Chatham and Fredericton	R. Orr	do	108	3	2mo's26 days	325 00
Chatham and Newcastle	J. Anderson	do	6	12	12 months..	498 00
Chatham and Shediac	W. M. Kelly	do	77	6	12 (less fine)	2,109 00
Chatham and Shippigan	T. Barry	do	73	2	12 months..	680 00
Chatham and South Nelson	W. Ullock	do	9	6	12 do ..	149 00
Chatham and Gagetown	D. Lawson	do	40	2	12 (less fine)	474 00
Clarendon and Welsford	C. A. Ogden	do	10½	1	12 months..	69 00
Cocaigne and Scovil's Mills	W. J. Dysart	do	7	2	1 mo' 7 d'ys	4 47
do do	A. McWilliam	do	7	2	5 mo's16 d'ys	22 66
do do	W. Johnston	do	7	2	5 mo's 9 d'ys	24 65
Cody's and Springfield	C. Little	do	18	1	4 months..	20 36
do do	W. Northup	do	18	1	1 do ..	6 25
Cole's Island and Forks	D. Marr	do	18	1	12 do ..	105 00
Cole's Island and Gagetown	G. F. Nevers	do	41½	2	12 (less fine)	423 00
Cole's Island and Narrows	B. Thorne	do	10	1	3 months..	25 00
Collicut Corner and Elgin	J. Gifford	do	15	1	12 do ..	56 66
Collina Corner and Springfield	J. J. Scovil	do	9	1	12 do ..	72 00
Dalhousie and Dundee	S. McGregor	do	9	1	12 do ..	51 96
Dalhousie and Gulf Steamers	H. A. Johnson	On foot	1	1	Season 1872.	10 00
Debeck Junction and Woodstock	Glidden & Gilman	Vehicle	.....	.....	Special trips	5 00
Dorchester and Rockland	R. A. Chapman	do	3	3	3 months..	12 50
do do	W. Dobson	do	3	3	7 do ..	91 00
Dorchester and Rockport	J. Read	do	12	2	12 do ..	109 00
Dover and Memramcook	P. Bourgeois	do	18	2	12 do ..	120 00
Dover and Moncton	W. Steeves	do	12	2	12 do ..	75 00
Doyle Settlement and River Louison	D. Murchie	do	3	1	12 do ..	14 00
Dungiven and Memramcook	J. McVey	do	4	1	12 do ..	25 00
Duprey and Gailey	C. Duprey	Optional	2	1	3 do ..	3 00
East Scotch Settlement and Springfield	C. Little	Vehicle	8	1	6 mo's14 d'ys	12 87
Edmundston and Grand Falls	J. R. Curran	do	37	6	12 months..	1,596 00
Edmundston and Mouth of St. Francis	J. Hartt	do	36	2	12 do ..	274 00
Elgin and Petitcodiac	G. Johnston	do	12	1	6 do ..	19 74
do do	W. P. Robinson	do	12	1	6 do ..	25 74
Fairhaven and Lord's Cove	T. H. Palmer	do	8	1	12 do ..	49 00
Florenceville and Florenceville East	A. Taylor	do	11½	1	12 do ..	9 16
Florenceville and Tracey's Mills	E. Saunders	do	16	3	12 do ..	136 48
Florenceville and Upper Peel	A. Taylor	do	16	1	12 do ..	253 62

REPORT No. 2 C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Four Corners, Point Midgie and North Lakes	S. Dobson	Vehicle	18	1	12 months ..	40 00
Fredericton and Letter Boxes	D. Tobin	On foot	1	12	12 months & arrears ..	43 83
Fredericton and Marysville	T. R. Dunphy ..	Vehicle	6	6	12 months, (less fine) ..	99 00
Fredericton and Newcastle	R. Orr	do	102	3	9 mo. 6 days ..	996 66
Fredericton and New Maryland	L. Fisher	do	5	1	12 months ..	40 00
Fredericton and Stanley	T. B. Dunphy ..	do	28	1	12 do ..	174 00
Fredericton and Steamers	D. Tobin	On foot	1	6	Season, 1872 ..	15 00
Fredericton and Woodstock, East side	T. B. Dunphy ..	Vehicle	82	1 & 3	12 months, (less fine) ..	734 90
Fredericton and Woodstock, West side	Golding & Vantwart ..	do	63	2	12 months ..	1,198 00
do do do	Glidden & Gilman ..	do	63	...	Special trips ..	25 00
Fredericton and Yoho	J. O'Brien	do	15	1	12 months ..	96 00
French Lake and Rusagornis Point	H. Bunker	do	3	1	7 do ..	35 00
Gagetown and Mouth of Nerepis	S. Cameron	do	45	2	10½ do ..	426 33
do do do	N. W. DeVeber ..	do	45	...	Special trips ..	30 00
Gagetown and Oromocto	A. P. True	do	31	3	12 months, (less fine) ..	465 80
Gagetown and Welsford	do	do	28	3	2 mo. 19 days ..	121 75
do do do	F. Woods	do	28	3	9 mo. 11 days ..	412 42
Goose Creek and Shepody Road	M. Prescott	do	9	1	12 months ..	30 00
Grand Falls and Undine	J. White	do	9	1	12 do ..	49 00
Grand Falls and Woodstock	W. R. Newcomb ..	do	74	6	12 do ..	3,125 00
Grand Harbor and Grand Manan	T. Wooster	do	9	1	12 do ..	50 00
Grandique and Poirrier's	F. Leger	do	2	2	12 do ..	12 00
Hammond Vale and Sussex Corner	J. Browne	do	13	2	6 do ..	62 00
do do do	A. Markham	do	13	2	11 days ..	4 45
do do do	E. L. Price	do	15	2	5 mo. 20 days ..	77 46
Hampstead and Hibernia	J. S. Clarke	do	6	1	12 months ..	38 00
Hampstead and Wickham	J. H. Dougan	do	24	2	12 do ..	31 00
Hampton, Norton and Ossekeag	H. H. Freeze	do	74	2 & 6	12 do ..	70 00
Harewood and Salisbury	D. Murphy	do	13	1	12 do ..	46 00
Harvey and Point Wolfe	E. Stevens	do	23	3	12 do ..	219 52
Harvey and St. John	W. Fowler	do	81	1	4 mo. 6 days ..	171 41
do do	T. W. Brooks	do	81	1	7 mo. 25 days ..	296 80
Harvey and Salisbury	W. Keiver	do	42	6	12 months ..	788 00
Harvey Station and Magaguadavic	W. Atchison	do	18	2	12 do ..	150 00
Heron's Island and New Mills	P. Currie	do	4	1	12 do ..	32 00
Hillsborough and Moncton	J. Trites	do	28	2	10 do ..	165 83
Hillsborough, Rose Vale and Caledonia	W. D. Bazley	do	33	3 & 1	12 do ..	160 00
Hillsborough and Salisbury	J. Trites	do	28	2	2 do ..	33 17
Irishtown and Moncton	W. Larracey	do	16	1	12 do ..	30 00
Irishtown and Shediac	J. Sullivan	do	20	1	12 months, (less fine) ..	74 00
Keswick Ridge and Upper Haynesville	J. Allen	do	44	1	12 months ..	100 76
Kingston, Kent, and Richibucto Village	P. McCaie	do	7	1	7 do ..	18 66
Kingston, Kent, and Weldford	J. Harnett	do	29	3	12 do ..	444 00
Kingston, King's, and Lyon's Point	J. T. Appleby	do	10	1	12 do ..	80 00

REPORT No. 2 C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Kingston, King's, Nine Mile Station and Springfield.	J. T. Pitt	Vehicle	25	6&2	12 months	\$ cts. 296 00
Knowlesville and Somerville	S. H. Shaw	do	27	2	12 do	200 00
Lake George and Upper Magaguadavic	J. Moody	do	16	2&1	12 do	124 00
L'Etete and St. George	G. Dick	do	17	1	12 do	106 24
Little River, Coverdale, and Prosser Brook	W. Wilson	Horse or vehicle.	4	1	8 do	10 00
Little River, Coverdale, and Salisbury	W. Lecman	Vehicle	18	1	12 do	62 40
Little River, Sunbury, and Sheffield.	J. McGowan	do	12	1	12 do	52 64
Lower Southampton and Woodstock	D. McElwain	do	33	1	12 do	150 00
Lutz Mountain and Moncton	M. Horsman	do	8	1	12 do	41 24
Lyttleton and Newcastle	J. Tozer	do	19	1	12 do	109 48
McLeod's Mills and Palmerston	H. Landry	do	4	2	12 do	50 00
Maugerville and Steamers	W. H. Bent	do		12	Season, 1872	10 00
Maugerville and Upper Maugerville	do	do		3	do	20 00
Memramcook and Rockland	J. Sutherland	Horse or vehicle.		3	2 months	33 33
Milltown, St. Stephen and Upper Mills.	Hardy & Bridges	Vehicle	7	6&3	12 do	188 00
Millville and Upper Haynesville.	A. J. Hoyt	do	4	1	12 do	18 00
Moncton and Amherst, N. S.	C. G. O. Chipman	do			Special trips	50 00
Moncton and Reid's Cutting	Crandall & Record	do			do	2 00
Moncton and River Side	J. Ryan	do	40	2	4 months	106 66
Moncton and Salisbury	A. Wilson	do			Special trip.	15 00
Moncton and Shediac	J. E. Steadman	do			do	10 00
Moncton Road and Shediac	W. G. Bateman	do	6	1	12 months	34 00
Monument Settlement and Richmond Corner	H. Graham	do	30	1	12 do	130 00
Moore's Mills and Sussex Vale	F. C. Buchanan	do	21	1	12 do	100 00
Narrows and Springfield	P. Rogers	do	12	1	3 do	12 50
Narrows and Upper Gaspereaux	D. Mott	do	50	1	3 do	59 00
Narrows and Washademoak	M. M. Dykman	do	20	1	3 do	28 75
Narrows and Wickham	A. E. Belyea	do	16	1	3 do	39 00
New Brunswick Division					Special trips consequent upon stoppage of trains by snow, Winter, '72-'73	455 00
Newcastle and Steamers	J. Johnston	On foot	$\frac{1}{4}$	1	Season, 1872	10 00
New River and Prescott's Mills.	J. E. Knight	Vehicle	3	6	12 months	45 88
Newtown and Sussex Vale	A. McLean	do	12	2	12 do	140 00
North Joggins and Sackville	W. McHafey	do	17	1	12 do	60 00
Norton Station and Springfield	W. Kellier	do	$9\frac{1}{2}$	3	12 do	112 48
Oromocto and Waasis Station	F. McLean	do	6	12	12 do (less fine)	314 00
Ossekeag and St. Martin's	T. Brown	do	30	1	12 months	180 00
Penobscuis Station and Salmon River	A. Martin	do	31	1	12 do	127 00
Petersville and Welsford	F. Woods	do	10	2	2 do	15 97
do do	J. Burton	do	10	2	9 do	73 50
Pisarinco and Spruce Lake	T. Dean	do	8	1	15 do	32 00
Pleasant Ridge and St. Stephen.	Hardy & Bridges	do	29	1	12 do	160 00
Point du Chêne and Shediac	W. J. Hanington	do	2	6	Season, '71-'72	18 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1873.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Port Elgin and Shediac	W. Carpenter...	Vehicle	28	3	9 months..	\$ 210 00
Richmond Corner and Watson Settlement	J. Watson	do	13	1	12 do ..	52 00
River de Chûte and Upper Kent	A. Hawthorn	do	2	2	12 do ..	30 00
St. Andrews and St. George	C. C. Bridges.....	do	22	6	1 do ..	40 00
St. Andrews, St. George and St. Stephen	do	do	55	5&6	11 do ..	1,100 00
St. Andrews and St. Stephen	do	do			Special trips	45 00
St. George and St. John	Meade & Poone ..	do	45	6	12 months..	1,370 00
St. George and Second Falls	W. Bowden.....	do	9	2	7 do ..	46 08
do do	J. C. Pratt	do	9	2	5 do ..	33 33
St. James and St. Stephen	Hardy & Bridges ..	do	20	1	12 do ..	140 00
St. John and Letter Boxes, and Railway Station	J. Keatley	do		12 & 18	12 (less fine).	1,572 00
St. John, St. Martin's and Salmon River	W. Ingram	do	71	6&1	12 do ..	438 00
St. John and Sussex Vale	G. McEwen	do	43	1	12 months..	260 00
St. Patrick and Stephen	Hardy & Bridges ..	do	18	1	1 do ..	15 00
St. Stephen and The Ledge	S. McClinton	do	4	3&2	12 do ..	50 00
St. Stephen and Calais, U. S.	Hardy & Bridges ..	do	1	6	12 do ..	83 25
do do	J. A. Grant	do	1	6	1 do ..	5 00
Sackville and Amherst, N. S.	B. Estabrooks	do	10		Special trips	30 00
do do	C. G. O. Chipman ..	do	10		do ..	10 00
do do	R. W. Chipman	do	10		do ..	35 00
Sackville and Upper Sackville	A. Dixon	do	4	3	12 months..	78 40
Salt Springs and Sussex Vale	G. McEwen	do	16	1	12 do ..	80 00
Sheffield and Steamers	J. McGowan	Foot and boat		12	Season 1872.	10 00
Sheffield and Upper Gaspereaux ..	J. E. Simmons	Vehicle	52	2	11 months..	523 33
do do	T. P. Upton	do	52	2	1 do ..	47 75
Sheffield Academy and Steamers ..	W. Barker	Foot and boat		12	Season 1872.	10 00
Sprague's Point, Springfield and Tennant's Cove	J. Kellier	Vehicle	20	2&1	12 months..	80 00
Sussex Corner and Sussex Vale	H. McMonagle	do	2	6	12 do ..	60 00
Upper Gagetown and Steamers	W. Chase	Foot and boat		12	Season 1872.	10 00
Upper Sheffield and Steamers	S. B. Taylor	do		12	do ..	10 00
Woodstock and Houlton, U. S.	R. Orr	Vehicle	14	6	12 months..	100 00
						\$38,810 43

A. CAMPBELL,
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H. A. WICKSTEED,
Accountant.

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the Year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Bloomfield and Railway Station	N. Wetmore	Vehicle	12	12	12 months	\$ 30 00
Boundary Creek and do	M. D. Harris	On foot	12	12	do	20 80
Dorchester and do	S. W. Fingley	Vehicle	12	12	do	50 00
Fredericton and do	J. G. Byrne	do	As req.	1 1/2	12 do	220 32
Hammond River and do	W. W. Dodge	do	6 1/2	12	do	20 00
Moncton and do	G. Ross	do	12	12	(less fine)	67 00
Patterson Settlement & do	J. B. Hoyt	do	3	2	12 months	39 00
St. Andrews and do	G. Coles	do	3 1/2	6	12 do	78 00
St. John and do	M. Blackall	do	3 1/2	....	Special trips	28 00
St. John and do	J. Howe	do	3 1/2	....	do	40 51
St. John and do	J. Keatley	do	3 1/2	As req.	12 & arrears.	252 00
St. Stephen and do	W. E. Springate	On foot	1 1/2	6	12 months	32 00
Sackville and do	J. Dixon	Vehicle	1	12	do	100 00
Shediac Road and do	J. Rodgeron	do	1 1/2	3	12 do	26 00
Westmoreland Point & do	H. Lowerison	do	1	6	3 do	72 50
Woodstock and do	Glidden and Gilman	do	1 1/2	6	12 do	60 00
						\$1,086 13

A. CAMPBELL,
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H. A. WICKSTEED,
Accountant.

REPORT No. 2, C.—Detail of all payments for Mail Transportation, in New Brunswick, made within the year ended 30th June, 1873—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per week.	Period.	Amount.
					\$ cts.
Campo Bello and Grand Manan	A. Ingersoll	25	1 & 2	9 months ..	300 00
Campo Bello and St. Andrews	J. Rice	17	2	12 do ..	350 00
Fredericton and St. John	Small and Hatheway ..	85	3	Season 1872.	175 00
do do	E. Lunt & Sons	85	3	do ..	175 00
Grand Manan and St. Andrews	J. A. Pettes	42	1	3 months ..	175 00
St. John, Digby, N.S., and Annapolis, N.S.	Small and Hatheway ..	45&18	3	12 do & arr's	5,331 48
St. John, Portland, U.S., and Boston, U.S.	Eastern Express Co ..			Special trips	167 34
				Total....	\$6,673 82

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, C.—Detail of all payments for Mail Transportation in New Brunswick, made within the year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Fredericton and Fredericton Junction	Fredericton Ry. Co. ..	22	12	3 months..	210 00
St. Andrews, St. Stephen, Woodstock and Houlton, U.S	N. B. & C. do ..	121	3 & 6	15 do ..	3,051 64
St. John, Fredericton and St. Croix	E. & N A do (west ..	113	6&12	5 do ..	8,269 97
St. John and Shediac, and Amherst, N.S ..	do do (east ..				
	and I. C. Railway ..	149	6	12	6,878 34
				Total....	\$18,409 95

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, C.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1873.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Malcom	Rivet-locks and Seals	84 02
T. R. Jones & Co.	Bagging	436 26
R. & T. Findlay	Making and repairing Mail Bags	305 45
Thos. Paisley	Making Mail Bags	233 37
T. O'Connor	Repairing Mail Bag	3 75
F. W. King	Brass label-cases	48 00
	Total	\$1,110 85

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in Manitoba, made within the year ended 30th June, 1873.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Eagles' Nest and Lower Fort Garry	J. Monkman....	Horse or vehicle.	11	1 & 2	12 months..	164 50
Fort Garry and Lower Fort Garry	G. Tait	do	19	2	12 do ..	375 00
Fort Garry and Palestine	C. Tait	Vehicle	97	1	9 do ..	765 83
Fort Garry and Pembina, U.S.	R. Goulet.	do	65	3	5½ do ..	698 36
do do	Blakeley & Carpenter	do	65	3	12 do ..	3,120 00
Fort Garry and Pointe du Chêne	J. B. Desautels dit Lapointe ..	Horse or vehicle.	30	1	12 do ..	300 00
Fort Garry and Portage la Prairie	C. Tait	do	59	1	3 do ..	150 00
Lower Fort Garry and St. Peters	C. Sinclair	do	8	1	1½ do ..	6 00
Oak Point and Poplar Point.	L. de Larence... ..	do	37	ftly	6 do ..	75 00
Palestine and Portage la Prairie.	T. Cody	Vehicle ..	38	1	3 do ..	117 00
					Total...	\$5,771 69

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in British Columbia, made within the year ended 30th June, 1873.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of trips per week.	Period.	Amount.
Barkerville and New Westminster	F. J. Barnard	Stage and steamer	485	1 & 2	9 months...	\$ cts. 16 200 00
Barkerville and Yale	do	Stage	385	1	3 do	5,500 00
Burrard's Inlet and New Westminster	Indian "Tom"	On foot	9		1 trip	2 00
Burrard's Inlet and New Westminster	J. Thompson	do	9	As req.	2 months	72 00
Burrard's Inlet and New Westminster	W. R. Lewis	Stage	9	6	12 do	500 00
Cache Creek and Kamloops	H. Wootton	Optional	47	As req.	22nd Mar to 26th June, '72	36 00
do do	J. McKenzie	do	47	do	1½ months	42 00
Cache Creek, Okanagan and Okanagan Mission	F. J. Barnard	do	116	1 & 35 ftly.	8½ do	2,084 67
Cache Creek, Okanagan and Okanagan Mission	A. Vance	do	116	1 & 35 mly	3 do	500 00
Clinton and Lillooet	A. Ferguson	do	47	1	3 do	312 50
Esquimalt and Victoria	J. T. Howard	Vehicle	34	12	9 do	465 00
do do	J. W. Williams	do	34	12	3 do	93 50
French Creek and Seymour	Indian 'Marshall'	On foot			1 trip	10 00
Hope and Kootenay	T. J. Robertson	Horse or foot	437		2 do	600 00
do do	J. Wardle	do	437		1 do	300 00
Kootenay and New Westminster	J. Johnston	Horse & steamer	522		2 do	600 00
Kootenay and Victoria	do	do	597	As req.	1 mo. 18 dy's	300 00
do do	C. Brafield	do	597		1 trip	25 00
Lytton and Nicola Lake	J. Clapperton	Horse or foot	45	ftly.	9 months	360 00
do do	W. A. Mickle	do	45	do	3 do	120 00
Maple Bay and Soemenos	A. R. Kier	do	7	2	4 do	33 33
Metohosen and Victoria	J. Parker	Horseback	25	1	12 do	297 50
New Westminster and Steamers	V. B. Tait	On foot	100	As req.	8 do	10 32
Omineca and Quesnel	J. A. Gardiner	Horse or foot	350	mly	6 do	1,250 00
do do	E. Sylvester	do	350		3 trips	900 00
Saanich and Victoria	J. W. Williams	Stage	24	1	12 months	287 50
Salt Springs' Island and Wharf	T. C. Parry	On foot	2½	4	21 July, '71 to 30 June, '73.	194 56
Sooke and Victoria	M. Muir	Horseback	26	1	11 months	275 00
Victoria and Steamers	W. McDowell	Vehicle		As req.	15 do	77 50
do do	R. W. Savage	do		As req.	3 do	16 25
do do	W. A. Franklin	do		As req.	3 do	11 25
					Total	\$31,475 88

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 2, E.—Detail of all Payments for Mail Transportation in British Columbia, made within the year ended 30th June, 1873.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
New Westminster and Yale.....	Fleming & Parsons...	100	2	3 months ..	\$ 900 00
Victoria, Nanaimo and Comox.....	Government Steamer.	55 & 74	1 & 1/2	12 do ..	3,980 00
do do	J. Spratt.....	55 & 74	.....	5 trips.....	568 08
Victoria and New Westminster.....	J. A. Grahame.....	75	.....	87 do	3,915 00
Victoria and Olympia, U.S.....	E. A. Starr.....	185	1 & 2	12 months ..	5,000 00
Victoria and San Juan	R. Prichard.....	25	1	6 trips.....	26 00
Victoria and Skeena	J. A. Grahame	514	.....	17 do	170 00
				Total..	\$14,559 08

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 2, E.—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the year ended 30th June, 1873.

Tradesman's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
Westfield Lock Works Co.....	Mail Locks.....	33 06
R. Malcom	Mail Bags, Rivet-locks and Seals	152 00
E. B. Marvin	Making and repairing Mail Bags	34 10
W. Newbury.....	Repairing Mail Bags.....	15 50
	Total.....	\$234 66

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 3, A.

DETAIL of all payments for Salaries, &c., in Ontario and Quebec; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
		\$	cts.
CHIEF INSPECTOR'S OFFICE.			
J. Dewé	Chief Post Office Inspector	2,400	00
J. D. Paterson	Assistant Post Office Inspector	800	00
E. H. Fletcher	3rd Class Clerk	540	00
Le F. A. Maingy	Temporary Draughtsman, specially employed, 725½ hours	362	62
W. B. Snow	do do do 1,084 hours	542	00
QUEBEC DIVISION.			
W. G. Sheppard	Post Office Inspector	2,000	00
A. A. de Gaspé	1st Class Clerk	1,175	00
O. Frechette	2nd do promoted from 3rd Class, 1st January, 1873	850	00
C. Vohl	4th do	420	00
H. Huot	4th do	480	00
J. Boivin	Messenger	400	00
MONTREAL DIVISION.			
E. F. King	Post Office Inspector	2,000	00
C. W. Hayden	1st Class Clerk	1,400	00
F. W. King	2nd do promoted from 3rd Class, 1st October, 1872	855	00
F. J. Logie	3rd do	740	00
D. Nelligan	3rd do	700	00
P. Nelligan	Messenger	420	00
KINGSTON DIVISION.			
R. W. Barker	Post Office Inspector	1,799	99
J. Meagher	3rd Class Clerk	760	00
Allan Jones	3rd do	640	00
J. G. Strachan	Temporary Clerk, 1 month 17 days	92	00
TORONTO DIVISION.			
M. Sweetnam	Post Office Inspector	2,000	00
W. Cuppage	1st Class Clerk, promoted from 2nd Class, 1st January, 1873	1,149	99
G. J. Mason	2nd do	1,100	00
J. M. McLochlin	2nd do	940	00
W. E. Griffith	2nd do promoted from 3rd Class, 1st January, 1873	849	99
C. L. Stephens	2nd do from 1st March, 1873, (transferred from Ottawa Post Office)	333	34
H. W. Jackson	3rd do	600	00
T. S. Birchall	3rd do to 30th November, 1872, (transferred to Railway Mail Service)	316	66
J. Henderson	3rd do	620	00
R. E. Chadd	3rd do from 1st to 31st January, 1873, (transferred to Toronto Post Office)	50	00
A. B. Campbell	4th do to 5th June, 1873	352	21
J. Henry	4th do from 26th February, 1873	102	67
J. Buchan	Messenger	365	00
J. Street	Mail Porter	480	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
LONDON DIVISION.			
G. E. Griffin	Post Office Inspector	2,000	00
G. Cox	1st Class Clerk	1,400	00
H. A. Johnson	2nd do	1,100	00
A. Thompson	2nd do	940	00
F. Cronyn	3rd do	660	00
C. J. N. Shanly	4th do to 31st May, 1873, (transferred to Railway Mail Service)	330	00
R. Mercer	4th do	360	00
J. W. McLaren	4th do from 1st March, 1873	120	00
C. H. Flood	4th do from 1st June, 1873	30	00
M. O'Meara	Porter	365	00
A. Howell	Temporary Clerk, 1 month 2 days	78	70
F. W. Mathews	Temporary Messenger	78	20
QUEBEC POST OFFICE.—(13 Months.)			
P. G. Huot	Postmaster	2,166	66
R. G. Patton	Assistant Postmaster	1,516	66
J. E. Bolduc	1st Class Supernumerary	1,300	00
D. Vaughan	1st Class Clerk	1,183	34
J. Grey	2nd do	1,038	34
B. Lacasse	2nd do	1,038	34
C. Chamberland	2nd do	1,038	34
O. Biron	2nd do	1,038	34
W. Handford	3rd do	670	00
L. A. Rochette	4th do	496	66
F. X. L'Abbé	4th do	470	00
W. Henchy	4th do to 9th October, 1872	128	64
F. Gaboury	4th do promoted from Temporary, 1st January, 1873	411	00
T. Morrisette	4th do do do	411	00
J. G. Poston	4th do promoted from Probationary, 1st July, 1872	385	00
W. White	4th do do do	385	00
Z. Gagnon	4th do from 17th August, 1872	314	50
E. Giasson	4th do from 1st November, 1872 to 28th February, 1873	120	00
E. English	4th do from 1st November, 1872	240	00
R. Bourget	4th do from 8th April, 1873	83	00
U. Vezina	Letter Carrier (including arrears)	455	01
J. McClutchy	do do	435	00
N. Giasson	do do	397	17
O. Plamondon	Messenger	433	34
J. Evarts	do	425	00
Olivier Plamondon	Temporary Letter Collector	339	00
J. E. Lacombe	do Letter Carrier, 51 days	51	00
W. Anderson	do do 6 months and 20 days	201	00
F. Angers	Letter Carrier at St. Roch de Québec	502	08
MONTREAL POST OFFICE.—(13 Months.)			
E. S. Freer	Postmaster	2,166	66
M. Emery	Assistant Postmaster from, and Acting Assistant to, 1st Nov., 1872	1,650	00
J. T. Wright	1st Class Clerk to 10th June, 1873	1,130	56
H. A. Bourret	1st do	1,183	34
H. Huddell	1st do	1,300	00
J. McKeon	1st do	1,191	66
V. Baillargeon	1st do	1,083	34

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
MONTREAL POST OFFICE.—Continued.			
J. L. Palmer	1st Class Clerk, promoted from 2nd Class, 1st December, 1872	1,091	66
M. Murphy	2nd do	1,191	66
U. Benoit	2nd do	1,058	34
L. Malard	2nd do	1,058	34
F. Pridham	2nd do	1,015	00
S. Johnson	2nd do promoted from 3rd Class, 1st January, 1873	916	66
A. D'Amour	3rd do	863	34
T. F. Larseneur	3rd do	863	34
T. Forsyth	3rd do	863	34
D. Robinson	3rd do	863	34
H. A. Lemieux	3rd do	820	00
W. Fenton	3rd do	820	00
J. St. Amour	3rd do	756	66
J. C. Simms	3rd do	756	66
J. O'E. Scully	3rd do	756	66
D. O'Connor	3rd do	733	34
F. X. Beauregard	3rd do	733	34
L. Pepin	3rd do	733	34
J. J. Drew	3rd do	693	34
O. Clement	3rd do	733	34
A. Loftus	3rd do	733	34
T. Desnoyers	3rd do	733	34
H. Goyette	3rd do	733	34
E. Mayer	3rd do	650	00
F. X. Lefebvre	3rd do promoted from 4th Class, 1st December, 1872	530	00
J. Senez	3rd do promoted from 4th Class, 1st January, 1873	553	34
J. B. A. Daoust	3rd do do do	533	34
R. Duncan	4th do	563	34
R. J. Arless	4th do	603	34
J. E. Barcelo	4th do	430	00
A. E. Auger	4th do	606	66
G. Beaudoin	4th do	390	00
J. E. Renaud	4th do from 27th March, 1873	94	84
J. A. Aylmer	4th do from, and Probationary to, 1st July, 1872	385	00
H. McKenzie	4th do do do	385	00
F. X. Desève	4th do from 1st May, 1873; also Probationary from 1st November, 1872, to 30th April, 1873	219	00
T. Harding	4th do from 29th May, 1873	32	90
J. McKenzie	Probationary Clerk from 1st November, 1872, to 30th April, 1873	180	00
J. Chase	Bag Tender	438	72
P. O'Reilly	Letter Carrier	606	66
O. Filiatrault	do (including arrears)	631	66
E. C. Dowd	do do	546	66
P. Lapointe	do do	546	66
A. Dufresne	do do	538	33
C. Lefebvre	do do	495	00
J. B. Plante	do	425	00
J. Melançon	do to 8th February, 1873	287	85
A. S. Higgins	do (including arrears—less fine)	430	00
R. P. Madden	do to 8th May, 1873 (including arrears)	376	93
J. Beaudoin	do (including arrears)	435	00
F. B. Ménard	do do (less fine)	430	00
P. D. Bottot	do do	435	00
L. Lefebvre	do do	435	00
De V. V. de Grande Frè	do (less fine)	406	00
A. P. Giroux	do (including arrears)	430	00
A. A. Doray	do do	395	00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
MONTREAL POST OFFICE.—Continued.			
E. D. Skiddy	Letter Carrier, from 6th February, 1873	144	64
J. Filiatrault	do promoted from Letter Collector, 1st Nov., 1872; also Temporary Letter Carrier from 14th August, to 31st October, 1872	304	51
L. Derome	do from 24th July, 1872, to 9th Jan., 1873, (less fine) ..	164	19
A. Larose	do from 1st Dec., 1872; also Letter Collector, during Nov., 1872	235	00
E. Benoit	do from 5th February, 1873	145	71
E. Archambault	do from 5th March, 1873	116	13
J. Callary	do from 14th April, 1873	77	00
J. Kelly	do from 1st May, 1873	60	00
P. Callary	do from 22nd May, 1873	39	90
J. Maher	Letter Collector to 30th April, 1873	320	83
J. Odell	do	359	17
J. Brennan	do	351	66
P. Leahy	do	345	00
J. L'Abbé	do from 1st November, 1872, to 14th January, 1873; also Temporary Letter Collector from 1st June, to 31st October, 1872	186	29
P. Brennan	do from 12th February, 1873; also Temporary Letter Collector 28 days	158	70
C. McCarthy	do from 27th March, 1873	79	03
P. Paterson	Office Keeper	446	00
M. Mullin	Messenger	263	25
J. Thompson	do	435	00
I. St. Amour	Night Watchman	890	00
S. Goivy	Temporary Letter Collector. 7 days	5	64
J. R. Cottret	do do 3 days	2	42
J. Dufresne	do do 3 days	2	42
J. Beauchamp	do do 63 days	60	27
W. Hazletene	do do 3 days	2	42
J. Peltier	do do 5 days	4	17
E. Benoit	Temporary Night Watchman, 3 nights	3	00
R. Talbot	do Labourer and Fireman	419	40
OTTAWA POST OFFICE.—(13 Months.)			
G. P. Baker	Postmaster	2,166	66
C. L. Stephens	Assistant Postmaster to 28th February, 1873, (transferred to Toronto Inspector's Office)	900	00
F. Hawken	do do promoted from 2nd Class, 1st March, 1873; and from 3rd Class, 1st October, 1872	935	00
H. G. Dunlevie	1st Class Clerk, promoted from 2nd Class, 1st October, 1872	1,138	34
F. French	2nd do	1,038	34
C. S. Scott	2nd do promoted from 3rd Class, 1st October, 1872	888	34
E. B. Bates	3rd do promoted from 4th Class, 1st October, 1872	623	34
E. S. McDermott	3rd do promoted from 4th, 1st January, 1873	533	34
E. J. O'Connor	3rd do do	530	00
C. Shaw	4th do	430	00
E. H. Williams	4th do	390	00
G. W. Baker	4th do	430	00
F. Roberge	4th do	410	00
P. A. Maingy	4th do	410	00
J. Smith	4th do	390	00
D. B. Gordon	4th do	390	00
H. Phillion	4th do	390	00
S. Thompson	4th do	390	00
W. O. Mercer	4th do	390	00

REPORT No. 2, A.—Detail of all payments for Salaries, &c. in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
OTTAWA POST OFFICE.—Continued.			
H. S. Shaw	4th Class Clerk, from 1st November, 1872	240	00
R. J. McGilton	4th do from 24th March, to 30th April, 1873	37	74
A. Smith	4th do from 1st May 1873	60	00
L. F. Cobet	Letter Carrier to 31st December, 1872 (including arrears)	289	99
V. Daze	do (including arrears)	491	66
B. Huckle	do do	495	00
J. Brown	do from 1st February, 1873; also Temporary Letter Carrier 94 days, and Temporary Messenger 14 days	314	67
T. Hartnedy	Messenger	360	00
J. Berry	Temporary Letter Carrier 2 days	3	00
E. Wolfe	Temporary Messenger 16 days	24	00
KINGSTON POST OFFICE.—(13 Months).			
R. Deacon	Postmaster	1,993	34
W. Shannon	Assistant Postmaster	1,191	66
A. Magurn	2nd Class Clerk	1,145	00
J. Kelly	2nd do	1,038	34
R. T. Burns	3rd do	863	34
R. Deacon, junr	3rd do promoted from 4th, 1st October, 1872	593	34
H. G. Goodfellow	4th do	453	34
J. Carberry	4th do promoted from Probationary, 1st July, 1872	385	00
W. S. Smyth	4th do from 1st July, 1872; also Probationary Clerk from 11th to 30th June, 1872, (transferred from Hamilton Post Office)	376	67
P. H. Macarow	4th do from 20th March, 1873	101	61
P. Lindsay	Letter Carrier (including arrears)	600	00
J. G. Strachan	do from 10th February, 1873.	187	14
H. Dunbar	Messenger	375	00
TORONTO POST OFFICE.—(13 Months).			
J. Lesslie	Postmaster	2,166	66
G. H. Backas	Assistant Postmaster	1,625	00
J. H. Davis	1st Class Clerk	1,300	00
J. Carruthers	1st do	1,241	66
A. Cooper	2nd do	1,168	33
A. Langley	2nd do	1,168	33
A. Corke	2nd do	1,191	66
A. Barley	2nd do (suspended from 16th November to 31st December, 1872)	954	16
J. Forsyth	2nd do (including arrears)	1,055	00
P. Hynes	2nd do to 31st December, 1872	625	00
A. Harstone	2nd do promoted from 3rd Class, 1st July, 1872, (less fines)	952	09
J. Moerschfelder	2nd do promoted from 3rd Class, 1st January, 1873	820	00
H. F. Falkiner	3rd do (less fines)	779	58
D. P. Ross	3rd do (less fine)	819	50
W. Wright	3rd do	820	00
W. Loudon	3rd do (including arrears)	773	34
A. Webber	3rd do	753	34
R. E. Chadd	3rd do from 1st February, 1873, (transferred from Toronto Inspector's Office)	250	00
B. Bascom	3rd do promoted from 4th Class, 1st January 1873	510	00
B. M. Armstrong	3rd do do do (including arrears)	611	66

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
TORONTO POST OFFICE.— <i>Continued.</i>			
J. Monaghan	3rd Class Clerk, promoted from 4th Class, 1st January, 1873 (including arrears)	611	66
B. Langley	3rd do promoted from 4th Class, 1st January, 1873 (including arrears)	611	66
C. Beatty	4th do to 20th March, 1873 (transferred to Railway Mail Service)	289	36
J. A. Brodie	4th do to 28th February, 1873	375	00
P. Ross	4th do	473	32
A. Beatty	4th do (less fine)	432	34
W. Crocker	4th do from 27th June, 1872	364	00
J. F. O'Reilly	4th do from 16th July, 1872	345	48
A. T. Middleton	4th do promoted from Probationary, 1st July, 1872	385	00
R. Winstanley	4th do do do	385	00
C. T. Bell	4th do from 1st July, 1872; also Probationary Clerk from 1st to 7th, and from 24th to 30th June, 1873	371	66
W. E. Bennett	4th do promoted from Probationary, 1st July, 1872	385	00
H. H. Crocker	4th do do do (less fine)	384	00
A. Rains	4th do do do	385	00
R. W. Riddell	4th do from 12th February, 1873, also Temporary Clerk 3 months 26 days	235	12
W. McPherson	4th do from 12th February, 1873; also Temporary Clerk 1 month and 18 days	178	67
A. J. O'Malley	4th do from 22nd February, 1873	127	50
J. Duffy	4th do from 12th March, 1873	109	36
E. Griffith	4th do do	109	36
W. J. Smith	4th do from 12th April, 1873 (less fine)	78	00
R. Stephens	Superintendent Letter Carrier, to 6th December, 1872	314	03
J. McCloskey	Letter Carrier	476	66
J. Ross	do (including arrears)	631	66
J. Alston	do do	633	34
J. Bazeley	do do	633	34
J. Clode	do do	598	34
J. Hudson	do do	598	34
T. Roddy	do to 21st June, 1873 (suspended from 15th March to 24th April, 1873; including arrears; less fine)	441	33
J. Loughhead	do to 30th June, 1872	26	66
J. M. Shannon	do (including arrears)	435	00
W. Foster	do from 20th June, 1872; also Temporary Letter Carrier 6 days	379	99
W. Green	do from 1st September, 1872; also Temporary Letter Carrier for 1 month and 20 days, and Temporary Letter Collector 16 days	391	50
T. Crotty	Letter Collector	372	04
F. Stewart	do	335	00
J. Callaghan	Housekeeper to 30th November, 1872	190	00
H. Seymour	do from 18th November, 1872; also Temporary Letter Collector 43 days	289	13
J. Hodkinson	Porter	433	34
R. Kirk	Assistant Porter from 7th April, 1873; also Temporary Porter from 26th March to 5th April, 1873	96	50
E. Cook	Temporary Letter Carrier, 1 month and 15 days	63	00
C. Garde	do do 2 months and 2 days; also Temporary Porter 7 months and 19 days	381	75
E. A. Dickenson	Temporary Clerk, 20 days	30	00
J. W. Lesslie	do 22 days	33	00
J. Wilson	Temporary Letter Carrier, 1 month 11 days	43	75
J. Snook	do do 5 months 23 days	186	25
J. Kells	do do 5 days	7	50
R. Taylor	do do 3 days	3	00
J. Kekewick	do do 24 days	20	00

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and
and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name.	Service.	Amount.	
		\$	cts.
TORONTO POST OFFICE.—Continued.			
J. Jones.....	Temporary Letter Carrier, 17 days.....	21	25
E. Oliver.....	do do 3 months 14 days.....	112	50
E. Battrick.....	do do 3 months 21 days.....	106	25
C. H. Peachy.....	Temporary Letter Collector, 5 days.....	6	25
HAMILTON POST OFFICE—(13 Months.)			
F. E. Ritchie.....	Postmaster.....	2,166	66
H. Colbeck.....	Assistant Postmaster.....	1,300	00
C. Howard.....	2nd Class Clerk.....	1,191	66
A. Crisp.....	2nd do.....	1,191	66
H. A. Eager.....	2nd do.....	1,058	34
J. B. Eager.....	2nd do.....	1,058	34
G. H. Armstrong.....	2nd do.....	1,058	34
T. Burns.....	2nd do (including arrears from 1st July, 1871).....	1,216	66
J. Gordon.....	3rd do.....	776	66
R. Kelly.....	3rd do from 1st August, 1872 (transferred from Railway Mail Service).....	630	00
G. H. Mathews.....	4th do.....	453	34
G. H. Bull.....	4th do promoted from Probationary, 1st July, 1872.....	425	00
H. O. Chisholm.....	4th do from 1st January, 1873; also Temporary from 22nd July to 31st December, 1872.....	339	67
T. E. Harbottle.....	4th do from 1st November, 1872; also Temporary from 1st July to 31st October, 1872.....	339	67
H. D. G. Armytage.....	4th do from 10th March, 1873.....	111	29
A. C. Crisp.....	4th do from 24th March, 1873.....	97	74
J. C. Dempsey.....	4th do from 1st April, 1873.....	90	00
D. J. McQueen.....	Probationary to 4th July, 1872.....	28	87
W. S. Smyth.....	Probationary Clerk to 10th June, 1872 (transferred to Kingston Post Office).....	8	33
A. W. Burns.....	Messenger, to 31st July, 1872, (transferred to Railway Mail Service).....	68	33
J. McKeiver.....	do from 1st August to 31st December, 1872.....	125	00
T. Berry.....	do from 1st January, 1873.....	150	00
LONDON POST OFFICE.—(15 Months.)			
L. Lawless.....	Postmaster.....	1,993	34
R. J. C. Dawson.....	Assistant Postmaster.....	1,300	00
J. Gordon.....	2nd Class Clerk.....	1,058	34
J. D. Sharman.....	2nd do.....	1,058	34
H. D. Dalton.....	2nd do.....	995	00
J. J. Ross.....	2nd do from 1st May, 1873 (transferred from Railway Mail Service).....	183	33
J. Hunter.....	3rd do.....	733	34
J. McLaughlin.....	3rd do.....	733	34
R. F. Matthews.....	3rd do.....	733	34
T. J. O'Meara.....	4th do.....	430	00
E. Wilson.....	4th do.....	430	00
W. Blair.....	4th do.....	390	00
J. Ward.....	4th do.....	390	00
F. J. Osborne.....	4th do from 1st July, 1872.....	360	00

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.		Amount.	
			\$	cts.
OCEAN MAIL SERVICE.				
W. F. Bowes	1st Class Ocean Mail Clerk		800	00
S. T. Green	1st do do		733	34
F. Barlee	1st do do		800	00
J. Ferguson	1st do do		600	00
J. O'Hara	1st do do		585	00
B. F. Campbell	1st do do		480	00
C. H. E. Tilstone	2nd do do		360	50
RAILWAY MAIL SERVICE. (Foreign.)				
T. O. Butler	Foreign Mail Clerk, night duty included		1,052	90
R. McGillivray	do to 31st August, 1872		183	34
M. Malone	do		1,100	00
RAILWAY MAIL SERVICE. (Home.)				
J. L. Anctil	1st Class Mail Clerk, night duty included		1,191	97
J. Bayley	1st do do promoted from 2d Class, 1st December, 1872		1,106	35
A. Carruthers	1st do night duty included		1,035	78
N. W. H. Curtis	1st do		960	00
J. F. Fenwick	1st do night duty included; promoted from 2nd Class, 1st December, 1872		936	12
A. Kerby	1st do promoted from 2nd Class, 1st December, 1872		928	24
A. McCarthy	1st do night duty included		1,239	35
A. G. McWhinney	1st do		985	10
W. Matthews	1st do		995	60
H. A. Murphy	1st do night duty included		1,224	10
A. J. Patton	1st do promoted from 2nd Class, 1st December, 1872 (less fines)		875	40
P. Purdon	1st do		1,004	50
B. D. Rorison	1st do		997	70
D. A. Ross	1st do night duty included		1,073	80
A. G. Saunders	1st do		1,006	60
W. Sheppard	1st do night duty included		988	32
A. Somerville	1st do promoted from 2nd Class, 1st December, 1872		975	12
J. D. Thompson	1st do		991	20
A. Walmsley	1st do night duty included		1,075	80
J. G. Wright	1st do		1,065	60
J. Wynn	1st do		992	40
W. C. Ashdown	2nd do night duty included		774	32
W. Beatty	2nd do do		1,026	71
N. A. Beaudet	2nd do do		741	28
J. O. Bennett	2nd do do		914	71
J. O. Benoit	2nd do do		685	18
T. S. Birchall	2nd do from 1st December, 1872 (transferred from Toronto Inspector's Office)		523	81
E. Blondeau	2nd do night duty included		725	63
F. Briegel	2nd do do		923	50
G. A. Burnham	2nd do do		1,032	66
W. F. Burnham	2nd do		745	40
G. F. Burns	2nd do night duty included		861	90

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—Continued.

Name.	Service.		Amount.	
			\$	cts.
RAILWAY MAIL SERVICE.—Continued.				
W. Butler.....	2nd	Class Mail Clerk, night duty included	1,039	58
J. P. Chillas.....	2nd	do do promoted from 3rd Class, 1st January, 1873	604	68
T. A. Corbett.....	2nd	do do night duty included	740	76
A. Couillard.....	2nd	do do to 30th Sept., 1872	200	00
H. J. Cousins.....	2nd	do do	756	40
W. T. Cox.....	2nd	do do	689	40
A. Denis.....	2nd	do do night duty included	875	41
J. Deslauriers.....	2nd	do do	766	13
F. C. Dettmers.....	2nd	do do	847	95
L. N. Dionne.....	2nd	do do promoted from 3rd Class, 1st Sept., 1872, night duty included	693	48
W. D. Edgar.....	2nd	do do promoted from 3rd Class, 1st January, 1873; night duty included (less fines)	678	20
J. Egan.....	2nd	do do	612	20
C. Ermatinger.....	2nd	do do	693	80
T. J. Essex.....	2nd	do do	761	90
A. Findlay.....	2nd	do do night duty included	830	45
C. Fisher.....	2nd	do do	680	40
W. H. Flood.....	2nd	do do	767	70
J. Friel.....	2nd	do do promoted from 3rd Class, 1st Dec., 1872	620	40
E. Gordon.....	2nd	do do	759	00
W. J. Jarvis.....	2nd	do do	681	70
Albert Jones.....	2nd	do do promoted from 3rd Class, 1st Dec., 1872, night duty included	673	35
G. Jones.....	2nd	do do	1,029	08
M. E. Kelly.....	2nd	do do promoted from 3rd Class, 1st January, 1873, night duty included	613	38
R. Kelly.....	2nd	do do to 31st July, 1872, (transferred to Hamilton Post Office)	53	33
G. Lapointe.....	2nd	do do	730	26
C. Lefebvre.....	2nd	do do night duty included	944	34
E. Lefebvre.....	2nd	do do	855	85
T. McCormick.....	2nd	do do	908	02
A. Menzies.....	2nd	do do	923	37
J. L. Mercier.....	2nd	do do	814	64
F. H. Mickleburgh.....	2nd	do do promoted from 3rd Class, 1st Dec., 1872, night duty included	609	06
W. Mitchell.....	2nd	do do promoted from 3rd Class, 1st Dec., 1872, night duty included	611	17
W. Murphy.....	2nd	do do	1,014	63
W. Noble.....	2nd	do do promoted from 3rd Class, 1st Jan., 1873, night duty included	640	96
W. D. O'Brien.....	2nd	do do promoted from 3rd Class, 1st March, 1873	560	00
R. Peelen.....	2nd	do do promoted from 3rd Class, 1st Jan., 1873	606	30
P. Pennoek.....	2nd	do do	800	00
J. J. Ross.....	2nd	do do to 30th April, 1873 (transferred to London Post Office)	666	67
G. V. Salter.....	2nd	do do promoted from 3rd Class, 1st December, 1872; night duty included	608	07
J. Saulter.....	2nd	do do	1,136	43
L. Sewell.....	2nd	do do promoted from 3rd Class, 1st August, 1872, (less fine)	680	80
G. A. Shaw.....	2nd	do do night duty included	856	64
W. D. Smith.....	2nd	do do to 28th Jan., 1873, night duty included, (suspended from 8th Nov., to 11th Dec., 1872)	361	72
P. J. Treahy.....	2nd	do do night duty included	853	67
F. Tyner.....	2nd	do do	850	13
J. Vallée.....	2nd	do do	905	40
C. Way.....	2nd	do do	697	54
E. Webb.....	2nd	do do promoted from 3rd Class, 1st Sept., 1872, night duty included	776	34

REPORT No. 2, A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, made within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.		Amount.	
RAILWAY MAIL SERVICE.— <i>Continued.</i>				
C. J. Winstanley	2nd Class Mail Clerk promoted from 3rd Class, 1st Sept., 1872, night duty included, (less fine)		\$	cts.
J. Yorick	2nd do		704	67
J. D. Anderson	3rd do		646	60
C. Beatty	3rd do from 21st March, 1873, (transferred from Toronto Post Office)		532	60
C. Beaudoin	3rd do from 2nd May, 1873		160	59
D. Blondeau	3rd do night duty included		93	70
R. R. Brough	3rd do		532	62
A. W. Burns	3rd do from 1st August, 1872, (transferred from Hamilton Post Office)		515	80
L. V. Byrne	3rd do night duty included, (less fines)		440	60
E. Conroy	3rd do from 1st Nov., 1872, to 30th April, 1873, night duty included; also Temporary Clerk from 7th Aug., to 31st Oct., 1872		518	21
J. Dundas	3rd do from 1st Dec., 1872, night duty included		352	25
D. Fairman	3rd do from 14th Aug., 1872, do		311	84
H. Garneau	3rd do from 1st Nov., 1872, do		514	18
T. Gaudry	3rd do night duty included		346	83
C. Hayden, jun.	3rd do from 18th Feb., 1873, night duty included		512	17
G. F. Herchmer	3rd do from 12th Feb., 1873, do		235	80
C. Hurlbutt	3rd do		239	88
E. F. Johnson	3rd do night duty included		481	10
S. Jones	3rd do do		522	02
H. J. Kimlin	3rd do do		508	11
A. Lachapelle	3rd do (less fine)		575	53
J. S. Leslie	3rd do from 1st Aug., 1872, night duty included; also Temporary Clerk from 1st to 31st July, 1872		522	60
M. Lovitt	3rd do		515	33
S. McLean	3rd do night duty included		519	90
N. McLellan	3rd do do (less fine)		522	69
D. Maloney	3rd do do		540	10
G. T. Maloney	3rd do from 12th Dec., 1872, to 17th May, 1873, (less fine)		522	00
H. D. Filion	3rd do night duty included		224	44
W. Prest	3rd do do		545	76
W. H. Price	3rd do from 8th July, to 31st October, 1872		526	62
R. Fridham	3rd do from 1st Sept., 1872, night duty included; also Temporary Clerk to 31st Aug., 1872		151	56
J. Rooney	3rd do night duty included		521	09
C. J. N. Shanly	3rd do from 1st June, 1873 (transferred from London Inspector's Office)		517	42
R. P. Wright	3rd do from 1st April, 1873		40	00
L. W. Herchmer	Temporary Mail Clerk, 1 month 14 days		141	40
W. A. Jones	do do 3 months 17 days		90	00
A. Thompson	do do		151	00
M. Wright	do do 18 days		519	30
			27	00
Total			\$ 273,693	31

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant,

REPORT No. 3, A.—Continued.

Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abbott's Corners	19 18	10 00		
Abbotsford	190 97	64 00		
Aberarder	66 53	26 00		
Abercorn	197 48	38 00		
Aberfoyle	139 98	53 65		
Abingdon	61 52	20 00		
Acacia	60 70	16 00		
Acton	633 63	182 00		
Acton Vale	539 84	224 00	32 00	
Adamsville	159 57	42 00		
Adare	86 46	30 00		
Adderley	32 92	12 00		
Addison	91 65	32 00		
Adelaide	163 88	60 00		
Admaston	61 90	22 00		
Adolphustown	87 88	46 00		
Agincourt	89 17	28 00		
Ailsa Craig	977 48	298 00		
Aird	12 37	10 00		
Airlie	15 87	10 00		
Alberton	41 12	30 00		
Albion	474 92	202 00	24 00	
Albury	27 89	14 00		
Aldboro'	243 13	80 00		
Aldershot	37 41	12 00		
Alderville	31 89	14 00		
Alexandria	865 27	244 00	24 00	
Alfred	2 78	8 00		
Algonquin	40 40	16 00		
Allanburg	165 48	66 00		
Allan Park	111 04	53 50		
Allan's Corners	125 47	48 00		
Allan's Mills, (from 1st September, 1872.)	4 99	5 83		
Allendale	376 72	98 00		
Allenford	117 52	52 00		
Allensville	78 95	10 00		
Allisonville	68 40	20 00		
Alliston	253 68	82 00		
Alloa	28 33	14 00		
Allumette Island	136 94	54 00		
Alma	203 96	82 00		
Almira	54 83	16 00		
Almonte	1,926 88	514 00	40 00	60 00
Alport	23 67	16 00		
Alton	205 42	56 00		
Altona	75 16	22 00		
Alvanley	21 29	18 00		
Alvinston	174 25	28 00		
Amberley	185 11	38 00		
Ambleside	62 39	10 00		
Ameliasburg	182 50	58 00		
Amherstburg	1,198 17	354 00		40 00
Amiens	24 96	10 00		
Ancaster	547 06½	218 00		
Ancienne Lorette	58 48	16 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Anderson	50 82	14 00		
Anderson's Corners, (late Six Mile Cross,)	25 18	10 50		
Ang: Gardien (5 Quarters)	43 10	17 50		
Ageline, (from 1st January, 1873)	3 15	2 50		
Angers	51 89	20 00		
Angus	641 10	192 00		
Antrim	35 25	14 00		
Appin	234 11	82 00		
Appleby	61 48	30 00		
Appleton	215 14	78 00		
Apsley	86 76	18 00		
Apto	53 91	24 00		
Arden	42 43	18 00		
Ardoch	37 99	12 00		
Ardrea	51 32½	22 00		
Argyle	96 78	28 00		
Arkell	62 29	26 00		
Arkona	690 52	216 00		
Arkwright	166 34	42 00		
Arlington	83 64	36 00		
Armadales	24 92	10 00		
Armagh	38 37	16 00		
Armand	41 63	16 00		
Arnou	61 54	16 00	4 00	
Arnott	74 99	22 00		
Arnprior	1,819 53	502 00	60 00	40 00
Aros	14 40	10 00		
Arthabaska Station	507 25	164 00		
Arthur	767 80	212 00		
Arundel	15 35	10 00		
Arva	196 45	78 00	25 00	
Ascot Corner	49 27	16 50		
Ashburn	145 66	58 00	16 00	
Ashburnham	158 56	58 00		
Ashdown	111 68	68 00		
Ashgrove	66 93	24 00		
Ashley	32 51	10 00		
Ashton	191 41½	54 00	16 00	
Ashworth	44 87	16 00		
Assametquagan	368 00	94 00		
Aston Station	27 83	12 00		
Atha	57 91	18 00		
Athelstan	195 80	86 00		
Athens	17 48	10 00		
Atherley	149 99½	62 00		
Atherton	31 82	10 00		
Athlone	66 02½	22 00		
Athol, (*discontinued)	124 80	40 00	* 46 63	
Attercliffe	101 47	36 00		
Aubigny	40 70	16 00		
Aubrey	17 46	10 00		
Auburn	157 18	58 00		
Audley	43 52	10 00		
Aughrim	66 11	28 00		
Aultville	286 75	106 00		
Aurora	1,142 17	346 00		40 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Avening	135 07	40 00		
Avignon	11 26	10 00		
Avoca	48 84	16 00		
Avon	119 22	38 00		
Avonbank	43 68	16 00		
Avonmore	77 47	28 00		
Avonton	50 13	18 00		
Ayer's Flat	173 74	42 00		
Aylmer, East	964 05	424 00	108 00	60 00
Aylmer, West	1,271 73	448 00		40 00
Aylwin	53 26	24 00		
Ayr, (*including arrears)	816 26	352 00	* 167 00	
Ayton	129 50	37 30		
Baby's Point	24 51	34 00		
Badon	328 64	84 00	24 00	
Bagot	104 66	38 00	16 00	
Bagotville	68 98	46 00	10 00	
Baillargeon	32 47	18 00		
Bailleboro'	140 35	52 00		
Bala	19 43	10 00		
Balderson	75 77	24 00		
Ballantrae	56 06	26 00		
Ballantyne's Station, (from 1st December, 1872.)	11 83	3 33		
Ballinafad	113 80	40 00		
Ballycroy, (5 Quarters)	88 79	30 00		
Ballyduff	49 19	16 00		
Ballymote	13 59	9 58		
Balmoral	77 12	30 00		
Balsam	86 91	38 00		
Baltimore	246 32	76 00		
Bamberg	41 97	16 00		
Banda	88 70	32 00		
Bandon	13 09	10 00		
Bangor	18 12	9 40		
Bannockburn	36 80	13 00		
Barachois de Malbaie	31 14	14 00		
Bardsville, (from 1st August, 1872.)	8 70	6 67		
Bark Lake	60 71	44 00		
Barnett	42 87	18 00		
Barnston	282 93	84 00		
Barrie	4,645 98½	988 00	144 00	160 00
Barrington	44 65	14 00		
Bartonville	52 24	22 00		
Batchewana, (from 1st August, 1872.)	0 65	6 67		
Bath	468 76½	146 00		
Batiscan	197 26	74 00		
Batiscan Bridge	130 06	114 60	60 00	
Battersea	105 10	34 00		
Bayfield	502 54	224 00		
Bayham	120 63	44 69		
Bayview, (from 1st February, 1873)	4 73	1 67		
Beachburg	198 74	86 00	16 00	
Beachville	415 01	156 00		
Bealton	40 71	22 00		
Beamsville	820 15	288 00	48 00	
Bear Brook	109 66	32 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beatrice.....	24 56	10 00		
Beauharnois.....	683 02	296 00	32 00	
Beaulac.....	11 36	10 00		
Beaulieu.....	41 17	10 00		
Beaumont.....	71 27	30 00		
Beauport.....	160 09	78 00		
Beaurivage.....	97 64	30 00		
Beaverton.....	709 64	258 00	60 00	
Becancour.....	269 68	84 00	48 00	
Becancour Station, (3 Quarters).....	100 96	45 00	18 00	
Becher.....	7 51	10 00		
Bedford.....	378 27	186 00		
Beebe Plain.....	88 98	24 00		
Bégon.....	6 15	10 00		
Belfast.....	98 20	34 00	24 00	
Belfor.....	46 98	18 00		
Belfountain.....	30 95	12 00		
Belgrave.....	117 88	50 00		
Belhaven.....	72 93	26 00		
Belle Alodie, (from 1st November, 1872).....	13 55	4 17		
Belle Rivière.....	53 95	26 00		
Belleville, (5 Quarters).....	12,235 16	2,627 50	120 00	400 00
Bell Ewart.....	312 79	112 00		
Bellrock.....	38 46	14 00		
Bell's Corners.....	143 22	66 00		
Belmont.....	333 63	102 00		
Belmore.....	152 58	60 00		
Belœil Station.....	35 83	16 00		
Belœil Village.....	209 31	82 00		
Benmiller.....	64 65	24 00		
Bennie's Corners.....	47 54½	18 00		
Bensfort.....	46 06	18 00		
Bentley.....	52 40	23 50		
Beresford.....	42 03	14 00		
Bergerville.....	85 27	36 00		
Berkeley.....	53 26	16 00		
Berlin, (including arrears).....	2,808 31	764 00	*325 00	120 00
Berne.....	95 78	42 00		
Bersimis.....	20 50	12 00		
Berthier, <i>en bas</i>	123 47	56 00		
Berthier, <i>en haut</i>	815 01	330 00	108 00	
Bervie.....	182 95	56 00		
Berwick.....	101 17	34 00		
Bethany.....	326 79	100 00	24 00	
Bethel, (3 Quarters).....	35 25	9 00		
Bewdley.....	48 31	20 00		
Bic.....	342 48	150 00		
Bienville.....	87 53	30 00		
Billing's Bridge.....	100 22½	42 00		
Binbrook.....	133 28	58 00		
Bingham Road, (3 Quarters).....	20 40	7 50		
Birchton.....	84 55	24 00		
Birkhall.....	97 36	32 00		
Birmingham.....	40 04	10 00		
Birr.....	145 42	56 00	12 00	
Bishop's Mills.....	82 09	38 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dismarek	33 82	10 00		
Black Bank	22 36	10 00		
Black Creek	105 23	36 00		
Black Heath	31 08	14 00		
Black River Station	51 37	20 00		
Blair	114 16	38 00		
Blairton	192 44	54 00		
Blandford	33 86	14 00		
Blantyre	65 40	26 00		
Blessington	32 19	14 00		
Bloomfield	249 66	94 00		
Bloomington	44 18	14 00		
Bloomington	70 16	14 00		
Bloomsburg	81 67	34 00		
Bluevale	283 82	96 00		
Blyth	382 34	114 00		
Blytheswood	79 29	26 00		
Bobcaygeon	908 57	340 00	48 00	
Bogart	21 92	10 00		
Bolingbroke	16 54	10 00		
Bolsover	87 44	28 00		
Bolton Centre	62 59	16 00		
Bolton Forest	65 54	26 00		
Bomanton	55 98	18 00		
Bonaventure River	41 36	15 00		
Bondhead	413 24	144 00	72 00	
Bongard's Corners	24 59	10 00		
Bookton	54 40	20 00		
Bord à Plouffe	16 86	32 00		
Borelia. (closed 31st July, 1872)	37 06	14 00		
Bornholm	86 72	20 00		
Boscobel	2 95	10 00		
Boston	111 42½	44 50		
Eosworth	101 65	48 00		
Botany	33 01	12 00		
Bothwell	1,123 66½	342 00		40 00
Boucherville	156 82	72 00		
Boulter	49 54	16 00		
Bourg Louis	36 92	14 00		
Bowling Green	19 26	10 00		
Bowmanville, (5 Quarters)	4,441 38	1,202 50	75 00	200 00
Box Grove	48 38	20 00		
Boyne	57 88	20 00		
Boynton	27 91	10 00		
Bracebridge	1,097 99	254 00	32 00	
Bradford	1,362 89	386 00	24 00	40 00
Braemar	61 02	24 00		
Braeside, (from 1st October, 1872)	91 64	29 88		
Bramley	74 34	20 00		
Brampton	2,385 02	638 00		120 00
Branchton	83 19	28 00		
Brandy Creek	42 17	14 00		
Brantford, (5 Quarters; *including arrears)	11,420 59	2,415 00	*578 00	350 00
Brechin	107 31	32 00		
Brentwood	143 05	44 00		
Breslaw	127 61	42 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brewer's Mills	66 37	28 00		
Brewster	23 48	16 00		
Bridgenorth	53 57	18 00		
Bridgeport	133 48	44 00		
Bridgewater	281 20	98 00	12 00	
Brigham	199 80	44 00		
Bright, (*1 Quarter)	240 39	86 00	*7 00	
Brighton	1,277 81	374 00	240 00	40 00
Brinkworth	32 48	12 00		
Brinsley	53 76	22 00		
Brisbane	59 28	24 00		
Bristol	261 83	90 00	24 00	
Britannia	52 72	18 00		
Britannia Mills	36 81	10 00		
Britonville	23 05	12 00		
Broadlands	55 14	14 00		
Brockton	42 35	14 00		
Brockville, (5 Quarters)	8,872 21	2,240 00	600 00	350 00
Brodhagen	21 06	26 00		
Brome	228 05	60 00		
Bromemere	17 65	10 00		
Brompton	19 00	10 00		
Brompton Falls	163 02	52 00		
Bronte	177 97	64 00		
Brookbury	30 76	10 00		
Brooklin	606 60	220 00		
Brooksdale	120 62	36 00		
Brougham	314 82½	140 00		
Broughton	11 76	10 00		
Brownsburg	26 07	10 00		
Brownsville	149 93	52 00		
Brucefield	222 10	78 00		
Bruce Mines	368 49	120 00		
Brudenel	94 14	38 00		
Brunner	15 53	10 00		
Brunswick	12 58	10 00		
Brussels, (late Dingle)	851 89	310 00	12 00	
Bryanston	88 41	32 00		
Bryson, (late Hargrave)	313 09	66 00		
Buckhorn	116 55	52 00		
Buckingham	823 31	306 97		
Buckland	38 25	12 00		
Buckshot, (from 1st June, 1872)	22 76	8 33		
Bulstrode	24 67	10 00		
Bulwer	52 64	14 00		
Burford	345 71	116 00		
Burgessville	113 45	42 00		
Burgoyne	105 44	34 00		
Burleigh, (closed 30th November, 1872)	32 12	5 00		
Burnbrae	53 42	22 00		
Burnhamthorpe	13 30	16 00		
Burnley	35 14	10 00		
Burns	27 05½	12 00		
Burnstown	86 61	30 00		
Burritt's Rapids	287 18	126 00		
Burtch	35 67	16 00		
Burton	44 96	16 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bury's Green.....	19 29	10 00		
Bushfield.....	12 78	10 00		
Bute.....	37 36	18 00		
Buttonville.....	88 57	32 00		
Buxton.....	150 87	50 00		
Byng.....	73 84	22 00		
Byng Inlet.....	166 40	76 00		
Byron.....	81 79	32 00		
Cacouna.....	310 99	188 00		
Cadmus.....	47 16	10 00		
Cesarea.....	50 81	16 00		
Cainsville.....	146 55	62 00		
Caintown.....	44 60	20 00		
Cairngorm.....	11 93	10 00		
Caistorville.....	97 39½	34 00		
Calabogie.....	13 98	10 00		
Calder.....	17 84	10 00		
Calder.....	22 94	10 00		
Caldwell.....	219 95	88 00		
Caledon.....	159 78	58 00	16 00	
Caledon East.....	112 44	42 00		
Caledonia Springs.....	20 25	10 00		
Calton.....	55 85	22 00		
Calumet Island.....	222 13	72 00		
Cambray.....	5 97	7 50		
Cambria, (from 1st July, 1872).....	244 65	80 00	16 00	
Camden, East.....	48 48	22 00		
Cameron.....	1 88	0 83		
Camerontown, (from 1st March, 1873).....	86 13	30 00		
Camilla.....	289 73	60 00		
Camlachie.....	868 48	242 00		
Campbellford.....	117 96	48 00		
Campbell's Cross.....	92 39	42 00		
Campbellville.....	96 42	26 00		
Campan.....	7 26	10 00		
Canard River.....	79 68	24 00	16 00	
Canboro'.....	31 61	10 00		
Candasville.....	235 81	82 00	16 00	
Canfield.....	171 52	72 00		
Cannifton.....	89 51	38 00		
Canning.....	688 43	180 00	* 90 00	
Cannington, (* \$40 per annum).....	112 93	46 00		
Canrobert.....	15 47	10 00		
Canterbury.....	58 87	26 00		
Cantley.....	60 52	30 00		
Canton.....				
Cap à l'Aigle, Sub, (Revenue included in Murray Bay).....		20 00		
Cap Chat.....	49 14	10 00		
Cap des Rosiers.....	43 50	16 00		
Cape Cove.....	97 16	38 00		
Capelton.....	69 36	36 00		
Cape Rich.....	39 66	22 00		
Caplin.....	86 76	16 00		
Cap Magdeleine.....	46 89	14 00		
Cap Rouge.....	64 62	24 67		
Cap St. Ignace.....	157 27	58 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cap Santé.....	108 30	42 00		
Carden.....	71 84	24 00		
Carillon.....	227 35	86 00		
Carleton.....	199 32½	108 00	128 00	
Carleton Place.....	1,311 65	328 00		40 00
Carlingford.....	82 62	28 00		
Carlisle.....	132 95	54 00		
Carlow.....	95 71	30 00		
Carlsruhe.....	97 64	30 00		
Carluke.....	90 90	42 00		
Carnarvon.....	10 30	10 00		
Carnegie.....	12 88	10 00		
Carp.....	147 48	54 00	16 00	
Carronbrook.....	359 26	134 00		
Carrville.....	47 05	20 00		
Carsonby.....	11 49	10 00		
Carthage.....	70 04	22 00		
Cartwright.....	254 59	94 00		
Cascades, (from 1st May, 1872).....	36 98	9 17		
Cashel.....	39 50	16 50		
Cashmere.....	62 59	22 00		
Casselman.....	8 55	10 00		
Castile, (3 Quarters).....	7 44	7 50		
Castlebar.....	85 22½	36 00		
Castleford.....	64 69	30 00		
Castlemore.....	25 77	12 00		
Castleton.....	348 42	126 00		
Cataract.....	47 47	22 00		
Cataractui.....	172 30	62 00		
Cathcart.....	90 99	38 00		
Caughnawaga, (*discontinued).....	97 38	36 00	*66 00	
Causapsca.....	277 72	132 00		
Cavan, (from 1st May, 1872).....	68 96	23 03		
Cayuga.....	733 68	228 00	16 00	
Cazaville.....	42 89	10 00		
Cedar Grove.....	56 57	20 00		
Cedar Hall, (2 Quarters).....	56 99	21 00		
Cedar Hill.....	36 39	16 00		
Cedars.....	144 09	42 00		
Cedarville.....	36 45	10 00		
Centre Augusta.....	17 17	10 00		
Centreton.....	50 13	16 00		
Centreville.....	163 66	70 00		
Chambly Basin.....	284 38	126 00		
Chambly Canton.....	312 91	104 00	72 00	
Chambord, (from 1st May, 1872).....	20 80	9 17		
Champlain.....	177 67	62 00	10 00	
Chandos.....	29 44	10 00		
Chantelle.....	13 21	10 00		
Chantry.....	32 83	10 00		
Chapman, (from 1st February, 1873).....	4 98	1 67		
Charing Cross.....	155 27	42 06	72 00	
Charlemagne.....	117 91	31 00		
Charlesbourg.....	67 82	22 00		
Charleston.....	21 09	10 00		
Charleville.....	14 66	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chatboro'	27 21	10 00		
Chateauguay	118 60	44 00		
Chateauguay Basin	93 20½	32 00		
Chateau Richer	105 35	49 50	36 00	
Chatham, (5 Quarters)	9,036 40	1,665 00	300 00	250 00
Chatillon	19 16	10 00		
Chatsworth	345 95	102 00	16 00	
Chaudière Mills (from 1st July, 1872)	16 09	5 00		
Cheapside	157 22	50 00		
Cheddar, (from 1st January, 1873)	3 11	2 50		
Chelsea	504 67	154 00		
Cheltenham	141 61	42 00		
Chepstow	48 99	22 00		
Cherry Creek	15 19	10 00		
Cherry Valley	83 25	30 00		
Cherrywood	69 48	10 00		
Chesley	158 86	48 00		
Chester, (5 Quarters)	117 27	37 58		
Chesterfield	88 25	28 00		
Cheviot	15 76	10 00		
Chichester	81 90	32 00		
Chicoutimi	588 62	162 00	32 00	
Chippawa	845 22	320 00		
Chlorydormes	21 58	10 00		
Churchill	57 56	25 00		
Churchville	53 77	24 00		
Chute au Blondeau	80 78	16 00		
Clachan	48 79	13 50		
Clandeboyne, (from 1st January, 1873)	4 27	2 50		
Clapham	14 56	10 00		
Claremont	341 29	112 00		
Clarence	214 44	92 00		
Clarence Creek	89 65	24 00		
Clarenceville	318 38	110 00	16 00	
Clarendon Centre	253 79½	82 00		
Clareview	14 11	10 00		
Clarke	252 37	88 00		
Clarksburg	404 64	106 00	20 00	
Claude	135 89	40 00		
Clavering	23 09	10 00		
Clayton	150 77	52 00		
Clear Creek	110 69	42 00		
Clearville	213 54	74 00		
Clifford, (*including arrears)	604 73	150 00	*40 00	
Clifton	1,414 58	412 00	200 00	100 00
Clinton	2,436 70	676 00	60 00	80 00
Clontarf	11 62	10 00		
Clover Hill	78 96	30 00	16 00	
Cloyne	53 32	14 00		
Clyde	37 64	13 33		
Coaticook, (*1 Quarter)	1,833 43	488 00	*10 00	40 00
Cobden	90 59	30 00		
Cobocook, (*1 Quarter)	121 53	22 00	*5 00	
Cobourg, (5 Quarters)	6,384 39	1,600 00	300 00	250 00
Codrington	123 23	40 00		
Colbeck	16 89	10 00		
Colborne	1,089 97	366 00	80 00	40 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
Continued.

Name	Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Colchester		117 53	48 00		
Coldsprings		122 76	44 00		
Coldstream		86 72	36 00		
Coldwater		278 50	98 00		
Colebrook		91 17	26 00	16 00	
Coleraine		70 09	30 00		
Coleridge, (3 Quarters)		9 74	6 67		
Colinville		55 34	18 00		
Collfield		67 67	26 00		
Collingwood		2,728 95	852 00	240 00	120 00
Collin's Bay		75 67	24 00		
Collin's Inlet		53 80	20 00		
Colpoys's Bay		72 32	30 00		
Columbus		264 10	104 00		
Comber		148 43	34 00		
Combermere		100 80	40 00		
Como		61 12	26 00		
Compton, (*2 Quarters)		791 30	352 00	48 00	*20 00
Concord		117 24	56 00		
Conestogo		186 12	58 00		
Coningsby		26 15	10 00		
Connaught, (from 1st February, 1873)		6 58	2 50		
Connor		39 74	12 00		
Conroy		27 54	10 00		
Consecon		309 90	112 00		
Constance		141 36	48 00		
Contreccour		108 89	50 00		
Conway		89 58	46 00	16 00	
Cookshire		447 48	136 00		
Cookstown		384 20	148 00	48 00	
Cooksville		196 35	72 00		
Cooper		29 23	12 00		
Copenhagen		32 89 ³ / ₄	14 00		
Copetown, (1 Quarter)		47 50	14 50		
Copleston		40 06	10 00		
Corbin		41 56	10 00		
Corinth		43 50	16 00		
Cornwall		2,639 89	732 00	144 00	120 00
Corunna		194 95	76 00		
Côteau du Lac		122 90	46 00		
Côteau Landing		297 86	122 00	48 00	
Côteau Station		99 32	50 00	80 00	
Côte des Neiges		142 61 ¹ / ₂	46 00		
Côte St. Paul		188 54 ³ / ₄	58 00		
Cotswold		60 92	28 00		
Coulson		20 37	10 00		
Courtland		111 49	30 00		
Coventry		57 18	18 00		
Coverley		23 76	10 00		
Covey Hill		74 86	28 00		
Cowal		48 30	14 00		
Cowansville		568 72	194 00		
Craighurst		157 55	54 00		
Craigleith		34 43	16 00		
Craigsholme		58 75	20 00		
Craig's Road Station		27 72	10 00		
Craigville		207 33	60 00		

REPORT No. 3, A —Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873,—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances,	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cranbourne.....	28 76	10 00		
Cranworth.....	11 70	10 00		
Crawford.....	27 72	10 00		
Credit.....	180 26	68 00		
Crediton.....	147 08	48 00		
Creek Bank.....	33 37	16 00		
Cremore.....	205 85	76 00		
Creighton.....	30 43	12 00		
Cressy.....	64 99	22 00		
Crieff.....	39 95	16 00		
Crinan.....	51 03	22 00		
Crofton.....	20 65	10 00		
Cromarty.....	136 87	44 00		
Cross Hill.....	127 74	48 00		
Cross Point, (3 Quarters).....	74 06	24 00	18 00	
Croton.....	15 36	10 00		
Crowland.....	86 22	28 00		
Croydon.....	59 17	22 00		
Cruikshank.....	14 68	10 00		
Crumlin.....	46 17	18 00		
Cryslar.....	139 07	48 00		
Culloden.....	151 42	66 00		
Cumberland.....	238 74	94 31	16 00	
Cumminsville.....	147 56	46 00		
Cumnock, (5 Quarters).....	108 98	35 00		
Curran.....	116 02	40 00		
Cushing.....	172 88	62 00		
Dacre.....	73 59	30 00		
Daillebout.....	92 75	34 00		
Dalesville.....	86 46	28 00		
Dalhousie Mills.....	95 76	36 00		
Dalibaire.....	14 53	10 00		
Dalkeith.....	75 15	24 00		
Dalrymple.....	13 14	10 00		
Dalston.....	87 67	30 00		
Danby, (from 1st November, 1872).....	17 32	4 17		
Danford Lake.....	16 00	10 00		
Danforth.....	49 78	24 00		
Danville.....	1,361 54	380 00	32 00	40 00
Darrell.....	30 15	12 00		
Dartford.....	53 88	16 00		
Dartmoor.....	14 89	10 00		
Dashwood.....	61 42	20 00		
Davenport.....	89 97	32 00		
Davisville.....	36 59	12 00		
Dawn Mills.....	163 04	58 00		
Daywood.....	18 08	10 00		
Dealtown.....	41 71	18 00		
De Cawsville.....	86 17	28 00		
Deerdoch.....	9 17	10 00		
Deerhurst.....	43 34	16 00		
Dee Side.....	11 36	10 00		
Delaware.....	371 50	140 00		
Delhi.....	394 60	116 00	32 00	
Delta.....	216 22	88 00		
Demorestville.....	172 90	68 00	12 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Denbigh.....	32 48	14 00		
Denfield.....	34 85	14 00		
Denison's Mills.....	33 62 ³ / ₄	12 00		
Deniston.....	39 13	14 00		
De Ramsay.....	29 01	10 00		
Derryville.....	24 60	10 00		
Derry, West.....	34 87	20 00		
Derwent.....	71 41	34 00		
Desboro.....	55 39	18 00		
Deschambault.....	189 84	68 00		
Desert Lake.....	8 94	10 00		
Desmond.....	14 06	10 00		
Détour du Lac.....	65 12	28 00		
Deux Rivières.....	56 09	34 00		
Devizes.....	60 17	24 00		
Devon.....	125 08	46 00		
Dewittville, (* 3 Quarters).....	99 62	34 00	*9 00	
Dexter.....	33 07	14 00		
Diamond.....	33 12	14 00		
Dickens.....	40 58	10 00		
Dickinson's Landing.....	199 27	78 00		
Dillonton, (from 1st December, 1872.).....	12 91	3 33		
Dixie.....	66 45	24 00		
Dixon's Corners.....	121 81	36 00		
Dobbinton.....	20 04	10 00		
Dollar.....	23 50	12 00		
Domaine de Gentilly.....	4 75	10 00		
Don.....	28 87	10 00		
Doncaster.....	58 26	12 00		
Donegal.....	41 86	16 00		
Doon.....	150 72	50 00		
Doran.....	18 07	10 00		
Dorchester Station.....	116 49	38 00	32 00	
Dorking, (5 Quarters).....	45 58	22 50		
Douglas.....	169 69	50 00		
Douglastown.....	53 73	18 00		
Dover, South.....	26 41	10 00		
Downeyville.....	73 34	32 00		
Downsview.....	55 67	24 00		
Drayton.....	516 29	126 00		
Dreaden.....	926 85	236 00		
Drew.....	22 52	10 00		
Drew's Mills.....	69 70	12 00		
Dromore.....	124 09	38 00		
Drum.....	15 35	10 00		
Drumbo.....	350 25	110 00		
Drummondville, East.....	382 24	138 00	16 00	
Drummondville, West.....	783 49	296 00		
Drumquin, (2 Quarters).....	19 28	8 00		
Dryden.....	274 43	117 00		
Duart.....	291 63	90 00		
Dudswell.....	131 95	36 00		
Dufferin.....	75 63	22 00		
Dumblane.....	50 07	12 00		
Dunany.....	17 35	10 00		
Dunbar.....	136 87	57 50		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dunbarton	184 09	78 04		
Duncan	16 85	10 00		
Duncrief	87 67	26 00		
Dundalk	117 86	26 00		
Dundas	2,677 56	682 00	120 00	120 00
Dundee	112 83	34 00		
Dundee Centre	61 72	22 00		
Dundela	31 70	14 00		
Dundonald	47 13	18 00		
Dunedin	29 79	10 00		
Dungannon	272 42	74 00		
Dunham	525 51	262 00	16 00	
Dunkeld	128 88	30 00		
Dunnville	1,431 10	390 00	72 00	40 00
Dunraven	35 53	10 00		
Dunrobin	16 30	10 00		
Dunsford	63 75	22 00		
Dunroon	136 81	56 00		
Dunvegan	70 23	34 00		
Durham	1,337 18	474 00	96 00	60 00
Dutton, (from 1st January, 1873)	33 95	13 85		
Dwyer Hill, (from 1st October, 1872)	8 85	5 00		
Eagle	198 16	66 00		
Eardley	58 60	22 00		
East Arthabaska	84 44	32 00		
East Bolton	57 68	24 00		
East Broughton, (from 1st June, 1872)	7 35	8 33		
East Chester	27 14	10 00		
East Clifton	42 81	18 00		
East Dunham	50 86	16 00		
East Farnham	176 69½	68 00		
East Hawkesbury, (closed 30th November, 1872)	56 95	26 00		
East Hereford	9 95	10 00		
East Magdala	19 56	10 00		
Eastman's Springs, (from 1st June, 1872)	9 58	8 33		
Easton's Corners	246 79	96 00		
East Oro	50 16	16 00		
East Templeton	132 26	38 00		
East Williamsburgh	35 84	12 00		
Eastwood	157 14	60 00		
Eaton	274 44	94 00		
Eddystone	45 98	14 00		
Eden	102 14	34 00		
Eden Mills	123 80	44 00		
Edgar	105 43	36 00		
Edgecombe	17 21	10 00		
Edgely, (from 1st December, 1872)	13 70	3 33		
Edgeworth	37 36	16 00		
Edina, (from 1st July, 1872)	9 63	7 50		
Edmonton	160 68	52 00	32 00	
Edwardsburgh	392 39	134 00		
Edtingham	29 06	12 00		
Egansville	483 79½	168 00		
Egbert	40 44	12 00		
Egerton	36 40	14 00		
Eglington	160 12	76 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Egmondville	214 99	82 00		
Egremont	93 02	36 00		
Egypte	12 21	10 00		
Elba	28 84	10 00		
Elder	15 60	10 00		
Eldorado	27 28	20 00		
Elfrida	37 69	16 00		
Elgin	144 05	54 00		
Elginburg	88 77	32 00		
Elginfield	66 47	24 00		
Elimville	54 75	18 00		
Elizabethville	36 06	16 00		
Ellengowan	89 47	26 00		
Ellesmere	69 17	28 00		
Elliott	19 23	10 00		
Elm, (from 1st June, 1872)	11 81	8 33		
Elm Grove	42 04	18 00		
Elmira	636 70	216 00		
Elmvale	80 92	24 00		
Elmwood	78 78	20 00		
Elora	1,856 46	534 00	80 00	80 00
Elphin	47 92	10 00		
Elsinore	53 72	18 00		
Embro	562 60	160 00		
Embrun	66 86	22 00		
Emerald	61 96	26 00		
Emerson, (from 1st January, 1873)	8 49	2 50		
Enfield	17 80	20 00		
Enniskillen	243 85	78 00		
Ennismore	68 70	28 00		
Enterprise	120 00	40 00		
Epping	51 18	20 00		
Epsom	91 59	34 00		
Eramosa	62 08	20 00		
Erbsville	11 94	10 00		
Erie	17 13	10 00		
Erin	360 13	144 00		
Erinsville	79 85	30 00		
Ernestown, (from 1st February, 1873)	3 33	1 67		
Erroll	19 80	10 00		
Escott	99 01	30 00		
Escuminac, Sub. (Revenue included in Carleton)		24 00		
Esquering	111 44	40 00		
Esquimaux Point, (from 1st August, 1872)	6 93	4 17		
Ethel	81 44	22 00		
Etobicoke	126 22	38 00		
Eugenia	129 69	32 00		
Evelyn	44 48	10 00		
Everett	76 75	22 00		
Eversley	70 96½	26 00		
Everton	119 40	38 00		
Exeter	772 81	278 00	24 00	
Fafard	9 91	10 00		
Fairfield	46 35	26 00		
Fairfield, East	34 97	12 00		
Fairfield Plain	32 90	14 00		
Fairview	26 08	10 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Falding, (from 1st March, 1873)	0 02	1 07		
Falkenburg	31 31	30 00	16 00	
Falkirk	101 46	38 00		
Falkland	85 71	38 00		
Fallbrook	50 40	29 00		
Fallowfield, (from 1st June, 1872)	23 91	8 33		
Farmersville	462 06	156 00		
Farmington	15 03	10 00		
Farnboro'	18 02	10 00		
Farndon	31 20	10 00		
Farnham Centre	68 09	24 00		
Farquhar	52 42	18 00		
Farran's Point	124 88	48 00		
Father Point	80 14½	30 00	24 00	
Felton, (closed 31st August, 1872)	8 30	2 50		
Fenaghvale	17 65	10 00		
Fenella	50 14	20 00		
Fenelon Falls	721 89	208 00		
Fennells	32 20	16 00		
Fenwick	194 85	60 00		
Fergus	2,113 24	602 00	180 00	80 00
Ferguson's Falls	65 03	26 00		
Fergusonvale	16 83	12 00		
Fermoy	28 11	10 00		
Fernhill	77 45	26 00		
Feversham	119 78	30 00		
Fingal	663 51	224 00		
Fintona	18 14	10 00		
Fisherville	86 71	32 00		
Fitch Bay	120 85	33 00		
Fitzroy Harbor	271 93	96 00		
Fleetwood	21 09	10 00		
Fleaherton	376 36	127 70	60 00	
Fleurant, (a sub-office to 31st May, 1872)	3 10	10 00		
Flinton	52 20	14 00		
Flora	18 50	10 00		
Florence	549 00	160 00		
Foley	35 36	14 00		
Fontenoy	11 61	10 00		
Fonthill	573 67	198 00		
Fordyce	14 25	10 00		
Forest	688 25	196 00		
Forester's Falls	140 39	42 00	16 00	
Forest Mills	48 11	18 00		
Forestville	77 49	28 00		
Forfar	31 93	14 00		
Formosa	250 00	80 00		
Fort Coulonge	150 07	56 00		
Fort Erie	1,026 78	350 00		40 00
Fort William, L. S	114 16	255 00		
Fort William, Pontiac	29 43½	12 00		
Fournier	40 13	14 00		
Foxboro'	112 09	38 00		
Fox River	84 30	30 00		
Frampton	103 05	40 00		
Frankford	391 46½	108 00		
Frank Hill	19 33	13 50		

REPORT No. 3 A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Franklin, (*2 Quarters)	82 75	24 00	*6 00	.....
Franklin Centre	121 98	64 00	.....	.....
Franktown	150 42	56 00	96 00	.....
Frankville	129 02	56 00	.....	.....
Freelton	156 21	52 00	.....	.....
Freeport	69 29	28 00	.....	.....
Freiburg	94 31	38 00	.....	.....
Freighsburg	505 14	204 04	16 00	.....
French Village	158 32	52 00	.....	.....
Frogmore	30 50	12 00	.....	.....
Frome	77 72	32 00	.....	.....
Frost Village	83 07	56 00	.....	.....
Fulford	49 99	14 00	.....	.....
Fullarton	198 06	68 00	.....	.....
Fulton	36 56	16 00	.....	.....
Gad's Hill	49 55	14 00	.....	.....
Galt, (5 Quarters)	6,823 63	1,640 00	50 00	250 00
Galway	22 85	10 00	.....	.....
Gamebridge	67 52	16 00	.....	.....
Gananoque	2,070 70	578 00	.....	60 00
Garafraxa	367 69	98 00	.....	.....
Garden Hill	81 88	35 00	.....	.....
Garden Island	202 44	94 00	.....	.....
Garden River	59 54	14 00	.....	.....
Garneau	11 17	10 00	.....	.....
Garthby	13 44	10 00	.....	.....
Gaspé Basin	520 76	232 00	60 00	.....
Gemley	23 73	14 00	.....	.....
Geneva	35 95	12 00	.....	.....
Genoa	21 26	10 50	.....	.....
Gentilly	251 29	74 00	.....	.....
Georgetown	1,406 28	420 00	108 00	40 00
Georgeville, (* 3 Quarters)	256 34	88 00	*7 50	.....
Georgina	393 30	116 00	.....	.....
Gibraltar, (from 1st October, 1872)	10 91	5 00	.....	.....
Gilbert's Mills	16 93	10 00	.....	.....
Gilford	161 18	56 00	.....	.....
Gladstone	47 02	24 00	.....	.....
Glammis	82 69	22 00	.....	.....
Glanford	165 60	74 00	24 00	.....
Glanmire	14 98	10 00	.....	.....
Glanworth	93 05	38 00	.....	.....
Glascott	24 02	10 00	.....	.....
Glasgow	42 78	14 00	.....	.....
Glastonbury, (from 1st July, 1872)	5 30	7 50	.....	.....
Glenallan	226 81	90 00	.....	.....
Glenarrin	26 48	10 00	.....	.....
Glenburnie	18 48	12 00	.....	.....
Glencairn	68 84	22 00	.....	.....
Glencoe	809 44	188 00	.....	.....
Glendower	15 63	10 00	.....	.....
Glen Huron	58 89	20 00	.....	.....
Glenloyd	39 09	22 00	.....	.....
Glenlyon, (2 Quarters—closed 31st May, 1872)	30 61	17 17	.....	.....
Glenmeyer	27 32	10 00	.....	.....
Glen Morris	192 35	72 00	.....	.....
Glen Murray	61 05	18 00	.....	.....

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glennavis	97 80	36 00		
Glen Sutton	12 51	10 00		
Glen Tay	75 29	38 00		
Glenvale	46 10	14 00		
Glen Williams	195 59	66 00		
Goble's Corners	98 85	38 00		
Goderich, (5 Quarters)	5,359 24	1,537 50	150 00	250 00
Goldstone	75 84	32 00		
Goodwood	150 60	22 00		
Gore's Landing	215 10	48 00		
Gormley	102 21½	30 00		
Gorrie	283 94½	104 00		
Gosport	12 98	10 00		
Gould	158 96	52 00		
Gourock	57 66	20 00		
Gowanstown, (5 Quarters)	64 49	32 50		
Gower Point	27 02	10 00		
Grafton	467 33	173 50		
Grahamsville	66 94	32 00		
Granboro'	34 05	16 00		
Granby	863 98	380 00	24 00	
Grand Bend	40 49	10 50		
Grand Raie, (3 Quarters)	32 50	25 50		
Grande Grève	88 25	20 00		
Grande Ligne	125 80	50 00		
Grandes Coudées, (from 1st June, 1872)	7 88	10 00		
Grande Vallée, (from 1st August, 1872)	4 69	5 83		
Grand Pabos	54 87	20 00		
Grand River	186 86	48 00		
Grant	4 86	10 00		
Grantley	61 61	20 00		
Granton, (5 Quarters)	341 05	120 00		
Gravel Hill	17 02	10 00		
Gravelotte, (from 1st June, 1872)	22 82	7 53		
Gravenhurst, (5 Quarters)	343 51	154 50		
Graystock	24 80	10 00		
Greenbank	135 45	36 00		
Greenbush	81 00	30 00		
Greenock	60 61	22 00		
Green River, East	8 36	10 00		
Green River, West	77 21	16 00		
Greensville	178 07	64 00		
Greenwood	135 18	48 00		
Grenville	667 40	174 00	87 00	
Gresham	24 40	10 00		
Gretna	8 16	10 00		
Grey	119 59	42 00		
Griersville	67 62	20 00		
Griffith	91 60	28 00		
Grimsby	802 35	296 00	40 00	
Grondines	101 66	40 00		
Grovesend	44 09	18 00		
Guelph, (5 Quarters)	12,152 58	2,657 50	500 00	400 00
Guyborough	75 78½	22 00		
Hagersville	338 43	121 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Haliburton.....	252	69	94	00				
Hallerton.....	21	09	10	00				
Halloway.....	105	09	36	00				
Hall's Bridge.....	68	31	26	00				
Hamburg.....	33	42	14	00				
Hamilton (13 Months; salaries and expenses entered elsewhere).....	48,540	19						
Hamlet.....	34	10	12	00				
Hammond.....	28	66	10	00				
Hampstead.....	52	78	18	00				
Hampton.....	223	75	84	00				
Hannon.....	30	24	14	00				
Hanover, (5 Quarters).....	579	67	232	50	40	00		
Harcourt.....	11	70	10	00				
Hardinge.....	11	00	10	00				
Harlem.....	49	29	22	00				
Harley.....	91	80	28	00				
Harlock, (from 1st August, 1872).....	5	47	6	67				
Harlowe.....	23	92	10	00				
Harmony.....	40	07	14	00				
Harold.....	68	29	30	00				
Harper.....	34	71	16	00				
Harpley.....	28	22	10	00				
Harrietsville.....	98	84	32	00				
Harrington, East.....	25	72	10	00				
Harrington, West.....	85	29	32	00				
Harrisburg.....	224	49	72	00	96	00		
Harrison's Corners.....	44	73	10	00				
Harriston, (*including arrears).....	1,047	99	395	50			50	00
Harrow.....	127	70	50	00				
Harrowsmith.....	188	51	40	00	24	00		
Hartford.....	95	11	34	00				
Hartington.....	23	91	10	00				
Hartley.....	21	95	10	00				
Hartman.....	39	88	14	00				
Harvey Hill Mines.....	55	74	22	00				
Harwich.....	74	75	24	00				
Harwood.....	145	37	48	00				
Haseville, (from 1st June, 1872).....	2	74	8	33				
Hastings.....	672	86	218	00				
Hatley.....	371	77	128	00				
Haultain.....	16	48½	10	00				
Havelock.....	35	98	12	00				
Hawkesbury.....	644	07	186	00				
Hawkesville.....	266	87	84	00				
Hawkstone, (*including arrears).....	77	37	26	00	64	00		
Hawtreay.....	93	26	28	00				
Hay.....	36	46	14	00				
Haydon.....	65	99	24	00				
Hayesland.....	35	36	12	00				
Haysville.....	162	62	58	00				
Hazledean.....	74	91	18	00				
Headford.....	50	89	16	00				
Head Lake.....	19	14	10	00				
Heathcote.....	175	29	60	00				
Heckston.....	106	00	42	00				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Heidelberg.....	112 51	34 00		
Helena.....	72 67	26 00		
Hemison.....	34 52	12 00		
Hemmingford.....	384 99 ³ / ₄	132 00	60 00	
Henry.....	24 40	10 00		
Henrysburg.....	36 41	14 00		
Henryville.....	234 97	92 00		
Hepworth.....	41 48	10 00		
Herbert.....	24 97	10 00		
Herdman's Corners.....	36 18	15 08		
Hereford.....	30 03	12 00		
Hereward.....	51 28	16 00		
Hespeler.....	943 27	346 00		
Heyworth.....	13 34	10 00		
Hiawatha.....	17 24	10 00		
High Falls.....	13 29	10 00		
Highfield.....	25 49	12 00		
Highgate.....	97 72	24 00		
Highland Creek.....	122 22	46 00		
Hillier.....	123 57	41 50	16 00	
Hillsborough.....	30 66	20 00		
Hillsburgh.....	276 90	86 00		
Hillsdale.....	117 37	44 00		
Hill's Green.....	50 93	18 00		
Hilton.....	169 38	56 00		
Hoasic.....	15 79	10 00		
Hoath Head.....	18 15	10 00		
Hochelaga.....	68 18	36 00		
Hockley.....	32 47	12 00		
Holbrook.....	130 72	48 00		
Holland Landing.....	304 09 ³ / ₄	120 00		
Hollen.....	234 22	62 00		
Holmesville.....	71 17	28 00		
Holstein.....	100 86	34 00		
Holt.....	60 74	18 00		
Holyrood.....	113 08	28 00		
Homer.....	93 73	28 00		
Honeywood.....	74 10	28 00		
Hopfield, (from 1st July, 1872).....	13 97	7 50		
Hopetown.....	62 68	16 00		
Hornby.....	168 43	54 00		
Horning's Mills.....	132 36	36 00		
Houghton.....	148 40	56 00		
House Harbor, Sub. (Revenue included in Magdalen Islands).....		15 00		
Howe Island.....	14 33	10 00		
Howick.....	212 15	64 00		
Hudson.....	120 09	58 00		
Hull.....	1,223 59	300 00		
Hullsville.....	98 16	40 00		
Humber.....	114 61	44 00		
Humberstone.....	203 67	76 00		
Hunsdon.....	24 09	10 00		
Hunterstown.....	76 99	36 00		
Hunterville.....	13 74	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Huntingdon	809 14	336 00	64 00	
Huntingville	103 44	34 00		
Huntley	52 75	14 00		
Huntsville	136 79	22 00		
Huston, (* including arrears)	131 70	44 00	*20 00	
Hyde Park Corner	72 36	38 00		
Ida	98 83 ¹ / ₂	42 00		
Ilderton	48 79 ¹ / ₂	18 00		
Indiana	254 33	78 00		
Indian Cove	45 26	24 00		
Ingersoll, (5 Quarters)	6,775 24	1,705 50	360 00	260 00
Ingoldsby	23 83	12 00		
Inistioge	63 33	26 00		
Inkerman	172 14	54 00		
Innerkip	169 33	54 00		
Innisfil	36 53	14 00		
Innisville	91 43	40 00		
Inverary	46 92	42 00		
Inverhuron	76 84	26 00		
Invermay	264 61	92 00		
Inverness, (* including arrears)	447 27	146 00	*92 00	
Iona	307 29	140 00		
Iron Hill	34 90	12 00		
Ironside	63 16	20 00		
Iroquois	811 18	338 00	72 00	
Irvine	22 75	10 00		
Island Brook	28 49	10 00		
Islay	18 84	12 00		
Isle aux Grues	21 66	10 00		
Isle Dupas	46 25	16 00		
Isle Perrot	27 68	12 00		
Isle Verte, (* including arrears)	291 96	142 00	*46 00	
Islington	127 34	42 00		
Ivanhoe	74 78	28 00		
Ivy	84 10	24 00		
Jackson	30 29	14 00		
Janetville	83 54	28 00		
Jarratt's Corners	93 24	32 00		
Jarvis	525 61	158 00		
Jasper	133 69	44 00		
Jersey, River Chaudière	66 96 ¹ / ₂	24 00		
Jerseyville	123 91	38 00		
Johnson	40 84	16 00		
Johnson's Mills	27 46	12 00		
Johnville	72 97	22 00		
Joliette	949 67	316 00	48 00	
Jonquières	25 07	10 00		
Jordan	281 45	96 00		
Jura	39 44	16 00		
Kalaçar	12 47	10 00		
Kamouraska	411 42	250 00		
Kars	110 63	48 00		
Katevale	26 86	10 00		
Kazubazua	112 67	48 00		
Keady	51 95	18 00		
Keenansville	124 34	48 00		
Keene	365 95	98 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Keith.....	20 50	10 00		
Kelso.....	17 15	10 00		
Kelvin.....	127 50	44 00		
Kemble.....	31 19	12 00		
Kemptville.....	1,116 43	339 50	60 10	40 00
Kendal.....	107 59	36 00		
Kenilworth, (*3 Quarters).....	88 90	26 00	*22 50	
Kenmore.....	96 89	40 00		
Kennebec Line.....	0 43	10 00		
Kent Bridge.....	88 00	36 00		
Kerrwood.....	168 80	52 00		
Kerry.....	32 85	14 00		
Kertch.....	34 69	14 00		
Keswick.....	157 78	42 00		
Kettleby.....	158 23	54 00		
Keyser.....	29 25	14 00		
Kilbride.....	95 28	50 00		
Kildare.....	84 48	42 00		
Kilkenny, (3 Quarters).....	34 96	7 50		
Killarney.....	40 76	20 00		
Killeen.....	65 91	14 00		
Killerby.....	20 36	10 00		
Kilmanagh.....	39 50	16 00		
Kilmarnock.....	35 28	12 00		
Kilmartin.....	61 00	22 00		
Kilmaurs.....	20 34	10 00		
Kilsyth, (* including arrears).....	107 60	46 00	*21 00	
Kimberley.....	30 96	10 00		
Kinburn.....	94 99	38 00		
Kincardine.....	2,081 40	590 00	72 00	60 00
King.....	309 15	118 00		
King Creek.....	43 20	14 00		
Kinglake.....	38 83	14 00		
Kingsbridge.....	100 62	36 00		
Kingsbury.....	135 66	24 00		
Kingsey.....	56 08	18 00		
Kingsey Falls.....	53 90	16 00		
Kingsford.....	43 07	10 00		
Kingston, (13 Months; salaries and expenses entered elsewhere).....	15,536 06½			
Kingston Mills.....	33 94	12 00		
Kingsville.....	624 98	164 00	16 00	
Kinkora.....	49 18	20 00		
Kinloss.....	100 75	38 00	16 00	
Kinlough.....	43 20	18 00		
Kinmount.....	140 37	36 00		
Kinnear's Mills.....	115 36	38 00		
Kinsale.....	62 82	30 00		
Kintail.....	55 31	22 00		
Kintore.....	101 22	26 00		
Kippen.....	114 30	44 00		
Kirby.....	60 69	20 00		
Kirkfield.....	156 64	42 00		
Kirkhill.....	69 54	18 00		
Kirk's Ferry.....	26 90½	14 00		
Kirkton.....	133 11	42 00		
Kirkwall.....	106 55	38 00		

REPORT No. 3, A.—Detail of Salaries Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Klinburg	217 19	70 00		
Knapdale	9 69	10 00		
Knatchbull	22 42	10 00		
Knowlton	557 83	178 00		
Knowlton Landing, (from 1st July, 1872)	23 38	7 50		
Komoka	352 89	120 00		
Kossuth	33 92	12 00		
La Baie	258 64	88 00		
Labarre	77 75	34 00		
La Beauce	300 86	136 00	16 00	
L'Acadie	116 38	44 00		
Lachenaie	33 65	16 00		
Lachine	453 63	188 00		
Lachute	670 72	214 00	16 00	
Lac Masson	35 01	10 00		
Lac Noir	3 38	10 00		
Lacolle	574 80	170 00		
Lafontaine	28 58	10 00		
Laggan	107 13	38 00	16 00	
La Guerre	43 17	18 00		
Lake Aylmer	20 54	10 00		
Lake Beauport	21 69	14 00		
Lake Doré	12 92	10 00		
Lake Etchemin	16 92	10 00		
Lakefield	51 71	20 00		
Lakehurst	18 87	10 00		
Lakelet	90 50	24 00		
Lake Megantic	39 63	12 00		
Lake Opinicon	35 17	10 00		
Lakeside	124 93	46 00		
Lake Temiscamingue	50 41	14 00		
Lake Weedon	14 31	10 00		
L'Amable	40 91	12 00		
L'Amaroux	69 45 ³	20 00		
Lambeth	170 61	70 00		
Lambton	111 14 ³	36 00		
Lanark	506 68	188 00	32 00	
Lancaster, (* including arrears)	131 30	* 79 13	16 00	
Lang, (late Allandale Mills)	84 97	37 00		
Langevin	17 54	10 00		
Langford	54 70	22 00		
Langside	54 16	20 00		
Langton	138 11	34 00		
Lanoraie	127 92	56 00		
Lansdown	249 91	86 00		
L'Anse à Giles	114 48	40 00		
L'Anse au Foin	16 63	10 00		
L'Anse St. Jean, (closed 31st December, 1872)	6 62	7 50		
Lansing	96 40	38 00		
La Pigeonnière	142 22	52 00		
Laprairie	550 18	182 00	32 00	
La Présentation	61 60	20 00		
Lapum	14 12	10 00		
Largie, (from 1st February, 1873)	8 43	4 00		
Larochelle	21 48	10 00		
Laskay	145 17	56 00		
L'Assomption	403 34	184 00	60 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Laterrière	41 56	18 00		
Latimer, (closed 31st May, 1872)	6 53	17 67		
Latona	112 04	42 00	16 00	
La Tortue, (closed 31st August, 1872)	7 39	4 17		
Laurel	41 42	14 00		
Lauzon	302 59	174 00		
Laval	25 04	10 00		
Lavaltrie	76 69	28 00		
Lavant	20 75	10 00		
Lavender	24 35	10 00		
L'Avenir	207 22	72 00		
Lawrenceville	161 25	54 00		
Leamington	455 20	198 00	60 00	
Learned Plain	12 74	10 00		
Leaskdale	78 41	30 00		
Leclercville	91 18	26 00		
Leeds	116 85	74 00	32 00	
Leeds Village, (* including arrears)	166 87	* 76 00		
Lefroy	265 20	70 00		
Leinster	29 56	10 00		
Leith	95 41	32 00		
Lemesurier	34 57	16 00		
Lemonville	45 16	24 00		
Lennox	16 59	10 00		
Lennoxville, (*3 Quarters)	1,389 30	386 00	60 00	* 30 00
Leonard's Hill	19 48	10 00		
L'Épiphanie	89 76	30 00		
Les Eboulemens, (* 1 Quarter)	135 94½	48 00	* 2 00	
Les Ecorenails	63 24	30 00		
Les Escoumains	159 70	24 00		
Leskard	134 10½	42 00		
Leslie	169 21	50 00		
Les Petites Bergeronnes	7 57	10 00		
Lévis	1,070 78	412 00		40 00
Lieury	55 20	17 50		
Lifford	46 94½	22 00		
Limehouse	101 03	36 00		
Limelake	29 64	12 00		
Linda	16 88	10 00		
Lindsay, (5 Quarters)	4,779 59	1,327 50	150 00	200 00
Lineboro'	47 59	20 00		
Linton	44 02	16 00		
Linwood	204 03	48 00		
Lisadel	114 52	38 00	16 00	
Lisbon	21 67	10 00		
Lisburn	27 33	10 00		
Lisgar, (2 Quarters)	6 93	5 00		
L'Islet	319 12	122 00		
Listowel	1,182 04	430 00	120 00	40 00
Little Britain	219 22	64 00		
Little Current	147 84	32 00		
Little Rideau	74 80	24 00		
Lloydtown	223 51	82 00		
Lobo	130 59	56 00		
Lochaber Bay	10 15	10 00		
Loch Garry	76 79	28 00		
Lochial	103 87	38 00		

REPORT No. 3, A.—Detail of Salaries Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lochinvar	48 81	20 00		
Locksley	9 76½	10 00		
Lockton	36 78	14 00		
Logierait	44 18	16 00		
Londesborough	189 44	66 00		
London, (13 Months; salaries and expenses entered elsewhere)	30,430 30			
Long Island Locks	33 93	24 00		
Long Lake	18 05	10 00		
Long Point	53 80	20 00		
Longueuil	402 93	134 00		
Longwood	325 51	98 00		
Longwood Station	87 78	30 00		
Lonsdale	137 88	54 00		
Lorette	101 21	30 00		
Loretto	36 00	20 00	16 00	
L'Original	558 57	270 00	48 00	
Lorne	28 26	10 00		
Lorraine	16 10	10 00		
Lotbinière	251 31	98 00		
Lotus, (from 1st February, 1873)	4 81	1 67		
Loughborough, (*including arrears)	217 96	88 00	* 30 00	
Louisville	103 97	42 00		
Lovat	11 15	10 00		
Low	64 49	20 00		
Lowbanks	23 62	10 00		
Lower Ireland	16 71	10 00		
Lowville	161 85	58 00	16 00	
Lucan	693 79	248 00	100 00	40 00
Lucerne	16 82	10 00		
Lucknow	813 87	252 00		
Lumley	39 16	14 00		
Lunenburg	111 00	46 00		
Lurgan	20 92	10 00		
Luther	115 91	24 00		
Luton	76 69	28 00		
Lyn	588 25	232 00		
Lynden	294 32	106 00		
Lyndhurst	120 09½	40 00		
Lynedoch	293 32	102 00	32 00	
Lynnville	52 59	20 00		
Lyons	101 36	40 00		
Lyster	128 13	38 00		
Lyster Station, (from 1st January, 1873)	10 03	2 50		
McDonald's Corner	145 32	46 00		
McGillivray	169 57	64 00		
McIntyre	56 38	18 00		
McKellar	70 86	14 00		
Maberly	40 27	18 00		
Macnider	119 75½	42 00		
Macton	29 55	16 00		
Macville	32 85	16 00		
Maddington	7 16	10 00		
Madoc	733 94½	248 15	60 00	
Madrid, (closed 31st December, 1872)	11 24	7 50		
Magdalen Islands (Summer office)	87 06	21 00		
Magnetawan	57 35	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Magog	416 67	158 00		
Magoon's Point	7 08	7 50		
Magpie, (from 1st August, 1872)	3 24	5 00		
Maidstone	195 42	64 00		
Maitland	252 93	80 00		
Malakoff	21 92	10 00		
Malcolm	79 75	26 00		
Mallorytown	220 16	78 00	16 00	
Malmaison	82 61	38 00	16 00	
Malone	15 76	10 00		
Malton	145 49	62 00		
Malvern	110 76	50 00		
Manchester, (* discontinued)	252 93	104 00	* 10 00	
Mandamin	156 73	52 00		
Manilla	380 79	138 00	72 00	
Manitowaning	93 47	26 00		
Mannheim	62 36	18 00		
Manotick	269 39	76 00		
Mansfield	50 73	20 00		
Mansonville-Potton, (3 Quarters)	141 58	42 50		
Maple	197 31	62 00		
Maple Grove	112 25	40 00		
Maple Hill	65 71	24 00		
Maple Leaf	10 64	10 00		
Mapleton	72 45½	24 00		
Maple Valley	45 53	20 00		
Mar	8 79	10 00		
Marathon	25 71	14 00		
Marble Rock	17 34	10 00		
Marbleton	155 48	54 00		
March	40 33	16 00		
Marchmont	35 74	12 00		
Marden	50 64	18 00		
Maria, (3 Quarters)	100 25½	40 50		
Maritana	22 82	10 00		
Markdale	310 53	82 00		
Markham	847 30	290 00		
Marlbank	32 05	10 00		
Marlow	9 44	10 00		
Marmion	19 45	10 00		
Marmora	332 03	118 00	12 00	
Marnock	51 52	16 00		
Marsh Hill	19 87	10 00		
Marshville	147 10	54 00		
Marston	11 12	10 00		
Martintown	368 75	138 00		
Martinville	67 76	24 00		
Mary Lake	86 01½	10 00		
Marysville	154 84	48 00		
Mascouche, (from 1st August, 1872)	69 16	25 99		
Mascouche Rapids	86 37	54 00		
Masham	28 42	12 00		
Masquinongé, (5 Quarters)	105 88	47 50	25 00	
Massawippi	193 57½	76 00		
Massie	38 68	12 00		
Matane	213 53	72 00		
Matapédia	291 03	98 00	80 00	

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—

Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Matawachan	20 91	10 00		
Matlock	13 60	10 00		
Mattawa	233 02	76 00		
Mawcook	49 90	18 00		
Maxwell	209 08	80 00		
Mayfair, (from 1st June, 1872)	36 24	13 83		
Mayfield	50 13	20 00		
Maynard, (closed 30th November, 1872)	11 07	7 50		
Maynooth	63 45	22 00		
Mayo	10 13	10 00		
Meadowvale	172 58	62 00		
Meaford	1,559 56	406 00	32 00	40 00
Medina	39 31	18 00		
Medonte	49 39	14 00		
Mekinac, (closed 31st May, 1872)	0 21	1 67		
Melancthon	61 57	18 00		
Melbourne	803 02	306 00	60 00	
Melbourne Ridge	109 68	38 00		
Melocheville	53 59	26 00		
Melrose	80 30	28 00		
Melville	38 51	12 00		
Menie	91 00	36 00		
Meritton, (2 Quarters)	162 37	44 00		
Merivale	32 58	12 00		
Merlin	62 99	18 00		
Merrickville	849 42	356 00		
Metabechouan	44 34	13 00		
Méthot's Mills	64 60	30 00	16 00	
Metis	330 22	124 00	48 00	
Metz	12 22	10 00		
Meyersburg	31 40	10 00		
Michael's Bay, (from 1st November, 1872)	11 23	5 00		
Michipicoten River	28 41	10 00		
Middleville	134 57	48 00		
Midhurst	49 25	18 00		
Midland, (from 1st November, 1872)	51 36½	6 71		
Mildmay	381 28	78 00		
Mile End	110 46	58 00		
Milford	285 33	90 00		
Millbank	211 50	62 00		
Mill Bridge	56 06	30 00		
Mill Brook	1,134 77	318 00	16 15	
Mille Isles	25 53	10 00		
Mille Roches	314 45	102 00		
Mille Vaches	15 90	10 00		
Millfield, (from 1st January, 1873)	3 69	2 50		
Mill Grove	54 58	24 00		
Mill Haven	88 30	28 00		
Milliken	30 89	18 00		
Mill Point	639 93	196 00		
Millnesville	32 52	20 00		
Milton, East	123 64	38 00		
Milton, West	1,236 58	384 00		40 00
Milverton	194 22	36 00		
Mimico	46 48	22 00		
Mimosa	86 24	28 00		
Minden	311 96	144 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—

Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Minesing	76 10	26 00		
Mingan, (from 1st August, 1872)	7 03	4 17		
Miranda, (from 1st October, 1872)	1 95	5 00		
Mitchell	2,115 79	534 00	60 00	80 00
Mitchell's Bay, (from 1st December, 1872)	8 44	3 33		
Moe's River	73 34	26 00		
Moffatt	40 86	18 00		
Mohawk	249 37	96 00		
Moirs	61 52	22 00		
Moisic	19 95	9 00		
Molesworth	81 87	27 00		
Monck	10 04	10 00		
Monckland	51 90	24 00		
Moneymer	8 02	10 00		
Mongenais	31 72	12 00		
Mongolia	55 65	18 00		
Monkton	200 56	82 00		
Mono Centre	35 39	14 00		
Mono Mills	226 44	96 00	16 00	
Mono Road Station, (from 1st June, 1872)	71 71	15 33		
Montague	20 47	10 00		
Montcalm	35 27	12 00		
Monte Belle	234 08	60 00		
Mont Louis	39 52	22 00		
Montmagny	667 67	222 00	40 00	
Montreal (13 Months: salaries and expenses entered elsewhere)	159,952 78			
Montrose	36 09	14 00		
Mont St. Hilaire	51 00	20 00		
Moore	495 04	123 00		
Moorefield, (from 1st November, 1872)	55 88	18 50		
Moore Station	30 67	14 00		
Moose Creek	84 79	26 00		
Moray	56 44	22 00		
Morewood	62 99	30 00		
Morganstown	63 86	20 00		
Morley	16 53	10 00		
Morningdale Mills	31 07	14 00		
Morpeth	606 31	220 00	16 00	
Morrisbank	61 96	22 00	16 00	
Morrisburg	1,518 63	504 00	48 00	60 00
Morrison	183 76	74 00		
Mortlake, (closed 31st October, 1872)	7 70	7 30		
Morton	115 82	38 00		
Morven	45 89	20 00		
Moscow	53 26	18 00		
Mossley	50 82	22 00		
Motherwell	71 25	24 00		
Mountain Grove	26 90	12 00		
Mountain View	51 86	18 00		
Mount Albert	178 79	76 00		
Mount Albion	36 62	18 00		
Mount Brydges	382 31	128 00	60 00	
Mount Carmel	31 52	10 00		
Mount Charles	54 60	22 00		
Mount Elgin	233 35	80 00		
Mount Forest	1,627 88	502 00		60 00

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mount Healey	74 33	26 00		
Mount Horeb	27 88	10 00		
Mount Hurst	50 05	18 00		
Mount Irwin, (3 Quarters).....	10 39	7 50		
Mount Johnson	81 33	28 00		
Mountjoy	98 71	38 00		
Mount Loyal, (from 1st December, 1872).....	2 08	3 33		
Mount Oscar	23 24	10 00		
Mount Pleasant	145 39	42 00		
Mount St. Louis	58 37	14 00		
Mount St. Patrick	33 58	14 00		
Mount Salem	51 89	20 00		
Mountsberg	47 55	20 00		
Mount Vernon	145 26	62 00		
Mount Wolfe	10 82	10 00		
Mulgrave	9 20	10 00		
Mulmer	43 35	18 00		
Muncey	44 28	14 00		
Munster	57 25	22 00		
Murray	97 22	36 00		
Murray Bay	440 56	160 00	48 00	
Murvale	76 10	26 00		
Muskoka Falls	104 95	38 00	16 00	
Musselburg	20 86	12 00		
Myrehall	13 24	10 00		
Myrtle	89 92	28 00		
Mystic	88 28	20 00		
Nairn	142 34	60 00		
Nanticoke	147 17	54 00		
Napanee, (5 Quarters).....	4,302 18	1,267 50	200 00	200 00
Napanee Mills	47 26	20 00		
Napier	185 12	74 00		
Napierville	373 63	122 00		
Napperton	34 01	10 00		
Nassaggiweya	161 41	52 00		
Navan	28 57	10 00		
Neigette	62 50	44 00		
Nelson	139 65	50 00	16 00	
Nenagh	54 60	10 00		
Netherby	64 34	24 00		
Neustadt	320 50	118 00		
Nevis	44 28	18 00		
New Aberdeen	75 45	28 00		
Newark	58 47	18 00		
Newbliss	16 78	10 00		
Newborough	460 45	144 00		
Newboyne	29 96	12 00		
Newbridge	66 27	28 00		
Newburgh	384 55	214 00		
Newbury	519 49	212 00	80 00	
New Carlisle	306 41	90 00		
Newcastle	1,441 54	508 00	24 00	60 00
Newcombs, (from 1st February, 1873)	3 00	0 83		
New Dublin	26 70½	10 00		
New Dundee	363 70	94 00		
New Durham	150 71	52 00		
New Edinburgh	399 06	140 00		

REPORT No. 3, A.—Detail of Salaries;—Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Glasgow	128 49	44 00		
New Hamburg	869 00	266 00	24 00	
Newington	143 47	36 00		
New Ireland	18 71	10 00		
New Liverpool	595 89	202 00		
New Lowell	286 92	86 00		
New Market	2,049 47	558 00	72 00	80 00
Newport, East	22 78	10 00		
Newport, West, (5 Quarters)	47 11	17 50		
Newport Point	14 56	14 65		
New Richmond	151 45	84 00	50 00	
New Ross	6 46	10 00		
Newry	194 72	62 00		
New Sarum	95 98	34 00	16 00	
Newton Brook	730 34	56 60		
Newton Robinson	168 68	40 60		
Niagara	1,373 34	422 00	72 00	120 00
Nicolet	7 00	196 00	16 00	
Nicolston	63 63	24 00		
Nile	75 24	32 00		
Nilestown	148 10½	64 00		
Nipissingan	3 55	10 00		
Nissouri, (3 Quarters)	36 89	15 00		
Nithburg	20 82	10 00		
Nobleton	195 80	68 00		
Norham	131 88	46 00		
Norland	74 63	28 60	16 00	
Normandale	46 73	18 00		
Normanton	847 94	220 00		
North Augusta	225 51	84 00		
North Bristol	62 35½	14 00		
North Bruce	73 57	24 00		
North Douro	563 56	164 00		
Northfield	28 30	10 00		
North Georgetown	79 58	28 00		
North Glanford	34 15	18 00		
North Gower	198 51	68 00		
North Ham	62 94	14 00		
North Hatley	193 20	68 00		
North Keppel	56 61	24 00		
North Lancaster	115 30	46 00		
North Mountain	38 31	16 00		
North Nation Mills	140 99	48 00		
North Onslow	48 12	14 00		
North Pelham	37 67	20 00		
North Pinnacle	16 16	10 00		
North Port	168 63	44 00		
North Ridge	149 30	36 00		
North Seneca, (* 1 Quarter)	48 21	18 00	* 1 50	
North Stanbridge	20 62	10 00		
North Stoke	6 40	10 00		
North Stukeley	52 54	19 50		
North Sutton	32 31	18 00		
North Wakefield	142 38	68 00		
North Williamsburg	161 59	50 00		
North Winchester	60 75	12 00		
Norton Creek	98 33	42 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Norval.....	247 12	74 00		
Norway.....	69 53	18 00		
Norwich.....	876 57½	354 00	16 00	
Norwood, (* including arrears).....	656 77	182 00	* 84 00	
Notfield.....	159 93½	54 00		
Notre Dame du Portage.....	63 05	18 00		
Nottawa.....	222 27	90 00		
Nouvelle, (a sub-office to 30th June, 1872).....	13 05	12 00	6 00	
Noyan.....	32 62	12 00		
Nutt's Corners.....	10 02	10 00		
Oak Hill.....	12 09	10 00		
Oakland.....	153 18	58 00	72 00	
Oak Ridges.....	92 10	34 00		
Oakville.....	1,464 89	434 00	32 00	60 00
Oakwood.....	283 61	108 00	16 00	
Oban.....	42 13	18 00		
Odesa.....	323 56	116 18	72 00	
Offa.....	79 18	26 00		
Oil Springs.....	348 12	118 00		
Oka.....	43 87	16 00		
Old Montrose.....	2 69	10 00		
Olinda.....	130 51	30 00		
Omagh.....	53 50	24 00		
Omemee.....	617 52	214 00	16 00	
Ompah.....	23 53	12 00		
Onesida.....	118 44	28 00		
Ongley.....	19 08	10 00		
Onondaga.....	194 56	62 00		
Onslow.....	363 02	108 00		
Orangeville.....	1,614 77	496 00	72 00	60 00
Orchard, (* including arrears).....	141 41	44 00	* 15 00	
Orillia, (* including arrears).....	3,426 52	* 946 00	80 00	* 180 00
Orleans.....	32 39	14 00		
Ormond.....	62 38	22 00		
Ormstown.....	368 43½	130 00		
Orono.....	572 26	186 00		
Orwell.....	207 85½	78 00		
Osceola.....	70 04	24 00		
Osgoode.....	296 01	108 00		
Oshawa, (5 Quarters; *including arrears).....	5,225 96	1,365 00	* 123 00	200 00
Osprings.....	65 42	22 00		
Ossian.....	20 65	10 00		
Ottawa, (13 Months; salaries and expenses entered elsewhere).....	36,888 44			
Otter Creek, (2 Quarters).....	20 90	11 00		
Otter Lake.....	91 36	28 00		
Otterville.....	489 80	168 00		
Oungah.....	32 82	12 00		
Oustic.....	75 46	22 00		
Outram.....	34 89	10 00		
Overton.....	22 53	10 00		
Owen Sound.....	3,327 51	944 00	160 00	120 00
Oxendon.....	63 75	32 00		
Oxford Centre.....	31 01	12 00		
Oxford Mills.....	200 26	76 00		
Oxford Station.....	53 71½	24 00		
Oxley.....	104 88	36 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Oznabrock Centre	130 54	38 00		
Painswick	45 56	10 00		
Paisley, (* 3 Quarters)	1,368 29	334 00		* 30 00
Pakenham	812 37	264 00	96 00	
Palermo	217 96	84 00	16 00	
Palgrave	13 78	10 00		
Palmer Rapids, (from 1st August, 1872)	14 16	5 83		
Pammure	36 02	14 00		
Papineauville	241 96	114 00		
Paquette	40 44	12 00		
Parham	58 21	22 00		
Paris	2,231 61	578 00		160 00
Paris Station	388 69	200 00	141 00	
Parker	80 33	20 00		
Park Head	20 21	10 00		
Park Hill	1,314 99	352 00		40 00
Parkhurst, (no accounts received)				
Parma	31 23	16 00		
Parry Sound	430 22	90 00		
Paspébiac	443 24	128 00		
Patterson	218 24	94 00		
Paudash	23 70	10 00		
Peabody	26 20	10 00		
Pearceon	18 40	10 00		
Peepabun	16 62	10 00		
Pefferlaw	30 92	16 00		
Pembroke	2,616 23½	674 00	48 00	80 00
Pendleton	90 35	30 00		
Penetanguishene	594 27	218 00	32 00	
Peninsula-Gaspé	19 61	10 00		
Pentland	22 37	10 00		
Penville	64 41	20 00		
Percé	341 66	146 00	24 00	
Perch Station	34 81	10 00		
Perkins	15 02	10 00		
Perm, (from 1st August, 1872)	7 90	5 83		
Perretton	21 44	10 00		
Perryboro'	21 48	10 00		
Perrytown	67 39	44 00		
Perth	2,975 84	810 00	60 00	120 00
Petawawa	29 96	14 00		
Peterborough, (5 Quarters; *including arrears)	7,890 32	1,730 00	* 260 00	300 00
Petersburg	120 28	40 00	32 00	
Peterson	15 02	10 00		
Petersville, Sub., (Revenue included in London. 5 Quarters)		12 50		
Petherton	74 57	30 00		
Petit Métis	65 04	26 00		
Petrolia	3,075 64	708 00		160 00
Petworth	33 89	16 00		
Peveril, (2 Quarters)	28 68	11 00		
Phelpston	37 34	10 00		
Philipsburg, East	251 90	92 00		
Philipsburg, West	99 06	38 00		
Philipsville	109 59	38 00		
Pickering	330 74	138 00		
Pictou	2,777 66	816 00	48 00	120 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Pierreville	180	05	72	00				
Pierreville Mills	103	76	32	00				
Pigeon Hill	86	27	34	00				
Pike River	102	53	44	00				
Pinedale	40	32	10	00				
Pine Grove	192	76	66	00				
Pine Orchard	67	75½	28	00				
Pine River	87	20	36	00				
Pinkerton	92	63	30	00				
Piopolis	17	94	10	00				
Pittserry	22	02	10	00				
Pittston	15	23	10	00				
Plainfield	86	66	30	00				
Plantagenet	247	48	114	00				
Plattsville	351	95	114	00				
Playfair	35	64	14	00				
Pleasant Hill	169	54	46	00				
Plum Hollow	27	70	14	00				
Point Abino	439	40	146	00	32	00		
Point Alexander	38	42	12	00				
Pointe à Pic, Sub. (Revenue included in Murray Bay)			30	00				
Pointe au Bouleau	6	94	10	00				
Pointe au Chêne	7	34	8	33				
Pointe aux Pins	32	08	10	00				
Pointe aux Trembles, Hochelaga	86	99	52	00				
Pointe aux Trembles, Portneuf	143	25	62	00	24	00		
Pointe Claire	102	98	44	00				
Pointe du Lac	58	75	24	00				
Point Edward	463	17	226	00				
Point Fortune	225	73	70	00				
Point Kaye	11	46	10	00				
Pointe Petre	7	91	10	00				
Point Platon, (Summer office)	7	81	6	25				
Point St. Charles	725	77	316	00				
Point St. Peter	172	59	52	00				
Point Traverse	20	62	10	00				
Poland, (closed 31st December, 1872)	14	36	7	50				
Pomona	15	00	10	00				
Ponsonby	85	01	30	00				
Pont Château	26	33	12	00				
Pont de Maskinongé	165	80	82	00				
Pont Rouge	46	59	14	00				
Poole	68	47	20	17				
Portage du Fort	526	19	224	00	40	00		
Port Albert	84	71	32	00				
Port au Persil	14	38	10	00				
Port Bruce	59	27	24	00				
Port Burwell	795	28	308	00	72	00		
Port Carling	151	50	64	00				
Port Colborne	1,220	83	350	00	60	00	40	00
Port Credit	97	36	36	00				
Port Dalhousie	675	15	224	00				
Port Daniel	75	16	42	00				
Port Dover	942	03	340	00	60	00	40	00
Port Kimsley	56	22	22	00				
Porter's Hill	59	59	22	00				
Port Granby	58	14	24	00				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Hoover	14 22	10 00		
Port Hope, (5 Quarters; *including arrears)	7,082 71	1,647 50	*260 00	250 00
Port Lambton	246 40	50 00		
Portland	96 04	36 00		
Port Lewis	38 15	14 00		
Port Maitland	74 24	22 00		
Port Nelson	48 97	32 00		
Portneuf	208 00	90 00	16 00	
Port Perry	1,555 76	420 00		40 00
Port Robinson	418 21	190 00	96 00	
Port Rowan	682 92	220 00		
Port Royal	115 43	34 00		
Port Ryerse	202 62	60 00		
Portsmouth	158 07	70 00		
Port Stanley	585 69	206 00		
Port Union	37 85	12 00		
Powell	10 07	10 00		
Powerscourt	39 64	18 00		
Prescott	2,872 32	804 00	240 00	200 00
Preston	737 34	228 00	36 00	
Pricville	278 76	96 00		
Primrose	60 09	16 00		
Prince Albert	362 83	170 00		
Princeton	517 69	182 00		
Prospect	47 38	16 00		
Purdy	12 13	10 00		
Purpleville	38 89	14 00		
Puslinch	90 04	32 00		
Putnam	106 17	36 00		
Quebec (13 Months; salaries and expenses entered elsewhere)	42,738 61			
Queensborough	62 25	26 00		
Queenston	210 98	86 00		
Queensville (* including arrears)	236 91	70 00	* 12 80	
Radstock	23 30	10 00		
Raglan	116 11	46 00		
Railton	30 95	14 00		
Rainham	74 76	28 00	8 00	
Rainham Centre	89 19	30 00		
Rama	54 88½	22 00		
Ranelagh	41 87	20 00		
Rankin	22 99½	10 00		
Rapides des Joachims	232 41	122 00		
Rathburn (from 1st May, 1872)	11 34	9 17		
Ratho	138 29	52 00		
Ravenna	80 66	26 00		
Ravenscliff	12 10	10 00		
Ravenshoe	62 81	20 00		
Ravenswood	68 96	26 00		
Rawdon	205 23	66 00		
Raymond	34 15	16 00		
Reaburo'	37 42	10 00		
Read	72 81	30 00		
Reading	110 35	60 00		
Rednersville	105 56	42 00		
Red Rocks, (from 1st October, 1872)	1 69	5 00		
Reeddale, (from 1st September, 1872)	14 55	5 83		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Relessey	29 13	12 00		
Renforth	22 43	10 00		
Renfrew, (*3 Quarters)	1,469 13	438 00	77 00	* 35 00
Renton	24 65	12 00		
Repentigny	79 82	34 00		
Riceburg	96 59	38 00		
Riceville	90 63	36 00	12 00	
Riahby, (1 Quarter)	23 35	12 50		
Richmond, East	908 95	276 00	32 00	
Richmond, West	257 64	104 00		
Richmond Hill	555 98	244 00		
Richmond Station	332 32	76 00		
Richview	28 89	20 00		
Richwood	175 58	58 00		
Ridgetown	598 91	152 00		
Ridgeville	85 08	48 00		
Rigaud	466 72	130 00		
Rimington, (from 1st July, 1872)	8 79	7 50		
Rimouski	1,099 83	328 00		40 00
Ringwood	149 47	58 00		
Ripley	42 82	10 00		
River Beaudette	124 65	46 00		
River David	270 62	86 00		
River Désert	157 28	52 00		
River Gilbert	62 74	24 00		
Riverdale	144 27	58 00		
Riverstown	102 62	22 00		
Rivière aux Vaches, (from 1st January, 1873)	5 26	2 50		
Rivière Bois Clair	46 88	20 00		
Rivière des Prairies	31 89	16 00		
Rivière du Loup (<i>en bas</i>)	889 35	330 00	72 00	40 00
Rivière du Loup (<i>en haut</i>)	496 18	168 00	72 00	
Rivière la Magdaleine, (from 1st June, 1872)	28 10	5 00		
Rivière Ouella	250 63	68 00		
Rivière Raisin	671 95	288 00	144 00	
Rivière Trois Pistoles	130 54	76 00		
Roche's Point	103 18	42 00		
Roberval	80 87	28 00		
Robinson, (*including arrears)	275 51	126 00	* 46 00	
Robin	57 64	22 00		
Rob Roy	10 12	10 00		
Rochelle	58 86	20 00		
Rochester	294 91	78 00		
Rochesterville, (from 1st January, 1873)	33 23	2 50		
Rockburn	78 28	44 00		
Rockford	78 78	24 00		
Rock Forest	30 07	10 00		
Rockingham, (*3 Quarters)	107 89	32 00	* 27 00	
Rock Island	362 33	118 00		
Rockland	150 78	28 00		
Rockport	31 43	10 00		
Rockside	31 31	10 00		
Rockton	121 80	46 00	16 00	
Rock Village	28 37	10 00		
Rockwood	528 11	174 00		
Rodgerville	223 41	82 00	16 00	
Rodney	48 58	14 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Roebuck	24 03	10 00		
Rocheby	14 03	10 00		
Romney	59 16	20 00		
Ronaldsay	61 06½	26 00		
Rondeau	704 60	198 00	60 00	
Rondeau Harbor	73 03	18 00		
Ronson	48 85	10 00		
Ross	36 50	12 00		
Rosedale	57 26	22 00		
Rosedene	39 60	12 00		
Rosehall	38 85	12 00		
Rosemont	276 43	82 00		
Roseneath	115 22	36 00		
Rosetta	15 86	10 00		
Roseville	79 41	28 00		
Roslin	133 19	46 00		
Ross	41 07	14 00	32 00	
Rosseau, (* 3 Quarters)	128 56	26 00	*30 00	
Rothsay	220 77	84 00		
Rouge Hill	9 02	10 00		
Rougemont	72 81	32 00		
Round Plains	42 75	14 00		
Rowanton	144 89	42 00		
Roxham	12 22	10 00		
Roxton Falls	296 33	110 00		
Roxton Pond	84 62	26 00		
Rugby	80 03	32 00	16 00	
Ruisseau des Chênes	44 84	20 00		
Runnymede	10 20	10 00		
Rupert	22 16	10 00		
Russell, (* 5 Quarters)	236 87	97 50		
Russelltown	73 11	26 00		
Rutherford	20 60	10 00		
Ruthven	185 79	54 00	12 60	
Ryckman's Corners	50 18	28 00		
Ryegate	55 29	18 00		
Ryistons	22 80	10 00		
St. Adèle	57 95	22 00		
St. Agatha	121 02	40 00		
St. Agathe	135 16	36 00		
St. Agnès	31 93	10 00		
St. Aimé	156 87	48 00		
St. Alban	74 72	26 00		
St. Albert	25 35	10 00		
St. Alexandre, Iberville	180 66	66 00		
St. Alexandre, Kamouraska	96 30	30 00		
St. Alexis	50 99	20 00		
St. Alphonse	74 54	30 00		
St. Anaclet	26 39	10 00		
St. André	88 52	34 00		
St. André Avelin	131 93	40 00		
St. Andrews, East	622 77	224 00	16 00	
St. Andrews, West	107 76	46 00		
St. Angele	51 43	16 00		
St. Angele de Laval	83 88	14 00		
St. Anicet	124 81	64 00		
St. Anne, Bout de l'Isle	144 79	62 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts	\$ cts.	\$ cts.	\$ cts.
Ste. Anne de Beaupré, Sub, (Revenue included in Chateau Richer).....		18 50		
Ste. Anne de la Pérade.....	301 83	118 00	28 00	
Ste. Anne des Monts.....	82 40	34 00		
Ste. Anne des Plains.....	104 94	32 00		
Ste. Anne la Pocatière.....	420 36	284 00	40 00	
St. Ann's, Lincoln.....	113 62	38 00		
St. Anselme.....	135 72½	50 00		
St. Antoine, Lotbinière.....	68 18	28 00		
St. Antoine, River Richelieu.....	120 93	38 00		
St. Antonin.....	36 64	12 00		
St. Apollinaire.....	38 70	20 00		
St. Armand, Centre.....	27 43	10 00		
St. Armand Station.....	177 91	84 00	72 00	
St. Arsène.....	116 77	42 00		
St. Athanase.....	328 32	126 00		
St. Aubert.....	62 74	22 00	8 00	
St. Augustin, Portneuf.....	59 26	18 00	16 00	
St. Augustin, Two Mountains.....	82 83	36 00		
St. Barnabé, River Yamaska.....	88 13	30 00		
St. Barnabé, St. Maurice.....	58 27	22 00		
St. Barthélemi.....	153 90	64 00		
St. Bazile.....	61 68	18 00		
St. Bazile le Grand.....	42 33	10 00		
Ste. Beatrix.....	26 86	10 00		
St. Benoit.....	96 75	52 00		
St. Bernard.....	62 20	14 00		
St. Bonaventure.....	69 40	26 00		
St. Brigide.....	126 49	44 00		
Ste. Brigitte des Saults.....	20 11	10 00		
St. Bruno.....	76 74	36 00		
St. Camille.....	73 02	20 00		
St. Canute.....	21 18	12 00		
St. Casimir.....	149 89	42 00		
Ste. Catharine's, East.....	61 29	22 00		
St. Catharines, West, (5 Quarters).....	13,517 22	2,857 50	120 00	450 00
St. Célestin.....	116 50	38 00		
St. Césaire.....	503 31	182 00		
St. Charles de Stanbridge.....	43 36	14 00		
St. Charles, River Boyer.....	122 71	50 00		
St. Charles, River Richelieu.....	174 82	78 00		
St. Christophe d'Arthabaska.....	761 81	246 00		
Ste. Claire.....	92 81	38 00	12 00	
St. Clements.....	84 01	34 00		
St. Clet.....	69 16	26 00		
Ste. Clothilde.....	30 57	10 05		
St. Columbin.....	65 00	26 00		
St. Côme.....	10 49	10 00		
St. Constant.....	84 33	36 00		
Ste. Croix.....	162 16	64 00		
St. Cuthbert, (3 Quarters).....	92 34	34 50		
St. Cyriac, (from 1st July, 1872).....	1 89	7 00		
St. Cyrille.....	44 38	14 00		
St. Damase.....	138 02	52 00		
St. Damien de Brandon.....	34 83	10 00		
St. Davids.....	138 52	56 00		
St. Denis de la Boutillerie.....	79 17	34 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Denis, River Richelieu	225 04	104 00	16 00	
St. Didace	71 46	22 00		
St. Dominique	117 64	38 00		
St. Dominique des Cèdres	11 27	10 00		
St. Dorothee	21 94	10 00		
St. Edouard	91 94	28 00		
St. Edouard de Frampton, Sub. (Revenue included in Frampton)		10 00		
St. Edwige	36 11	10 00		
St. Elie, (from 1st July, 1872)	17 83	7 50		
St. Elizabeth	150 36	46 00		
St. Eloi	36 80	14 00		
St. Elzéar	63 43	19 00		
St. Emélie de l'Energie	11 56	10 00		
St. Ephrem de Tring	45 46	18 00		
St. Ephrem d'Upton, (* 1 Quarter)	261 83	104 00	*8 00	
St. Esprit	81 02	32 00		
St. Etienne de Beauharnois	56 02	24 00		
St. Etienne de Bolton, (late Grass Pond)	33 69	12 00		
St. Etienne des Grès, (late St. Etienne)	88 08	28 00		
St. Eugène	208 38	74 00		
St. Eustache	363 98	162 00	16 00	
St. Evariste de Forsyth	50 59	18 00		
St. Fabien	120 39	46 00		
St. Famille	31 03	12 00		
St. Félicité	16 39	10 00		
St. Félix de Valois	97 93	28 00		
St. Ferdinand	235 04	72 00		
St. Féréal, Sub. (Revenue included in Chateau Richer)		11 75		
St. Fidèle	34 50	10 00		
St. Flavie	174 53	86 00	60 00	
St. Flavien	19 83	16 00		
St. Flore, (3 Quarters)	17 67	7 50		
St. Foy	56 21	20 00		
St. François, Beauce	190 17	86 00	16 00	
St. François de Sales	21 99	10 00		
St. François d'Orleans	22 41	10 00		
St. François du Lac	209 44	70 00		
St. Françoise	5 61	9 50		
St. François, Montmagny	118 45	44 00		
St. Frédéric	33 00	10 00		
St. Gabriel de Brandon	209 59	62 00		
St. Geneviève	121 28	40 00		
St. George, Beauce	97 73	34 00		
St. George, Brant	425 31	128 00		
St. George de Windsor	59 58	20 00		
St. Germain de Grantham	181 40	44 00		
St. Gertrude	61 46	24 00		
St. Gervais	163 35	56 00		
St. Giles	56 51	24 00	24 00	
St. Grégoire	264 38	88 00	32 00	
St. Guillaume d'Upton	263 40	70 00		
St. Hélène	78 40	26 00		
St. Hélène de Bagot	74 53	22 00		
St. Helens	168 02	54 00		
St. Hénédiac	87 71	24 00	12 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St Henri.....	179 22	64 00	75 00	
St. Henri Station.....	36 17	10 00		
St. Hermas.....	114 17 ³ / ₄	38 00		
St Hermenegilde.....	8 50	10 00		
St. Hilaire Station.....	277 27	48 00	250 00	
St. Hilaire Village.....	116 85	42 00		
St. Hippolyte de Kilkenny.....	21 48	10 00		
St. Honoré.....	18 10	10 00		
St. Hubert.....	125 49	52 00		
St. Hugues.....	281 25	88 00	48 00	
St. Hyacinthe.....	2,647 10	678 00	120 00	80 00
St. Irénée.....	48 77	16 00		
St. Isidore, Dorchester.....	120 65	46 00		
St. Isidore, Laprairie.....	90 14	38 00		
St. Ives.....	31 67	10 00		
St. Jacobs.....	283 53	86 00		
St. Jacques.....	166 50	50 00		
St. James' Park, Sub., (Revenue included in London).....		10 00		
St. Jacques le Mineur.....	85 75	26 00		
St. Janvier.....	63 21	18 00		
St. Jean Baptiste de Montréal.....	218 65	66 00		
St. Jean Baptiste de Rouville.....	127 91	42 00		
St. Jean Chrysostôme, Chateauguay.....	344 38	140 00		
St. Jean Chrysostôme, Lévis.....	75 30	48 00		
St. Jean de Matha.....	99 18	28 00		
St. Jean des Chaillons.....	156 55	58 00		
St. Jean d'Orléans.....	110 22	32 00		
St. Jean Port Joli.....	222 44 ³ / ₄	70 00		
St. Jérôme.....	328 46 ³ / ₄	104 00	49 50	
St. Joachim.....	68 14	20 00		
St. Joachim de Shefford.....	14 24	10 00		
St. Johns, East, (* including arrears).....	2,565 79	616 00	240 00	*100 00
St. Johns, West.....	38 29	12 00		
St. Joseph.....	242 37	86 00		
St. Joseph du Lac.....	47 74	18 00		
St. Jude.....	95 37	42 00		
Sts. Julie.....	38 14	14 00		
Sts. Julie de Somerset.....	162 81	56 00		
Sts. Julienne.....	60 39	32 00		
St. Justin.....	49 30	14 00		
Sts. Justine de Newton.....	64 76	22 00		
St. Lambert.....	71 80	22 00		
St. Lambert, Montreal.....	51 84	16 00		
St. Laurent d'Orléans.....	74 59	26 00		
St. Laurent, Montreal.....	387 90	140 00		
St. Lazare.....	52 76	18 00		
St. Léon.....	133 82	52 00		
St. Léonard.....	42 30	14 00		
St. Liboire.....	153 47	54 00		
St. Ligouri.....	57 58	16 00		
St. Lin.....	142 75	42 00		
St. Louis de Gonzague.....	211 28	86 00		
Sts. Louise.....	66 10	24 00		
St. Luc.....	53 99	16 00		
Sts. Luc.....	103 40	30 00		
St. Magloire.....	4 53	10 00		
St. Malo.....	32 79	10 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Marc.....	90 03	30 00		
St. Marcel.....	74 68	24 00		
Ste. Marguerite.....	84 27	26 00		
Ste. Marie de Monnoir.....	445 61	142 00		
Ste. Marthe, (2 Quarters).....	81 25	29 00		
St. Martin.....	116 66	40 00		
Ste. Martine.....	191 19	62 00		
St. Mary's, (5 Quarters).....	3,787 11	1,035 00	100 00	150 00
St. Mathias.....	94 96	30 00		
St. Mathieu.....	18 85	10 00		
St. Maurice.....	144 83	46 00		
St. Maurice, Forges.....	18 18	10 00		
St. Michel.....	178 13	74 00		
St. Michel des Saints.....	56 83	22 50		
St. Modeste.....	34 23	12 00		
Ste. Monique.....	119 31	38 00		
Ste. Monique des Deux Montagnes, (from 1st June, 1872).....	31 35	8 33		
St. Narcisse.....	52 85	16 00		
St. Nicholas.....	122 83	62 00	16 00	
St. Norbert.....	55 13	18 00		
St. Octave.....	76 40	20 00		
St. Ola.....	12 78	10 00		
St. Onézime.....	24 52	10 00		
St. Ours.....	277 50	126 00	16 00	
St. Pacôme, (2 Quarters).....	42 93	16 00		
St. Paschal.....	162 71	50 00		
St. Patrick's Hill.....	155 12	42 00		
St. Paul de l'Industrie.....	50 54	24 00		
St. Paul du Buton.....	29 07	10 00		
St. Paulin.....	68 12	18 00		
St. Paul l'Hermite.....	67 26	52 00	16 00	
St. Paul's Bay.....	388 54	132 00	48 00	
Ste. Perpetue, (from 1st July, 1872).....	2 04	7 50		
St. Philippe.....	81 81	28 00		
St. Philippe d'Argenteuil, (late Muddy Branch).....	56 88	24 00		
St. Philippe de Néry.....	60 89	16 00		
Ste. Philomène.....	91 14	32 00		
Ste. Pie.....	277 77	116 00		
St. Pierre Baptiste.....	29 01	10 00		
St. Pierre d'Orléans.....	20 95	12 00		
St. Pierre les Becquets.....	200 97	98 00		
St. Pierre Montmagny.....	176 36	48 00	6 00	
St. Placide.....	80 55	32 00		
St. Polycarpe.....	241 95	110 00		
St. Prime, (from 1st October, 1872).....	8 39	4 16		
St. Prosper.....	38 14	14 00		
St. Raphaël, East.....	154 09	50 00		
St. Raphaël, West.....	88 47	36 00		
St. Raymond.....	88 33	34 00		
St. Régis.....	22 96	10 00		
St. Rémi.....	349 88	122 00	32 00	
St. Robert.....	66 11	26 00		
St. Roch de Québec.....	2,002 55	560 00		100 00
St. Roch de Richelieu.....	63 60	20 00		
St. Roch des Aulnaies.....	74 10	26 00		
St. Roch l'Achigan.....	81 28	32 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
C *tinued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Romaine	36 91	10 00		
Ste. Rosalie	96 77	40 00		
Ste. Rose	114 99	42 00		
St. Sauveur	81 46	24 00		
St. Sauveur de Québec	807 02	226 00		
Ste. Scholastique	282 94	126 00		
St. Sébastien	185 37	70 00		
St. Sévere	28 89	10 00		
St. Simon de Rimouski	94 63	44 00		
St. Simon de Yamaska	205 24	66 00		
Ste. Sophie	126 19	40 00		
Ste. Sophie de Lacorne	49 69	20 00		
St. Stanislas	157 21	52 00		
St. Stanislas de Kostka	78 07	24 00		
St. Sulpice	58 76	22 00		
St. Sylvester	115 95	36 00		
St. Sylvester, East	183 27	54 00		
St. Théodore	77 45	26 00		
St. Théodore de Chertsey	25 15	10 00		
Ste. Thérèse de Blainville	367 50	112 00		
St. Thomas, East	52 40	20 00		
St. Thomas, West, (5 Quarters; *including arrears)	6,984 63	1,725 50	150 00	*270 00
St. Timothée	110 99	42 00		
St. Tite	58 05	20 00		
St. Urbain, Charlevoix, (a sub-office to 30th June, 1872)	14 75	5 00		
St. Urbain, Chateauguay	94 75	36 00		
Ste. Ursule	104 89	28 00		
St. Valentine	119 84	44 00		
St. Valerien	63 63	16 00		
St. Vallier	122 75	38 00		
Ste. Victoire	60 01	20 00		
St. Victor de Tring	60 54	22 00		
St. Vincent de Paul	220 72	78 00		
St. Wenceslas	46 15	14 00		
St. Williams	205 86	66 00		
St. Zénon	3 21	10 00		
St. Zépherin	98 33	36 00		
St. Zotique	69 01	30 00		
Sable	29 80	12 00		
Sabrevois	81 98	30 00		
Saintfield	77 52	30 00		
Salem	238 24	90 00		
Salford	156 93	62 00		
Salmonville	43 25	14 00		
Sanborn	8 33	10 00		
Sandfield	38 94	12 00		
Sandford	115 42	36 00		
Sandhill, (* 2 Quarters)	139 14	62 00	*8 00	
Sandhurst	63 78	26 00		
Sand Point, (* including arrears)	391 17	186 00	*134 00	
Sandwich	571 30	190 00	48 00	80 00
Sandy Beach	33 64	12 00		
Sarawak	36 56	14 00		
Sarepta	34 50	22 00		
Sarnia, (5 Quarters)	5,079 22	1,145 00	200 00	200 00
Saugeen	640 78	240 00	16 00	
Sault au Cochon, (from 1st February, 1873)	4 21	1 87		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sault au Récollet.....	156 78	120 00		
Sault Ste. Marie.....	397 65	90 00	48 00	48 00
Savage's Mills.....	46 37	16 00		
Sawyerville.....	237 37	86 00		
Scarboro'.....	105 90	42 00		
Schomberg.....	396 51	122 00		
Scone.....	47 48	14 00		
Scotch Block.....	28 68	12 00		
Scotland.....	312 93	112 00		
Scugog.....	29 47	10 00		
Seaforth.....	2,925 74	714 00	100 00	120 00
Seaton, (from 1st July, 1872)	17 47	7 50		
Sebringville.....	286 86	94 00		
Seeley's Bay.....	111 34	34 00		
Seely, (from 1st August, 1872)	8 95	5 83		
Seguin Falls.....	29 45	10 00		
Selby.....	100 66	40 00		
Selkirk.....	272 97	86 00	16 00	
Selton.....	74 32	32 00		
Selwyn.....	59 56	20 00		
Seneca.....	1,275 15	386 00	50 00	40 00
Settrington.....	30 24	10 00		
Seyern Bridge.....	239 81	69 60		
Sevigné.....	5 89	10 00		
Shakespeare.....	317 98	112 00		
Shamrock.....	33 88	12 00		
Shanick.....	9 18	10 00		
Shanly.....	36 09	11 50		
Shannerville.....	392 42	134 00		
Shanty Bay.....	108 69	14 00		
Sharon.....	194 77	74 00	16 00	
Sharpton.....	17 60	10 00		
Shawbridge.....	28 85	12 00		
Shawenegan.....	57 20	20 00		
Sheenboro'.....	37 23	10 00		
Sheffield.....	138 30	48 00		
Shefford Mountain.....	43 31	18 00		
Shelburne.....	160 48	30 00		
Sheldon.....	13 26	10 00		
Sheldrake, (from 1st August, 1872)	4 11	6 67		
Sherbrooke, (5 Quarters).....	5,778 81	1,220 00	104 00	200 00
Sheridan.....	41 36	20 00		
Sherkston.....	107 86	20 00		
Sherrington.....	135 06	46 00		
Shetland.....	59 93	36 00		
Shigawake.....	32 01	12 00		
Shinley.....	61 71	28 00		
Shoolbred.....	57 71	20 00		
Shrewsbury.....	11 69	10 00		
Shrigley.....	17 89	10 00		
Sierra.....	40 75	12 00		
Sillery Cove.....	193 46	60 00		
Silksville.....	15 76	10 00		
Siloms.....	44 74	10 00		
Silver Hill.....	74 64	22 00		
Silver Islet.....	373 03	40 00		
Simcoe.....	2,740 01	766 00	144 00	120 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Singhampton	170 71	76 00	18 00	.. ..
Six Portages	65 74	44 00	.....	.....
Skipness	8 74	10 00	.....	.....
Skye	26 25	14 00	.....	.....
Sleswick	30 49	12 00	.....	.....
Sligo	14 14	14 00	.....	.....
Smithfield	114 97	32 00	.....	.....
Smith's Falls	1,629 20	438 00	16 00	60 00
Smith's Mills	163 87	30 00	.....	.....
Smithurst, (3 Quarters)	6 82	7 50	.....	.....
Smithville, Lincoln	471 89	166 00	.....	.....
Solina	59 16	26 00	.....	.....
Sombra	251 34	102 00	24 00	.....
Somerset	491 90	204 00	32 00	.....
Sonya	80 60	40 00	.....	.....
Soperton	32 64	10 00	.....	.....
Sorel	2,036 83	558 00	108 00	80 00
South Barnston	30 36	10 00	.....	.....
South Bay, (from 1st June, 1872)	9 04	8 33	.....	.....
South Bolton	64 80	26 00	.....	.....
South Cayuga	144 93	38 00	.....	.....
South Douro	57 58	22 00	.....	.....
South Dummer	59 37	22 00	.....	.....
South Durham	330 09	108 00	.....	.....
South Elmsley	108 33	36 00	.....	.....
South Ely	57 16	20 00	.....	.....
South Finch	106 33	34 00	.....	.....
South Gloucester	51 34½	20 00	.....	.....
South Gower	78 49	28 00	.....	.....
South Granby	29 33	16 00	.....	.....
South Ham	42 31	14 00	24 00	.....
South La Graisse	31 31	10 00	.....	.....
South Lake	35 15	14 00	.....	.....
South March	96 31	32 00	.....	.....
South Middleton	51 43	16 00	.....	.....
South Monaghan	97 62	34 00	.....	.....
South Mountain	214 99	70 00	.....	.....
South Quebec	638 04	242 00	.....	.....
South Roxton	16 14	10 00	.....	.....
South Stukeley, (late Stukeley)	172 73	44 00	.....	.....
South Zorra	88 06	34 00	.....	.....
Spafordton	15 90	10 00	.....	.....
Spanish River	79 19	28 00	.....	.....
Sparta	374 57	150 00	.....	.....
Speedie	95 73	32 00	.....	.....
Speedside	46 38	20 00	.....	.....
Spence, (from 1st August, 1872)	39 48	8 85	.....	.....
Spencer Cove	107 72	84 00	.....	.....
Spencerville	277 47	96 00	20 00	.....
Spring Arbor	23 37	10 00	.....	.....
Springbank	30 40	12 00	.....	.....
Springfield	299 17	74 00	.....	.....
Springford	216 41	84 00	.....	.....
Springvale	58 35	16 00	.....	.....
Springville	117 86	48 00	.....	.....
Staffa	82 16	26 00	.....	.....
Stafford	26 12	10 00	.....	.....

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stamford	203 34	78 00		
Stanbridge, East	307 48	112 00		
Stanbridge Station, (* 1 Quarter)	193 83	60 00	* 15 00	
Stanbury	16 77	10 00		
Standon	41 80	18 00		
Stanfold	548 35	180 00	32 00	
Stanhope	132 07	48 00		
Stanley's Mills	66 70	32 00		
Stanstead	509 83	220 00	160 00	
Stanton	31 10	18 00		
Starnesboro'	74 04	23 00		
Stayner	1,142 13	414 00	36 00	40 00
Steele	27 56	10 00		
Stella	139 35	50 00		
Stevensville	180 05	56 00		
Stewartville, (late Balmer's Island)	87 42	24 50		
Stirling	793 31	246 00	32 00	
Stirton	98 00½	32 00		
Stisted, (closed months of January & February, 1873)	27 63	16 00		
Stittsville, (* 3 Quarters)	144 36	42 00	* 22 00	
Stockdale	38 77	18 00		
Stockwell	27 97½	14 00		
Stoco	82 16	24 00		
Stoke Centre	15 98	10 00		
Stoketon	12 42	10 00		
Stonesfield	151 84	52 00		
Stoneham	13 13	10 00		
Stony Creek	161 51	62 00	32 00	
Stony Point	136 87	46 00		
Stornoway, (* 2 Quarters)	181 86	50 08	* 16 00	
Stottville	123 90	54 00	72 00	
Stouffville	416 52	148 00	48 00	
Stowe	34 09	14 00		
Strabane	101 15	40 00		
Stratfordville	174 02	60 00		
Strangford	36 00	10 00		
Stratford, (5 Quarters)	6,644 56	1,480 00	150 00	200 00
Strathallan	88 23	36 00		
Strathburn	69 02	26 00		
Strathnairn	27 66	10 00		
Strathroy	3,106 18	684 00	32 00	120 00
Streetville	552 21	200 00		
Stromness	113 02	44 00		
Sullivan	170 16½	56 00		
Summerstown	117 69	38 00		
Summersville	87 27	32 00		
Sunbury	78 26	26 00		
Sunderland	236 07	46 00		
Sunnidale	34 33	10 00		
Sutherland's Corners	67 32	28 00	16 00	
Sutton	342 91	122 00		
Sweaburg	131 12	42 00		
Sweetsburg	399 11	232 00	21 00	
Switzerville	16 54	10 00		
Sydenham Place	70 86	28 00		
Sydney Crossing (from 1st January, 1873)	2 27	2 50		
Sylvan	111 73	40 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tadousac.....	171 59	48 00	30 00	
Talbotville Royal.....	86 33	32 00		
Tamworth.....	441 98	180 00		
Tannery West.....	309 07	80 00		
Tapleystown.....	69 11	30 00		
Tara.....	278 17	78 00		
Tarbert.....	17 76	10 00		
Tatlock.....	26 63	10 00		
Taunton.....	61 03	10 00		
Tavistock.....	453 00	138 00		
Taylorholme, (closed 30th November, 1872).....	11 90	6 67		
Tecumseth.....	221 92	50 00		
Teeswater.....	550 06	162 00		
Teeterville.....	140 98	48 00		
Telfer.....	41 58	20 00		
Temperanceville.....	60 20	10 00		
Templeton.....	115 92	42 00		
Tempo.....	47 87	22 00		
Tennyson.....	12 09	10 00		
Terrebonne.....	645 68	208 00		
Tessierville.....	66 39	24 00		
Teston.....	53 06	18 00		
Teviotdale.....	98 74	44 00		
Thamesford.....	240 14	106 00		
Thamesville.....	644 61	164 00	16 00	
Thanet.....	25 92	16 00		
Thiers, (from 1st June, 1872).....	4 14	8 33		
Thistlestown.....	127 55	48 00		
Thomasburg.....	131 69	42 00		
Thompsonville.....	35 09	12 00		
Thornbury.....	412 01	88 00		
Thornby.....	10 15	10 00		
Thorndale.....	188 77½	70 00	12 00	
Thorne Centre.....	33 69	12 00		
Thornhill.....	338 15	120 00	32 00	
Thornton.....	129 11	40 00		
Thorold.....	1,240 62	406 00		40 00
Three Rivers.....	3,248 28½	786 00	240 00	120 00
Thunder Bay.....	714 15	138 00		
Thurlow.....	31 04	14 00		
Thurso.....	331 66	130 50	16 00	
Tilbury East.....	84 95	34 00		
Tilsenburg.....	1,398 96	320 00	20 00	
Tinter, (from 1st June, 1872).....	8 49	8 33		
Tiverton.....	405 54	122 00		
Toledo.....	178 98½	62 00		
Topping.....	36 55	20 00		
Tormore.....	26 22½	16 00		
Toronto, (1½ Months; salaries and expenses entered elsewhere).....	133,714 57			
Tottenham.....	134 28	50 00		
Townsend Centre.....	43 96	16 00		
Trafalgar.....	124 28	52 00	16 00	
Traverston.....	30 51	12 00		
Treadwell.....	30 82	12 00		
Treacastle.....	74 36	44 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tremblay.....	38 30	10 00		
Trenholm.....	58 16	20 00		
Trenton.....	1,627 50	502 00		60 00
Trois Pistoles.....	336 73	152 00		
Trois Saumons.....	45 82	16 00		
Trout Lake.....	34 43	12 00		
Trout River.....	39 29	16 00		
Trowbridge.....	89 50	30 00		
Troy.....	92 99	32 00		
Trudell.....	98 56	34 00		
Tuam.....	95 16	18 00		
Tullamore.....	88 90	44 00		
Turtle Lake.....	7 08	10 00		
Tuscarora.....	94 19½	34 00		
Tweed.....	373 41	110 00		
Tweedside.....	25 97	10 00		
Tyneside.....	31 95	10 00		
Tyrconnell.....	80 02	50 00		
Tyrone.....	173 82	60 00		
Tyrell.....	55 79	22 00		
Udora.....	52 51	14 00		
Uffington.....	99 25	28 00		
Ufford.....	15 01	10 00		
Ullswater.....	49 93	10 00		
Ulster.....	5 88	10 00		
Ulverton.....	262 60	98 00		
Umfraville.....	14 75	10 00		
Underwood.....	215 05	70 00		
Union.....	241 65	86 00		
Unionhill.....	14 87	10 00		
Unionville.....	254 77	88 00	28 00	
Uphill, (from 1st August, 1872).....	29 18	7 50		
Upper Bedford, (from 1st August, 1872).....	114 93	7 50		
Upper Wakefield, (from 1st May, 1872).....	62 25	9 17		
Uptergrove.....	151 94	36 00		
Utica.....	79 70	34 00		
Utopia.....	72 66	22 00		
Utterson.....	67 25	54 00		
Uttoxeter.....	48 33	18 00		
Uxbridge.....	1,357 08	328 00	32 00	40 00
Vachell.....	40 52	12 00		
Vaillancourt.....	13 02	10 00		
Valcartier.....	73 10	30 00		
Valcourt.....	57 97	20 00		
Valentia.....	44 71	12 00		
Valetta.....	127 89	30 00		
Vallentyne.....	61 94	24 00		
Valletort.....	23 22	10 00		
Valleyfield.....	503 95	152 00		
Valmont.....	41 12	12 00		
Vanattar.....	19 24	10 00		
Vanbrugh.....	79 48	26 00	16 00	
Vandecar.....	39 04	18 00		
Vandeleur.....	31 45	10 00		
Vankleek Hill.....	634 89	224 00		
Vanneck.....	55 41	16 00		
Vanvick.....	31 50	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Varenes	262 55½	86 00		
Varna	172 31	54 00		
Varney	61 46	20 00		
Vasey	50 14	10 00		
Vaudreuil	204 46	138 00		
Veighton	25 05	10 00		
Vellore	47 99	16 00		
Venice	12 31	10 00		
Vennachar	17 49	10 00		
Venosta	35 99	10 00		
Ventnor	72 70	26 00		
Ventry	15 88	10 00		
Verchères	236 89	98 00		
Verdun	30 12	10 00		
Vereker	36 53	10 00		
Vernon	68 67	28 00		
Vernonville	78 78	28 00		
Verona	26 74	10 00		
Versailles	67 79	18 00		
Verschoyle, (closed 31st December, 1872)	41 38	12 00		
Vesta	39 46	16 00		
Wears	50 82	26 00		
Victoria Corners	30 89	12 00		
Victoria Harbor, (from 1st May, 1872)	23 98½	9 17		
Victoria Square	93 38	32 00		
Vienna	690 66	292 00	72 00	
Viger	36 86	16 00		
Vigo	31 26	10 00		
Vilette, (from 1st March, 1873)	0 33	0 83		
Village des Aulnaies	161 53	52 00		
Village Richelieu	112 80	42 00		
Villanova	43 24	18 00		
Villiers	28 46	12 00		
Vincennes	26 23	12 00		
Vine	45 97	14 00		
Vinoy	6 21	10 00		
Vinton	8 89	10 00		
Violet	58 68	24 00		
Virgil	77 54½	28 00		
Vittoria	477 81	162 00		
Vivian	20 44	10 00		
Vroomanton	113 52	36 00		
Vyner	16 70	10 00		
Wabashene	181 72	49 56		
Wakefield	249 14	78 00		
Waldemar	54 88	18 00		
Wales	201 71	68 00	48 00	
Walkerton	2,148 64	594 00	200 00	80 00
Walkerville	382 97	120 00		
Wallace	33 75	14 00		
Wallaceburg	708 07	212 00	16 00	
Wallacetown	380 85	118 00	24 00	
Wallbridge	63 81	24 00		
Wallenstein	7 19	10 00		
Walmer	33 69	12 00		
Walpole Island, (closed 31st December, 1872)	10 90	7 50		
Walsh	83 62	36 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Walter's Falls.....	74 30	34 00		
Waltham.....	53 77	16 00		
Walton.....	211 39	70 00		
Wanstead, (5 Quarters).....	99 41	45 00	20 00	
Warburton.....	21 77	10 00		
Warden.....	70 30	24 00		
Wardsville.....	601 97	210 00	16 00	
Wareham.....	38 06	10 00		
Warkworth.....	626 32	186 00		
Warminster, (*2 Quarters).....	50 86	16 00	*6 00	
Warner.....	29 84	16 00		
Warsaw.....	188 38	56 00		
Wartburg.....	40 37	28 00		
Warwick, East, (1 Quarter).....	102 14	38 00		
Warwick, West.....	186 53	70 00		
Washago.....	79 00	20 00		
Washington.....	142 82	54 00		
Waterdown.....	566 16	194 00		
Waterford.....	655 64	278 00	32 00	
Waterloo, East.....	1,257 52	424 00	48 00	40 00
Waterloo, West.....	1,861 62	660 00	16 00	80 00
Waterville.....	246 51	80 00		
Watford.....	874 62	244 00		
Watson's Corners.....	95 86	28 00		
Waubamick.....	36 82	10 00		
Waubunc.....	38 17	10 00		
Waupoos.....	64 63	18 00		
Waverley.....	119 73	20 00		
Way's Mills.....	45 46	10 00		
Weedon.....	69 13	22 00		
Welcome.....	70 12	26 00		
Welland.....	1,339 74	358 00		60 00
Welland Port.....	206 31	82 00		
Wellesley.....	257 69	78 00	24 00	
Wellington.....	357 71	132 00		
Wellington Square.....	583 07	214 00	48 00	
Wellman's Corners.....	40 54	18 00		
Wendover.....	81 59	28 00		
West Arran.....	47 17	18 00		
West Bolton.....	11 51	10 00		
West Brome.....	137 15	46 00		
West Brook.....	131 21	44 00		
West Broughton.....	81 08	20 00		
Westbury.....	33 76	16 00		
West Ditton.....	38 03	12 00		
West Essa.....	67 95	26 00		
West Farnham.....	815 57	220 00	24 00	
Westfield.....	46 25	20 00		
West Flamboro.....	199 12	76 00		
West Huntingdon.....	49 89	18 00		
West Huntley.....	25 68	10 00		
West Lake.....	21 19	10 00		
West McGillivray.....	52 28	28 00		
West Magdala.....	29 10	12 00		
Westmeath.....	215 93	70 00		
West Montrose.....	34 23	16 00		
Weston.....	553 94	242 00	16 00	

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
West Osgoode.....	65 41	26 00		
Westover	97 89	34 00		
Westport	285 57	102 00		
West Potton	16 56	10 00		
West Sheffield	232 49	68 00		
West Winchester	361 86	118 00		
Westwood	90 32	40 00		
Wexford	93 59	34 00		
Whalen	31 31	14 00		
Wheatland	38 88	20 00		
Wheatley	170 11	44 00		
Whitby (5 Quarters ; * 4 Quarters)	4,003 52	1,117 50	250 00	* 120 00
Whitehurst	35 39	10 00		
White Lake	147 11	42 00		
White Rose	34 15	10 00		
Whitevale	232 13	64 00		
Whitfield	31 65	12 00		
Whittington	58 45	16 00		
Whitton	13 18	10 00		
Wiarton	112 15	28 00		
Wick	152 16	48 00		
Wicklow	87 32	36 00		
Widder	105 32	36 00		
Widder Station	586 65	190 00		
Wilfrid	69 76	28 00		
Wilkesport	152 34	42 00		
Willetsholme	14 81	10 00		
Williamstown	281 44	126 00		
Williscroft	14 90	10 00		
Willowdale	86 07	38 00		
Willowgrove, (closed months of June and July, 1872)	50 20	16 50		
Wilmur	27 87	12 00		
Wilton	139 81	46 00		
Winchelsea	57 07	22 00		
Winchester	322 42	104 00		
Winchester Springs	100 91½	34 00		
Windermere	26 92	10 00		
Windham Centre, (5 Quarters)	99 62	32 50		
Windsor, (5 Quarters)	4,273 04	1,462 00	812 50	250 00
Windsor Mills	508 69	156 00		
Winfield	68 54	22 00		
Winger	32 54	10 00		
Wingham	924 20	278 00	50 00	
Winona, (* including arrears)	112 77	38 00	*119 00	
Winterbourne	128 15½	62 00		
Winthrop	90 08	26 00		
Wisbeach	73 59	32 00	32 00	
Woburn	76 47	28 00		
Wolfe Island	327 45	132 00		
Wolfstown	88 56	20 00		
Wolverton	96 32½	30 00		
Woodbridge	880 02	246 00		
Woodburn	57 23	20 00		
Woodbury, (closed 31st May, 1872)	6 19	1 67		
Woodford	120 61	34 00		
Woodham	92 46½	28 00		
Woodhill	51 19	18 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1873.—*Concluded.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodlands	42 50 ¹ / ₂	20 00		
Woodside	67 36	20 00		
Woodsee	178 22	46 00	24 00	
Woodstock, (5 Quarters)	6,749 91	1,657 50	75 00	250 00
Woodville	518 47	144 00	32 00	
Wooler	103 45	34 00		
Wotton	144 76	50 00		
Wright	244 34	76 00		
Wroxeter	577 52	224 00	50 00	
Wyandott	25 19	10 00		
Wyebridge, (5 Quarters)	237 97	72 50		
Wyoming	612 49	280 00	60 00	
Yamachiche	252 11	92 00	16 00	
Yamaska	152 95	56 00	48 00	
Yarker	101 51	42 00		
Yarm	25 75 ¹ / ₂	10 00		
Yarmouth Centre	81 41	38 00		
Yelverton	31 81	10 00		
Yeovil	41 88	10 00		
York	392 63	126 00		
York Mills	111 54	50 00		
York River	49 91	18 00		
Yorkville	1,653 52	422 00		60 00
Young's Point	29 71	10 00		
Zealand	17 64	10 00		
Zephyr	50 92	12 00		
Zetland	17 63	10 00		
Zimmerman	97 98	36 00		
Ziska, (from 1st May, 1872)	10 18	8 33		
Zurich	257 98	98 00		
Totals	\$1,122,810 36 ¹ / ₂	\$202,389 48	\$20,469 88	\$12,093 00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, B.

DETAIL of all payments for Salaries, &c., in Nova Scotia; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
INSPECTOR'S OFFICE.			
		\$	cts.
A. Woodgate.....	Post Office Inspector.....	2,400	00
F. M. Passow.....	Assistant Post Office Inspector.....	1,600	00
T. Southall.....	2nd Class Clerk.....	979	00
A. Burnham.....	3rd do.....	600	00
E. K. McMillan.....	Messenger.....	500	00
E. McMillan.....	House-keeper.....	80	00
NOVA SCOTIA MONEY ORDER OFFICE.			
J. H. Thorne.....	Superintendent.....	1,600	00
F. W. Creighton.....	2nd Class Clerk.....	959	99
S. S. Thorne.....	4th do.....	440	00
T. Conran.....	Messenger.....	500	00
HALIFAX PGST OFFICE.			
B. W. Cochran.....	Postmaster.....	2,000	00
W. Small.....	1st Class Clerk.....	1,100	00
F. V. Tremain.....	2nd do.....	900	00
J. E. Gray.....	2nd do.....	900	00
T. W. De Wolf.....	2nd do promoted from 3rd Class, 1st January, 1873.....	750	00
A. H. Cunningham.....	3rd do (less fine).....	599	00
J. D. Story.....	3rd do.....	600	00
W. H. Chamberlain.....	4th do.....	420	00
W. H. Donovan.....	4th do.....	420	00
I. Le Vesconte.....	4th do.....	480	00
J. Flowers.....	4th do.....	380	00
C. Legg.....	4th do promoted from Temporary Clerk, 1st Dec., 1872, (including arrears).....	390	
T. Southall, jr.....	4th do promoted from Temporary Clerk, 1st Dec., 1872, (including arrears).....	380	97
J. B. Cunningham.....	4th do from 1st December, 1872, to 31st January, 1873; also Temporary Clerk from 10th Sept. to 13th November, 1872.....	135	00
R. P. O'Brien.....	4th do from 10th December, 1872, to 31st March, 1873.....	111	30
G. Piers.....	4th do from 18th February, 1873.....	131	78
D. Stewart.....	4th do from 8th April, 1873.....	82	69
T. W. Casey.....	4th do from 9th April 1873.....	81	70
J. Taylor.....	4th do from 14th April, 1873.....	76	77
J. O'Brien.....	4th do from 24th April, 1873.....	67	00
Geo. Paw.....	4th do from 5th May, 1873.....	56	13
C. Smith.....	Letter Carrier (including arrears).....	639	98
M. Collins.....	do do.....	639	98
J. Fitzgerald.....	do do.....	639	98
J. S. Wilson.....	do do.....	540	00
S. Saunders.....	do do.....	470	00
J. Wilson.....	do do.....	430	62
I. Silverthorn.....	do do.....	410	00

REPORT No. 3, B.—Detail of all payment for Salaries, &c., in Nova Scotia, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
E. Carroll	Letter Carrier (including arrears)	395	00
W. Craig	do do	250	00
C. H. Hamilton	Temporary Clerk to 31st December, 1872 (including arrears)	272	25
J. King	do to 31st August, 1872	50	00
F. Cochran	do from 14th November, 1872, to 8th March, 1873	152	98
—			
RAILWAY MAIL SERVICE.			
J. L. Barnhill	2nd Class Railway Mail Clerk	664	20
F. Huntingdon	2nd do do promoted from 3rd Class, 1st Nov., 1872	633	07
E. A. Bent	3rd do do	540	30
A. Brown	3rd do do	524	60
F. P. Bent	3rd do do	520	10
J. M. Gabriel	3rd do do from 1st December, 1872	327	90
R. Davison	3rd do do do	322	70
J. V. Gavaza	3rd do do from 14th March, 1873	181	73
	Total	\$28,327	71

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, B.—Continued.

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1873.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	303 33	68 00		
Advocate Harbor.....	176 67	50 00		
Amherst.....	2,920 40	908 00	150 00	120 00
Annapolis.....	1,239 26	544 00		60 00
Antigonishe.....	1,360 02	450 00		40 00
Arichat.....	855 71	304 00		
Athol (a Way Office, to 31st Oct., 1872).....	105 21	20 00		
Aylesford.....	488 18	178 00		
Baddeck.....	636 47	266 00		
Barrington.....	1,210 40	386 00		40 00
Bear River (West side).....	508 23	216 00		
Beaver River Corner.....	122 30	56 00		
Berwick.....	452 27	204 00		
Boulardarie.....	160 47	87 00		
Bridgetown.....	1,044 72	382 00		40 00
Bridgewater.....	1,320 73	452 00		40 00
Brockfield.....	147 03	60 00		
Caledonia Corner.....	241 95	56 00		
Canning.....	836 47	310 00		
Canso.....	319 50	120 00		
Cape George.....	88 08	34 00		
Chester.....	522 57½	190 00		
Christmas Island.....	74 75	14 00		
Clementsport.....	308 75	138 00		
Cow Bay.....	590 35	185 00		
Cross Roads, Country Harbor.....	145 47	64 00		
Dartmouth.....	1,382 22	468 00		40 00
Digby.....	1,402 46	522 00		60 00
Durham.....	166 49	97 00		
Economy.....	383 01	212 00		
Elmsdale.....	126 62	52 00		
Enfield.....	127 33	68 00		
English Town.....	222 87	104 00		
Five Islands.....	201 92	82 00		
Glenelg.....	58 96	63 00		
Glengarry Station.....	132 78	62 00		
Goldenville.....	417 92	118 00		
Goose River.....	213 92	68 00		
Granville Ferry.....	467 09	146 00		
Great Village.....	466 28	254 00		
Guysborough.....	777 89	378 00		
Halifax, (13 Months; salaries and expenses entered elsewhere).....	37,488 07			
Hantsport.....	570 98	208 00		
Hebron.....	279 59	70 00		
Kentville.....	2,506 77	524 00		80 00
Lawrencetown.....	664 79	330 00		40 00
Lingan.....	332 80	64 00		
Little Glace Bay.....	440 29	172 00		
Liverpool.....	2,624 67	560 00		80 00
Locke Port.....	422 71	188 00		
Londonderry.....	706 37	760 00		120 00
Long Island.....	178 58	70 00		
Lower Horton.....	410 11	150 00		

REPORT No. 3, B.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office,	Gross Revenue.		Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.
Lower Stewiacke.....	271	59	100	00		
Lunenburg.....	556	85	211	00		
Mabou.....	390	06	192	00		
Maccan, (from 1st Nov., 1872).....	117	83	47	67		
Mahone Bay.....	375	71	132	00		
Maitland.....	720	74	274	00		
Margaree (Forks).....	341	64	138	00		
Melrose.....	132	42	98	00		
Middle Musquodoboit.....	233	10	76	00		
Middleton.....	369	12	70	00		
Mills Village.....	273	74	112	00		
Milton.....	539	79	184	00		
Mount Uniacke.....	580	33	190	00		
Neily Road.....	172	33	56	00		
New Campbellton.....	54	47	43	00		
New Glasgow.....	2,342	37	738	00		120 00
Newport.....	891	31	370	00		40 00
Newport Landing.....	163	55	50	00		
Newport Station, (3 Quarters).....	57	69	13	50		
New Ross, (a Way Office, to 30th June, 1872).....	64	33	23	98		
North Sydney.....	937	84	302	00		
Oxford, (a Way Office, to 31st December, 1872).....	55	56	24	62		
Parrsborough, (*including arrears).....	775	69	364	00		*100 00
Pictou.....	3,354	84	842	00		120 00
Pineo Village (a Way Office, to 31st July, 1872).....	163	15	71	35		
Pirate Harbor.....	74	82	43	00		
Port Hastings.....	880	92	446	00		
Port Hawkesbury.....	397	65	148	00		
Port Hood.....	397	75	270	00		
Port Medway.....	331	07	130	00		
Port Mulgrave.....	360	62	158	00		
Port Williams.....	149	49	56	00		
Port Williams Station.....	333	11	171	00		
Pugwash.....	662	22	318	00		
Renfrew.....	34	03	58	00		
River Debert (a Way Office, to 10th November, 1872).....	38	84	6	00	38 85	
River John.....	392	28	172	00		
River Philip.....	345	72	210	00		
St. Andrews.....	120	59	84	00		
St. Margaret's Bay.....	172	47	58	00		
St. Peter's.....	557	05	250	00		
Sandy Cove.....	263	53	186	00		
Shelburne.....	834	08	346	00		
Sherbrooke.....	654	06	442	00		40 00
Shinemicas Bridge.....	41	97	21	00		
Shubenacadie.....	549	03	188	00		
Stellarton.....	774	34	232	00		
Sydney, (* including arrears).....	1,382	04	498	00	*125 00	40 00
Sydney Mines.....	343	61	132	00		
Tangier.....	451	62	162	00		
Tatamagouche.....	625	85	248	00		
Thompson's Mills, (from 1st November, 1872).....	36	95	4	17		
Tracadie.....	249	03	121	00		
Truro.....	3,310	53	750	00		120 00
Tusket.....	265	25	99	50		
Upper Musquodoboit.....	169	46	80	00		
Upper Stewiacke.....	278	00	98	00		

REPORT No. 3. B.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1873.—
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wallace	685 24	202 00		
Walton	266 25	86 00		
Waverley	109 65	56 00		
West Bay	140 44	54 00		
Westport	168 46	89 00		
West River	224 79	154 00		
West River Station	146 29	66 00		
Westville	631 11	188 00		
Weymouth	1,332 65	578 00		60 00
Weymouth Bridge	115 52	40 00		
Whycomagh	330 12	120 00		
Wilmot	380 75	135 00		
Windsor	2,163 72	686 00		120 00
Wolfville	1,173 17	500 00		60 00
Yarmouth	4,263 41	1,056 00		160 00
Totals	\$110,799 89	\$26,507 79	\$313 85	\$1,740 00

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, B.—Continued.

DETAIL of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia, within the Year ended 30th June, 1873.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Addington Forks.....	10	99	10	00
Albert Bridge.....	8	90	10	00
Alma.....	26	40	30	00
Amherst Point.....	8	02	10	00
Antrim.....	9	45	10	00
Apple River.....	11	29	10	00
Argyle.....	27	53	28	00
Arisaig.....	12	83	12	00
Arthur Gold Mines.....	7	25	10	00
Athol (made a Post Office, 1st November, 1872).....	14	72	20	00
Avonport, (5 Quarters).....	71	30	12	50
Avonport Station, (from 1st June, 1872).....	83	30	10	83
Baddeck Bay.....	10	88	10	00
Baddeck Bridge.....	2	58	16	00
Bailey's Brook.....	46	04	20	00
Barney's River.....	87	13	51	00
Barrington Passage.....			10	00
Barrio's Beach.....	4	83	10	00
Barronsfield, (from 1st March, 1873).....	6	12	1	67
Bass River.....	27	29	10	00
Bayfield.....	60	20	20	00
Bay St Lawrence.....	9	75	10	00
Bear Point.....	18	18	10	00
Beaver Bank, (5 Quarters).....	14	69	12	50
Beaver Cove, (late Boisdale).....	10	57½	10	00
Beaver River.....	33	86	16	00
Bedford Basin, (5 Quarters).....	107	64	55	00
Beech Hill.....	5	27	10	00
Belliveau Cove.....	28	56	10	00
Berwick Station, (from 1st May, 1873).....	0	10	0	83
Big Bank.....	9	42	10	00
Big Bras d'Or.....	35	48	16	00
Big Brook.....	6	20	10	00
Big Harbor.....	3	11½	10	00
Big Intervale, Grand Narrows.....	8	48	10	00
Big Intervale, Margaree.....	2	47	10	00
Big Island.....	8	71	10	00
Big Lorraine.....	5	28	10	00
Big Pond.....	13	06	10	00
Big Port le Bear.....	1	87	10	00
Big Tracadie.....	13	90	10	00
Billtown.....	47	06	10	00
Black Lands.....	5	50	10	00
Black Point, (5 Quarters).....	20	86	12	50
Black River.....	3	94	10	00
Black Rock.....	0	45	10	00
Blanchard's Road, (from 1st January, 1873).....	1	7½	2	50
Blandford, (5 Quarters).....	10	92	12	50
Blue Mountain.....	22	83	12	00
Blue's Mills.....	3	16	10	00
Boisdale Chapel, (from 1st October, 1872).....	4	30	5	00
Boom.....	7	08	10	00
Bridgeport.....	30	44½	18	00
Bridgeville.....	28	97	10	00
Briley's Brook.....	6	18	10	00
Broad Cove.....	9	93	10	00
Broad Cove Chapel.....	17	02	10	00
Broad Cove Intervale.....	28	82	18	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Broad Cove Marsh	24	91	18	00
Brookfield	74	47	28	00
Brooklyn	66	51	21	00
Brookvale	25	26	10	00
Brookville, Cumberland	11	32	10	00
Brookville, Pictou	8	96	10	00
Brown's Brook, (from 1st November, 1872.)	1	91	5	00
Bucklaw, (from 1st January, 1873)	2	45	2	50
Buckley's	47	51	16	00
Burlington	12	52	10	00
Burntcoat	9	80	10	00
Caledonia Mills	4	05	10	00
Caledonia, St. Mary's	5	47	10	00
Cambridge	9	40	10	00
Cambridge Station, (from 1st August, 1872; 11 Months)	9	92	9	17
Canaan	9	53	10	00
Canaan Road	8	83	10	00
Canada Creek	31	40	16	00
Canard	133	56	38	00
Canonville	16	57	29	00
Cape George, North Side	12	40	10	00
Cape John	9	07	10	00
Cape Mabou	5	91	10	00
Cape Negro	23	13	12	00
Cape North	20	67	10	00
Cape Sable Island	89	70	18	00
Carleton	24	61	10	00
Carriboo Cove	8	19	14	00
Carroll's Corner	1	55	10	00
Catalone	21	39	16	00
Cedar Lake	9	42	10	00
Central Chebogue	31	93	11	00
Central Onslow	13	91	10	00
Centreville	28	60	16	00
Charlo's Cove	3	91	10	00
Chebogue	115	73	29	00
Chelsea	8	83	10	00
Chesley's Corner	39	88	10	00
Chester Basin	29	24	16	00
Cheticamp	53	91	12	00
Cheverie	81	01	30	00
Chezzeook	3	31	10	00
Chigonaise River	59	00	16	00
Chimney Corner	12	15	10	00
Chipman Brook	9	87	10	00
Chipman's Corner	23	35	10	00
Church Street	67	90	22	00
Churchville	31	78	12	00
Chute's Cove	23	69	10	00
Clare	34	46	16	00
Claremont	13	01	10	00
Clarke's Harbor	101	37	18	00
Clementsvalle	6	54	10	00
Clyde River	95	47	41	00
Cogmagun River	0	65	10	00
Coldbrook Station, (5 Quarters)	43	40	12	50
Cole Harbor	8	07	10	00
Concord	2	87	6	00
Condon Settlement, (from 1st August, 1872)			10	67
Conquerall Bank	27	05	10	00
Cook's Brook	15	20	10	00

REPORT No. 3, B—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office,	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Cornwallis East.....	64	29	28	00
Coxheath.....	8	47	10	00
Cross Roads, Lake Ainslie.....	3	49	10	00
Cross Roads, Middle Medford.....	14	95	10	00
Cross Roads, Ohio.....	9	94	10	00
Cross Roads, St. George's Channel.....	5	95	10	00
Crow Harbor.....	9	76	14	00
Dalhousie East, (from 1st July, 1872).....	2	91	5	62
Dalhousie Road.....	4	18	9	37
Dalhousie Settlement.....	10	25	10	00
Deep Brook.....	27	99	30	00
Deerfield.....	33	70	14	00
Dempsey's Corner.....	5	44	10	00
Densmore's.....	83	24	22	00
Densmore's Mills.....	18	49	10	00
Dickson's Store.....	78	08	26	00
Discoose.....	74	18	30	00
Dublin Shore.....	17	41	10	00
Earltown.....	33	42	20	00
East Bay.....	30	60	12	00
East Bay, North Side.....	4	36	10	00
Eastern Harbor.....	22	51	10	00
East Jeddore, (5 Quarters).....	3	53	12	50
East Port Medway.....	27	62	16	00
East River, St. Mary's, Guysborough.....	6	07	10	00
East River, St. Mary's, Pictou.....	20	67	20	00
East Side, Chezzetcook, (5 Quarters).....	9	71	12	50
East Side, Pubnico Harbor.....	60	13	14	00
East Side, Ragged Islands.....	1	02	10	00
East Side, West Branch East River, Pictou.....	9	79	10	00
Eastville.....	10	70	12	00
Eel Brook.....	4	86	10	00
Eig Mountain.....	1	23	10	00
Ellershausen, (5 Quarters).....	31	74	37	50
Emsville.....	6	18	10	00
Emerald (late Cameron).....	16	75	10	00
English Corners, (5 Quarters).....	9	70	12	50
Erinville.....	3	90	10	00
Eskasoni.....	6	36½	10	00
Factory Dale, (from 1st September, 1872).....	8	34	6	67
Falmouth.....	2	59	12	00
Falmouth, Windsor Bridge.....	22	88	60	00
False Bay Beach.....	2	56	10	00
Fenwick.....	15	10	10	00
Five Mile River.....	12	69	10	00
Fletcher Station, (5 Quarters).....	13	20	12	50
Folly Lake, (5 Quarters).....	46	82	45	00
Folly Mountain.....	107	18	80	00
Forbes.....	10	26	10	00
Forks, Baddeck.....	17	03	10	00
Forristalls.....	17	81	32	00
Foster's.....	5	73	10	00
Fouchie.....	15	67	12	00
Fox Harbor.....	11	91	10	00
Fox River, (from 1st June, 1872).....	13	05	9	16
Framboise.....	10	65	10	00
Fraser's Grant.....	1	07	10	00
Fraser's Mills.....	40	62	16	00
French River.....	20	83	10	00
French Vale.....	6	76	10	00
Gabarouze.....	50	11½	20	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Garden of Eden	12	18	10	00
Gaspereaux	30	85	16	00
Gay's River	40	22	16	00
Gay's River Road	14	55	10	00
Getson's Point	39	23	10	00
Giant's Lake	1	00	10	00
Gilbert's Cove	11	90	10	00
Glen	4	84	10	00
Glen Alpine	12	60	10	00
Glenedale	11	26	10	00
Glen Road	2	31	10	00
Gold Fields	5	67	10	00
Gold Mines, Mount Uniacke, (closed 30th June, 1872)	5	00	8	75
Gold River	18	75	10	00
Gore	34	85	18	00
Goshen	15	55	10	00
Grand Anse	4	14	10	00
Grand Etang	2	70	10	00
Grandique Ferry	11	30	26	00
Grand Narrows	12	98	10	00
Grand River	31	93	12	00
Granville Centre	10	20	10	00
Greenfield	9	00	10	00
Green Hill	34	67	10	00
Green's Creek	6	96	10	00
Greenville, (5 Quarters)	73	53	40	00
Grosvenor	6	57	10	00
Grove's Point	16	94	10	00
Gulf Shore	4	27	12	00
Gunning Cove	24	40	20	00
Guysborough Intervale	29	24	24	00
Hackett's Cove	11	68	10	00
Half Island Cove	5	49	10	00
Half-way Brook	7	51	10	00
Half-way River	15	00	16	00
Hall's Harbor	34	92	22	00
Harber au Bouche	94	09	28	00
Harber Road	13	06	10	00
Harborville	46	57	16	00
Hardwood Lands	6	37	10	00
Harmony, (from 1st August, 1872)	2	10	6	67
Harrigan's Cove	16	50	10	00
Hastings	2	93	10	00
Havelock, (from 1st November, 1872)	8	46	4	16
Hay's River	0	83	10	00
Head of Amherst	29	00	10	00
Head of Jordan River	34	11	18	00
Head of St. Margaret's Bay, (5 Quarters)	90	46	17	50
Head of St. Margaret's Bay, Middle District	35	62	12	00
Head of St. Mary's Bay	26	94	10	50
Head of South River Lake	7	96	10	00
Head of Tatamagouche Bay	31	89	10	00
Head of Wallace Bay, North Side	8	98	10	00
Head of Wallace Bay, South Side	40	59	12	00
Hickfield	8	84	10	00
Hillsborough	21	47	16	00
Hopewell, (5 Quarters)	209	64	47	50
Hornsey	9	28	10	00
Horton Landing, (5 Quarters)	42	77	12	30
Hubbard's Cove, (5 Quarters)	69	53	20	00
Indian Harbor, Guysborough	10	36	12	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Indian Harbor, Halifax	37	29	10	00
Indian Point	3	92	10	00
Indian Road	9	23	16	00
Ingonishe	32	87	14	00
Irish Cove	15	77½	10	00
Isaac's Harbor	70	54	34	00
Jackson, (from 1st January, 1873)	1	91	2	50
Jackson Road, (from 1st August, 1872—5 Months)	2	14	4	17
Jeddore, (5 Quarters)	11	26	12	50
Joggin's Mines	82	32	24	00
Jordan Bay	4	63	10	00
Judique	24	69	20	00
Kempt, Queen's	17	74	14	00
Kempt, Yarmouth	19	24	12	00
Kempt Pridge	8	87	10	00
Kempt Head	17	11	10	00
Kempt Road	8	44	10	00
Kempt Town	11	97	10	00
Kennetcook	75	00	26	00
Kennetcook Corner	4	74	10	00
Kent's Island, (5 Quarters)	11	33	12	50
Ketch Harbor, (5 Quarters)	5	28	12	50
Kewstoke, (from 1st October, 1872)	3	15	5	00
Kingsbury, (from 1st March, 1873)	0	05	1	00
Kingston Village	7	37	14	00
Kinsman's Corners	46	98	10	00
Kirk Hill	3	94	10	00
Knoydart	2	05	10	00
La Have Cross Roads	3	10	12	00
La Have River, West Side	23	05	10	00
Lake Ainslie	3	64	10	00
Lake Ainslie, East Side	5	73	14	00
Lake Ainslie, South Side	4	80	10	00
Lake George, King's, (from 1st August, 1872)	1	34	6	67
Lake George, Yarmouth	9	53	10	00
Lake Lands	2	32	10	00
Lake Law	4	56	10	00
Lake Road, (from 1st November, 1872)	0	31	5	00
Lakevale	8	32	10	00
Lakeville	42	52	16	00
Lantz's	4	45	10	00
L'Ardoise	10	45	12	00
Larry's, River	8	69	10	00
Laugill's, (from 1st July, 1872)	1	51	7	50
Lawrencetown, Halifax	13	15	10	00
Leicester	5	42	10	00
Leitch's Creek	10	45	10	00
Lennox Ferry	10	24	10	00
Lequille	16	06	10	00
Lewis Bay	4	48	10	00
Lewis Head	19	34	12	00
Lime Rock	3	63	10	00
Liscomb	14	62	10	00
Little Bras d'Or	86	56	22	00
Little Harbor	29	11	10	00
Little Judique	17	94	10	00
Little Lorraine	8	52	10	00
Little Narrows	4	33	10	00
Little River, Antigonish	16	57	14	00
Little River, Cumberland	8	71	19	00
Little River, Digby	37	77	14	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Little River, Middle Musquodoboit	51	25	16	00
Little Tracadie	35	25	20	00
Livingstone's Cove	2	00	10	00
Lochaber	35	20	16	00
Lochartville	41	28	22	00
Loch Lomond	19	05	10	00
Lockside	23	17	12	00
Loganville	26	96	22	00
Long Point, Inverness	18	68	18	00
Long Point, King's, (3 Quarters)	9	00	7	50
Louisburg	45	39	24	00
Lower Argyle	64	22	14	00
Lower Barney's River	50	34	16	00
Lower Cove	17	15	14	00
Lower Granville	13	05	12	00
Lower La Have	6	10	12	00
Lower L'Ardoise	83	62	24	00
Lower Maccan, (closed 31st December, 1872)	9	83	9	00
Lower Pereaux	10	53	10	00
Lower Prospect, (5 Quarters)	9	28	12	50
Lower River Inhabitants	9	83	10	00
Lower Seimah	30	41	20	00
Lower Settlement, Middle River	3	43	10	00
Lower South River	6	53	10	00
Lower Ward, St. Margaret's Bay	0	74	12	60
Lower Wood's Harbor	20	83	10	00
Low Point	14	60	16	00
Lyle's Bridge	3	28	10	00
McKay's Point	4	23	10	00
McLellan's Brook	9	37	10	00
McLellan's Mountain, (3 Months)	2	13	2	50
McPherson's Ferry	8	47	10	00
Mabou Coal Mines	0	81	10	00
Mabou Harbor	1	64	10	00
Maccan Intervale, (closed 28th February, 1873)	33	27	18	34
Maccan Mountain	9	20	10	00
Mainadiou	37	13	22	00
Maitland, Annapolis	16	23	10	00
Maitland, Yarmouth	91	11	34	00
Malagash	6	91	10	00
Malagawatch	9	45	12	00
Malignant Cove	13	63	14	00
Manchester	21	78	18	00
Marble Mountain	1	98	10	00
Margaree	35	52	20	00
Margaretsville	71	19	26	00
Marie Joseph	17	93	16	00
Marion Bridge	12	80 ¹ / ₂	10	00
Marriott's Cove	9	37	10	00
Marshall's Cove	34	39	14	00
Marshalltown	12	57	12	00
Marsh Settlement	23	04	10	00
Marshy Hope	6	72	10	00
Martin's River	8	55	10	00
Marydale	3	02	10	00
Maryvale	16	20	10	00
Mast Town	21	40	12	00
Meagher's Grant	18	73	10	00
Medford	11	17	10	00
Melvorn Square	42	53	16	00
Merigonishe	57	30	28	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
			\$	cts.
Meteghan	8	cts.	28	00
Meteghan River	67	86	10	00
Middlefield	5	75	10	00
Middle La Have Ferry	2	07	10	00
Middle Pereaux, (late Pereaux)	15	36	10	00
Middle River, Cape Breton	11	01	12	00
Middle River, Pictou	6	23	10	00
Middle Section, North East Margaree	17	86	10	00
Middle Settlement, River Inhabitants	7	30	10	00
Middle Settlement, South River	3	64	10	00
Middle Stewiacke	33	14	10	00
Milford	5	47	10	00
Milford Haven Bridge	6	15	10	00
Mill Brook	18	71	14	00
Mill Cove, (5 Quarters)	2	64	12	50
Miller's Creek	12	17	12	00
Millsville	23	12	10	00
Minudie	39	23	30	00
Mira Gut	15	24	10	00
Montague Gold Mines	48	96	12	00
Moose Brook	13	00	10	00
Morden	43	64	14	00
Morristown	3	62	10	00
Morton's Corner	1	90	10	00
Mortonville	3	00	10	00
Mosherville	7	66	10	00
Mount Denison, (5 Quarters)	7	05	12	50
Mount Hanley	31	41	12	00
Mount Pleasant	7	34	10	00
Mount Thorne	20	98	61	00
Mull River	13	36	10	00
Munro's	12	16	10	00
Musquodoboit Harbor, (5 Quarters)	101	17	37	50
Nappan	22	95	14	00
Necum Tench	23	94	10	00
Neil's Harbor	8	65	10	00
New Albany	46	84	10	00
New Annap	48	00	18	00
New Bridge	25	32	10	00
New Caledonia	7	40	10	00
New Canada	2	18	10	00
Newcomb's Corner	19	86	10	00
New Cornwall	8	50	10	00
New Gairloch	6	26	10	00
New Germany	32	57	16	00
New Harbor	12	06	10	00
New Lavig	7	65	12	00
New Minas	35	33	14	00
Newport Corner .....	...	...	18	00
New Ross, (made a Post Office 1st July, 1872)	8	41	4	00
Newton Mills	3	56	10	00
New Town	1	06	10	00
New Tasket	6	19	10	00
Nicholl's Corner	10	00	10	00
Nictaux Falls	56	98	24	00
Nine Mile River	12	70	12	00
Noel	77	24	35	00
Noel Shore	12	04	10	00
North Brookfield	13	00	10	00
North-East Branch, Margaree	10	70	12	00
North-East Harbor	84	08	20	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Northfield	3	75	10	00
North Mountain	2	29	10	00
North Range Corner	5	91	10	00
North River	18	73	12	00
North River Bridge, Colchester	16	44	18	00
North River Bridge, Victoria	2	97	10	00
North Salem	3	82	10	00
North Section, Earltown	9	04	10	00
North Shore, Cumberland	16	20	12	00
North Shore, Victoria	6	32	10	00
North Side of Basin, River Denis	8	70	10	00
North-West Arm, Cape Breton	11	87	10	00
North-West Cove, (5 Quarters)	1	88	12	50
Oakfield, (5 Quarters)	1	56	12	50
Ogilvie	3	15	10	00
Ohio	13	03	10	00
Old Barns	25	59	20	00
Oldham	13	33	16	00
Onslow	22	09	16	50
Oxford, (made a Post Office 1st January, 1873)	78	07	10	50
Oyster Ponds	2	46	10	00
Palmer's Road	54	17	18	00
Paradise Lane, (5 Quarters)	195	86	55	00
Parker's Cove	2	90	10	00
Parrsborough Shore	4	18	10	00
Peggy's Cove	22	24	10	00
Petit de Grat	17	70	10	00
Petit Passage	36	36	13	00
Petite Rivière Bridge	52	28	24	00
Piedmont Valley	15	05	10	00
Pineo Village, (made a Post Office 1st August, 1872)	43	65	15	33
Plainfield	20	91	10	00
Pleasant Bay	11	96	10	00
Pleasant River	11	55	10	00
Pleasant Valley	8	24	10	00
Plymouth	16	21	10	00
Point Brulie	57	50	28	00
Point Clear	3	74 ¹ / ₂	10	00
Point of Cape	1	34	10	00
Pomquette Chapel	3	57	10	00
Pomquette Forks	48	09	16	00
Ponds	23	79	10	00
Port Acadie	72	66	32	00
Port au Pique	63	48	20	00
Port au Pique Mountain	11	58	10	00
Port Caledonia	91	65	36	50
Porter's Lake, (5 Quarters)	17	49	15	00
Port Felix	13	99	12	00
Port George	56	87	24	00
Port Greville	41	02	32	00
Port Hood Island	41	72	51	00
Port Jolly	15	00	10	00
Port La Tour	115	10	32	00
Port Matoon	66	55	22	00
Port Philip, (late Great Bridge)	17	73	14	00
Port Richmond	7	20	20	00
Port Royal	24	27	10	00
Portuguese Cove, (5 Quarters)	3	39	12	50
Preston Road, (from 1st July, 1872)	6	29	10	00
Princeport	18	26	10	00
Prospect, (5 Quarters)	66	50	31	25

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Pubnico Beach	20	71	10	00
Pubnico Harbor	25	34	30	00
Pugwash River	8	79	10	00
Queensville	11	10	10	00
Ragged Head	13	20	10	00
Ragged Island	19	54	10	00
Rawdon	34	23	14	00
Kear Lands, Sporting Mountain	11	66	10	00
Rear of Black River	6	49	10	00
Red Island	26	06	12	00
Reserve Mines, (from 1st March, 1873)	8	10	0	84
Rhodes	2	20	12	00
Richmond Terminus, (5 Quarters)	222	47	62	50
River Bourgeoise	12	87	12	00
River Debert, (made a Post Office 11th Nov., 1872)	19	61	6	00
River Denis	15	76	16	00
River Hebert	74	44	24	00
Riversdale, (5 Quarters)	3	50	15	00
Robert's Island	30	90	10	00
Rocklin	15	38	10	00
Rockville	44	61	14	00
Rockwell Settlement	19	40	10	00
Roger's Hill	29	44	10	00
Romans' Valley, (from 1st July, 1872)	3	01	7	50
Roseway	22	97	12	00
Roslin	10	08	10	00
Ross' Corner	8	80	10	00
Rossway	17	78	11	50
Round Hill, (5 Quarters)	86	60	32	50
St. Andrews	12	73	10	00
St. Ann's	5	56	10	00
St. Croix, (3 Quarters)			13	50
St. Esprit	9	16	10	00
St. George's Channel	10	12	10	00
St. Mary's Bay	48	88	20	00
Sf. Patrick's Channel	1	36	10	00
St. Paul's	11	98	10	00
Sable River	57	60	50	00
Salem	8	86	10	00
Salmon Hole	11	37	10	00
Salmon River, Cape Breton	10	33	10	00
Salmon River, Digby	20	53	12	00
Salmon River, Guysborough	6	38	12	00
Salmon River, Halifax	28	61	12	00
Salmon River, Lake Settlement	6	42	10	00
Sambro, (5 Quarters)	18	77	12	50
Sand Beach	14	15	10	00
Sand Point	2	18	14	00
Sandy Beaches, (5 Quarters)	8	36	12	50
Sandy Point	9	12	10	00
Saultmerville	51	39	16	00
Saw Mill Creek	29	55	12	00
Scotch Village	42	53	20	00
Scott's Bay	42	56	14	00
Section 7, (3 Quarters)	89	38	67	00
Selmah	60	20	16	00
Shag Harbor	29	74	10	00
Sharp's Bridge, (closed 31st August, 1872)	1	00	4	17
Shea's River	21	80	10	00
Shea's Harbor	160	86	48	00
Sheffield Mills	39	72	34	00

REPORT No. 3, B.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in Nova Scotia.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Ship Harbor, (5 Quarters).....	66	85	15	00
Short Beach.....	21	45	12	00
Shulie.....	68	98	10	00
Sight Point.....	4	08	10	00
Six Mile Brook.....	10	50	10	00
Six Mile Road.....	10	50	10	00
Sky Glen.....	0	31	10	60
Smith's Cove.....	20	96	20	00
Somerset.....	147	40	38	00
Sonora.....	13	88	10	00
Southampton, (from 1st March, 1873).....	4	87	1	67
South Bar of Sidney River.....	15	33	10	00
South Bay.....	14	02	10	00
South Branch, Colchester.....	24	09	10	00
South East Passage.....	6	84	10	00
South Gut of St. Ann's.....	42	21	12	00
South McLellan's Mountain.....	7	01	10	00
South Rawdon.....	359	14	92	00
South Side of Basin, River Denis.....	7	12	10	00
South Side of Boulardarie.....	14	10	10	00
South Side of Whycocamah.....	3	93	10	00
South Side West Margaree, (closed from 1st July, 1872, to 28th Feb., 1873).....	3	04	3	33
South West Mabou.....	7	89	10	00
Spa Springs.....	33	64	10	00
Speiche's Cove.....	78	32	28	00
Spencer's Island.....	6	39	10	00
Springfield.....	14	24	10	00
Springhill.....	7	44	10	00
Springhill Mines, (from 1st February, 1873).....	3	00	1	67
Springville.....	65	83	30	00
Spry Bay.....	15	60	10	00
Steam Mill Village.....	20	50	19	00
Steep Creek.....	46	63	30	00
Stewiacke, Cross Roads.....	65	19	12	00
Stillwater.....	8	52	10	00
Stoddart's.....	13	23	16	00
Storment.....	14	56	10	00
Stronach Mountain.....	15	21	10	00
Sugar Loaf, (1 Quarter).....	2	18	2	50
Summerville.....	139	73	48	00
Superville, (late Moidart).....	16	20	10	00
Sutherland's Mills.....	25	42	10	00
Sutherland's River.....	34	21	12	00
Tancook Island.....	6	23	10	00
Tatamagouche Mountain.....	15	91	10	00
Tenceoape.....	24	08	10	00
Teviotdale Station, (6 Quarters).....	6	34	15	00
Three Mile Plains, (3 Quarters).....	4	95	7	50
Three Sisters.....	37	66	10	00
Tidnish.....	9	09	10	00
Tony River.....	24	09	10	00
Tor Bay.....	3	34	10	00
Trafalgar.....	10	00	10	00
Trout Cove.....	11	82	10	00
Tupperville, (5 Quarters).....	9	95	12	50
Turns Bay, (5 Quarters).....	2	09	12	50
Tusket Wedge.....	11	74	10	00
Upper Branch.....	0	60	10	00
Upper Caledonia.....	1	20	10	00
Upper Cross Roads, St. Mary's.....	4	41	20	00
Upper Dyke Village.....	8	74	12	00

REPORT No 3, B.—Detail of the Salaries paid to, and of the Revenue collected at the several Way Offices in Nova Scotia—*Concluded.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Upper Economy	70	91	32	00
Upper Kennetcook	9	13½	10	00
Upper La Have	9	53	10	00
Upper Margaree	14	96	10	00
Upper Newport	120	48	32	00
Upper Rawdon	45	21	12	00
Upper Settlement of Baddeck River	10	32	10	00
Upper Settlement of Barney's River	5	76	10	00
Upper Settlement of Denis River	18	52	16	00
Upper Settlement of Middle River	16	43	10	00
Upper Settlement of South River	10	94	10	00
Upper Settlement of West River	6	23	10	00
Upper Washabeck	2	82	10	00
Upper Woods Harbor	18	31	10	00
Urbana	15	70	10	00
Usher	6	87	10	00
Vaughan's	3	08	10	00
Vernal	3	53	10	00
Vernon Mines, (from 1st June, 1872)	4	57	8	34
Victoria, Cumberland	14	11	10	00
Victoria Harbor	1	20	10	00
Victoria Mines	55	284	24	00
Vogler's Cove	33	26	12	00
Wallace Bridge	77	99	33	00
Wallace Ridge	25	33	12	00
Wallace River	57	73	26	00
Warren	3	08	10	00
Waterville	5	15	10	00
Waugh's River	25	73	14	00
Wayside, (closed 30th June, 1872)	2	70	2	50
Weaver Settlement	31	95	10	00
Webber's	7	67	10	00
Wentworth	14	63	10	00
West Arichat	82	34	30	00
West Branch, East River, Pictou	12	06	12	00
West Branch, River John	22	68	12	00
West Branch, River Philip	5	35	10	00
Westbrook, (late Maccan)	4	14	16	00
West Chester, (3 Quarters)	16	05	13	50
West Chester Lake (3 Quarters)	3	55	7	50
West Dublin	21	75	16	00
West Gore	18	47	10	00
West Merigonish, (from 1st January, 1873)	6	65	2	50
West Side of Lochaber	1	34	10	00
White Head	17	55	12	00
White Point	6	42	10	00
Wickwire Station, (5 Quarters)	57	15	20	00
Williamsdale	2	24	10	00
Windham Hill	2	60	10	00
Windsor Junction, (5 Quarters)	0	88	12	50
Wine Harbor	83	36	41	00
Woodville, (from 1st June, 1872)	8	83	8	33
Wreck Cove	8	88	10	00
Total			\$9,176	18

N.B.—The above Revenue is included, at pages 146, 147, and 148, in that collected at the several Post Offices, to which the said Way Offices are subordinate.

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 3, C.

DETAIL of all payments for Salaries, &c., in New Brunswick, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
		\$	cts.
J. McMillan	Post Office Inspector	2,000	00
W. Paisley	1st Class Clerk	1,330	00
W. C. Whittaker	2nd do	980	00
W. R. Avery	3rd do promoted from 4th Class, 1st January, 1873 (including arrears)	580	00
J. A. McM. Hunter	4th do to 31st December, 1872; (transferred to Railway Mail Service)	240	00
W. F. Campbell	4th do promoted from Temporary Clerk 1st Nov., 1873	366	67
J. A. Belyea	Temporary Clerk from 5th March, to 19th May, 1873	40	50
E. F. Barbaree	do 8 days	12	00
T. McMillan	do 11 days	16	50
J. A. Carman	do from 17th Sept., to 31st Dec., 1872, (transferred to Railway Mail Service)	96	66
E. L. Whittaker	do 14 days	21	00
W. Bannister	Messenger	460	00
NEW BRUNSWICK MONEY ORDER OFFICE.			
J. Hale	Superintendent	1,600	01
T. B. Smith	2nd Class Clerk, promoted from 3rd, 1st January, 1873 (less fine)	765	00
J. S. Hale	3rd do from 2nd May, 1873; also Temporary Clerk from 15th April, to 1st May, 1873	76	00
FREDERICTON POST OFFICE.			
A. S. Phair	Postmaster	1,500	00
H. J. Thorne	2nd Class Clerk	980	00
J. Cameron	3rd do	600	00
W. B. Phair, Jun.	4th do	380	00
ST. JOHN POST OFFICE.			
J. Howe	Postmaster	2,000	00
J. Woodrow	Assistant Postmaster	1,100	00
M. J. Potter	2nd Class Clerk	940	00
W. A. Black	3rd do	800	00
H. P. Otty	3rd do	780	00
R. C. McIntyre	4th do	500	00
A. McNichol	4th do	500	00
D. H. Waterbury	4th do	420	00
J. S. Flaglor	4th do	420	00
A. W. Reed	4th do	420	00
J. W. Ring	4th do (including arrears)	435	00
J. W. Beateay	4th do do	425	00
A. J. Woodrow	4th do	365	00
W. J. Parker	4th do promoted from Temporary Clerk, 1st August, 1872	347	80
F. Avery	4th do do do	380	80
Joseph Howe	4th do promoted from Temporary Clerk, 12th April, 1873	302	00

REPORT No. 3, C.—Detail of all payments for Salaries, &c., in New Brunswick showing, in each case, the name of the person, the service or duty performed and the amount paid within the Year ended 30th June, 1873.—*Continued,*

Name.	Service.	Amount.	
		\$	cts.
<i>ST. JOHN POST OFFICE.—Continued.</i>			
W. Starkie.....	Temporary Clerk from 1st to 31st July, 1872, (transferred to Railway Mail Service)	25	00
C. J. Kerr	do from 9th January to 31st March, 1873.	82	25
G. Bell.....	Office-keeper.....	490	00
—			
<i>RAILWAY MAIL SERVICE.</i>			
F. W. Blizard.....	2nd Class Railway Mail Clerk (less fine)	680	10
J. A. Mc M. Hunter.....	2nd do do (transferred from Inspector's Office 1st January, 1873)	356	00
F. A. Estey.....	2nd do do promoted from 3rd Class 1st Jan., 1873.	601	00
G. M. Ryan.....	2nd do do do do do	604	30
J. Thompson.....	3rd do do to 11th January, 1873	254	19
C. S. McPherson.....	3rd do do to 31st July, 1872	40	00
W. J. Weldon.....	3rd do do from 1st August, 1872.....	459	30
J. A. Carman.....	3rd do do (transferred from Inspector's Office, 1st January, 1873).....	282	00
W. Starkie.....	3rd do do from 1st March, 1873; also Temporary Clerk from 1st August, 1872, to 28th Feb., 1873 (transferred from St. John Post Office).....	460	80
J. Philips	3rd do do from 1st March, 1873 (also Temporary Clerk from 19th August, 1872, to 28th Feb., 1873).....	451	67
A. F. Seely.....	3rd do do from 1st March, 1873 (also Temporary Clerk from 20th August, 1872, to 28th Feb., 1873).....	451	48
J. R. Pidgeon	3rd do do from 16th April, 1873.....	126	90
E. L. Whittaker.....	Temporary Railway Mail Clerk, 14 days.....	21	00
G. J. Eastabrooks	do do do from 14th Sept., to 18th Dec., 1872.....	125	89
Total.....		\$27,558	82

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, C.—Continued.

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1873.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Andover	395 59	138 00		
Annagance	137 98	60 00		
Apohaqui	263 25	102 00		
Baie Verte	558 98	192 00		
Bath, (a Way Office, to 31st July, 1872)	51 28	18 67		
Bathurst	1,924 08	520 00		60 00
Biasville, (a Way Office, to 31st October, 1872)	37 78	12 50		
Buctouché	373 63	169 00		
Campbellton, (*including arrears)	668 70	249 00	*225 00	
Campo Bello	78 06	62 00		
Canterbury, (5 Quarters)	224 10	178 75		
Canterbury Station	244 92	96 00		
Caraquet	167 23	85 00		
Carleton	1,114 18	322 00		40 00
Centreville, (a Way Office, to 31st July, 1872)	58 95	21 33		
Chatham	2,710 31	765 00	360 00	120 00
Cocaigne, (a Way Office, to 31st Oct., 1872)	51 82	17 50		
Dalhousie	1,063 60	427 00		40 00
Dorchester	1,028 21	338 00		40 00
Edmundston	396 13	126 00		
Elgin	153 21	82 00		
Fairville	592 58	278 00		
Flatlands	73 09	41 00		
Florenceville	482 65	192 00		
Fredericton, (13 Months; salaries and expenses entered elsewhere.)	9,512 09½			
Fredericton Junction	168 42	62 00		
Gagetown, (*including arrears)	1,016 87½	366 00		*130 00
Grand Falls	529 20½	239 00		
Grand Manan	111 24	62 00		
Hammondvale	83 39	41 00		
Hartland, (a Way Office, to 31st July, 1872)	97 45	20 00		
Harvey	444 50½	245 00		
Harvey Station	187 08	50 00		
Hillsborough	625 47	309 00		
Hopewell Cape, (5 Quarters.)	715 70	262 50		
Indian Town	1,115 34	352 00		40 00
Kingston, Kent.	811 52½	242 00		
Kingston, King's	169 82	124 00		
Kouchibouguac	113 00	44 00		
Lepreaux	80 75	114 00		
Mace's Bay	581 15	60 00		
Memramcook	430 83	144 00		
Milltown	130 51	103 00		
Moncton, (*1 Quarter; † including arrears)	2,088 20	628 00	*25 00	†85 00
Mouth of Nerepis	365 02	171 00		
Narrows, (a Way Office, to 31st July, 1872)	18 68	6 67		
Newcastle	2,017 79½	534 00		100 00
New Mills	85 66	62 00		
Norton Station	160 38	56 00		
Oromocto, (6 Quarters)	428 98	367 50		
Ossekeag	503 60	164 00		
Penobscuis	192 82	100 00		
Petitcodiac	698 67	238 00		
Port Elgin, (a Way Office, to 31st July, 1872)	114 21	33 47		
Riphibucto	794 41	426 00		40 00

REPORT No. 3, C.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel, and Light; and of the Revenue collected at the several Post Offices in New Brunswick.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Andrews.....	1,199 34	742 00		100 00
St. George.....	995 16	356 00		40 00
St. John, (13 months; salaries and expenses entered elsewhere).....	32,484 05			
St. Martin's.....	280 79	182 00		
St. Stephen.....	2,240 32	642 00	120 00	100 00
Sackville.....	1,328 60	601 00		60 00
Salisbury.....	503 91	155 00		
Shediac.....	1,191 21	433 00		40 00
Sheffield, (3 quarters).....	329 84	124 50		
Shippigan.....	79 08	51 00		
Springfield.....	163 45	92 00		
Sussex Vale.....	839 04	394 00		40 00
Upper Mills.....	56 16½	41 00		
Welsford, (3 quarters).....	139 51	39 75		
Westmoreland Point, (a Way Office, to 31st July, 1872).....	283 93	94 68		
West Quaco.....	127 98	36 00		
Woodstock, (*broken period).....	3,595 93	* 634 63	200 00	120 00
Totals.....	\$82,970 69½	\$14,758 45	\$930 00	\$1,195 00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, C.—Continued.

DETAIL of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick, within the Year ended 30th June, 1873.

Name of Way Office.	Gross Revenue:		Salaries.	
	\$	cts.	\$	cts.
Aboushagan Road.....	1	68	10	00
Albert Mines.....	92	25	48	00
Alexander's Point.....	7	73	20	00
Archibald Settlement.....	6	06	10	00
Armstrong's Brook.....	71	00	26	00
Armstrong's Corner.....	5	90	34	00
Aroostook.....	14	79	12	00
Arthurette.....	26	74	19	00
Au Lac.....	2	65	10	00
Avondale, (from 1st September, 1872.).....	10	88	5	83
Back Bay.....	8	91	12	50
Baie Verte Road.....	9	00	12	00
Baillie Settlement.....	24	48	10	00
Bairdville.....	9	57	24	00
Baker's Creek.....	20	52	10	60
Barachois.....	3	50	10	00
Barnaby River.....	16	61	10	00
Barnesville, (5 Quarters.).....	34	83	15	00
Barribog.....	3	36	10	00
Bass River.....	49	90	26	00
Basswood Ridge.....	3	98	10	00
Bath, (made a Post Office, 1st August, 1872.).....	28	54	9	33
Bathurst Village.....	349	42	120	00
Bay du Vin.....	5	55	10	00
Bayfield.....	53	56	18	00
Bayside.....	14	80	10	00
Bear Island, (5 Quarters.).....	63	99	22	50
Beaver Brook.....	8	24	10	00
Beaver Harbor.....	6	72	10	00
Belledune.....	49	50	26	00
Belledune River.....	44	39	26	00
Bellislie Bay.....	4	63	10	00
Bellislie Creek.....	1	72	10	00
Belleville.....	5	18	10	00
Believous Village.....	17	33	10	00
Belyea's Cove.....	11	08	10	00
Berryton.....	3	07	10	00
Big Cove.....	5	23½	10	00
Birdton, (from 1st May, 1872, 14 Months.).....	1	00	14	17
Black Brook.....	9	62	10	00
Black Lands.....	72	33	38	00
Black Point.....	12	44	10	00
Black River, Northumberland.....	14	49½	10	00
Black River, St. John, (5 Quarters.).....	29	12	15	00
Black River Bridge.....	10	94	10	00
Blackville (5 Quarters.).....	126	61½	37	50
Blaney Ridge, (5 Quarters.).....	18	26	12	50
Blissfield, (5 Quarters.).....	10	51	12	50
Blissville, (made a Post Office, 1st November, 1872.).....			18	75
Bloomfield, Carleton.....	15	94	10	00
Bloomfield, King's.....	10	37	24	00
Bocabec.....	15	15	33	00
Boiestown, (5 Quarters.).....	121	54½	42	50
Botsford Portage.....	9	04	10	00
Boudreau Village.....	4	62	10	00
Boundary Creek.....	21	51	25	00
Boundary Presqu'isle.....	2	31	10	00
Breadalbane, (from 1st January, 1873.).....	2	92	2	50

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—Continued.

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Bridgedale	1	66	10	00
Brigg's Corner,(3 Quarters.)	17	49	12	00
Brookvale	4	48	10	00
Burnt Church	19	32	10	00
Burton, (* including arrears.)	0	20	*15	00
Butternut Ridge	145	23	44	00
Caledonia Settlement	5	99	10	00
Cambridge	33	48	10	00
Campbell Settlement, King's	8	98	10	00
Campbell Settlement, York, (5 Quarters.)	28	00	12	50
Canning, (closed 30th November, 1872.)	4	28	6	04
Cape Spear	2	30	10	00
Carlow	3	19	10	00
Case Settlement	3	00	10	00
Central Blissville	4	39	10	00
Central Cambridge	11	10	10	00
Central Kingsclear, (5 Quarters.)	13	94½	12	50
Central Norton	12	67	10	00
Centreville, Albert	99	98	60	00
Centreville, Carleton, (made a Post Office, 1st August, 1872.)	52	43	10	67
Chamcook, (closed 31st May, 1872)	2	32	1	66
Chance Harbor	4	00	10	00
Charleston	21	98	10	00
Chipman	63	78	14	00
Chockfish	1	20	24	00
Church Hill	6	42	10	00
Church Point, (from 1st December, 1872)	7	66		
Clarendon, (3 Quarters)	3	29	7	50
Clifton, Gloucester	75	66	20	00
Clifton, King's, (5 Quarters)	188	45	35	00
Clinch's Mills, (from 1st October, 1872)	41	20	7	50
Clones	24	68	10	00
Coal Branch	13	45	12	00
Coal Mines	17	41	12	00
Coates' Mills	4	15	10	00
Cocaigne, (made a Post Office 1st November, 1872)	39	88	17	50
Cocaigne River	4	10	10	00
Cody's, (from 1st November, 1872)	13	64	4	52
Coldstream	13	00	12	00
Cole's Island	22	40½	10	00
Collina	18	02	10	00
Cork Station, (3 Quarters)	8	40	7	50
Corn Hill	31	47	10	00
Coverdale	10	26	10	00
Cromwell	12	23	10	00
Cumberland Bay	30	63	10	00
Cumberland Point	9	29	10	00
Curryville	9	51	10	00
Dawson Settlement	10	72	9	99
Debec Station	39	35	10	00
Derby, (5 Quarters)	166	86	57	50
Dipper Harbor	1	00	10	00
Doaktown, (5 Quarters)	71	46	27	50
Doherty's Mills			10	00
Donegal	12	22	10	00
Douglas, (5 Quarters)	27	31	12	50
Douglas Harbor (3 Quarters)	12	29	7	50
Douglastown	257	36	118	00
Dover	21	30	10	00
Doyle Settlement	5	68	10	00
Dumbarton Railway Station	25	69	13	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Dumfries, (5 Quarters).....	5	92½	17	50
Dundee.....	6	33	10	00
Dungiven.....	7	50	10	00
Dunphy, (5 Quarters).....	28	35	15	00
East Glassville.....	12	71	10	00
East Scotch Settlement.....	4	59	10	00
Edgett's Landing.....	46	13	28	00
Eel River.....	23	38	18	00
Emigrant Road.....	7	41	10	00
Emigrant Settlement.....	27	73	16	00
English Settlement.....	5	13	10	00
Enniskillen Station, (5 Quarters).....	55	00	17	50
Escuminac.....	23	41	10	00
Fairfield, (5 Quarters).....	8	00	12	50
Fairhaven.....	25	98	10	00
Farley's Mills.....	0	48	10	00
Farmerston.....	4	36	10	00
Fenwick.....	4	16	10	00
Ferris.....	14	03	9	17
Ferryville, (5 Quarters).....	0	95	12	50
Florenceville, East.....	27	83	20	00
Forest City, (from 1st August, 1872).....	16	53	6	67
Foreston.....	19	47	10	00
Forks.....	18	04	10	00
Foster's Cove.....	8	03	10	00
Fox Creek.....	13	43	10	00
Fredericton Road.....	9	56	10	00
French Lake, (from 1st October, 1872).....	0	30		
French Village, (5 Quarters).....	13	32	12	50
Gailey, (from 1st January, 1873).....	0	35	2	50
Gardener's Creek, (5 Quarters).....	9	20	12	50
Gaspereaux, (3 Quarters).....	25	44	21	00
Gaspereaux Station (5 Quarters).....	4	70	12	50
Geary, (5 Quarters).....	6	50	15	00
Germantown.....	14	15	10	00
Girvan Settlement.....	7	08	10	00
Glassville.....	75	13	22	00
Golden Grove, (5 Quarters).....	6	47	12	50
Good Corner.....	6	16	10	00
Goose Creek.....	21	52	10	00
Gordonsville.....	16	43	10	00
Goshen.....	17	86	10	00
Gowland Mountain.....	5	95	10	00
Grand Anuce.....	43	11	14	00
Grand Bay, (5 Quarters).....	14	82	12	50
Grand Falls Portage.....	0	95	10	00
Grand Harbor.....	38	25	18	00
Grandique.....	17	70	10	00
Grand River.....	26	09	21	25
Great Shemogue.....	56	42	18	00
Greenfield.....	5	96	10	00
Green River.....	16	56	17	00
Greenwich Hill.....	47	11	14	00
Hammend River, (5 Quarters).....	66	49	30	00
Hampstead.....	35	79	15	00
Hampton.....	98	25	30	00
Hampton, (5 Quarters).....	6	36	12	50
Hanford Brook.....	1	98	10	00
Hanwell, (5 Quarters).....	11	65	12	50
Hardwicke.....	1	58	10	00
Harwood.....	4	53	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Hartland, (made a Post Office 1st August, 1872)	74	26	10	00
Hart's Mills	12	36	10	00
Hastings	3	32	10	00
Head of Millstream	14	84	10	00
Head of Tide	15	39	10	00
Hebron	6	71	10	00
Heron's Island	7	29	10	00
Hibernia	9	47	10	00
Hillsdale, (5 Quarters)	4	07	12	50
Hillside	10	69	10	00
Holmesville	14	83	10	00
Hopewell, (5 Quarters)	24	39	33	75
Hopewell Corner, (5 Quarters)	92	01	92	50
Hopewell Hill, (5 Quarters)	53	19	87	50
Indian Island	5	92	10	00
Intervale	7	80	10	00
Irishtown	6	43	10	00
Irving Settlement	11	45	10	00
Jacksontown	28	76	10	00
Jacksonville	138	97	28	00
Janeville	16	70	10	00
Jemseg	31	76	10	00
Jenkins	17	57½	10	00
Johnson's Mills	5	73	10	00
Johnston	6	38	10	00
Johnville	6	08	10	00
Jolicure	13	75	14	00
Juvenile Settlement, (from 1st November, 1872)	2	50	5	00
Kars	8	98	10	00
Kay Settlement	3	05	10	00
Keswick Ridge, (5 Quarters)	18	40	33	00
Kingsclear, (5 Quarters)	68	76	27	50
Kingsley, (*including arrears)	0	80	*14	17
Knowlesville	5	63	10	00
Knoxford	9	96	10	00
Lakefield, (5 Quarters)	54	65	22	50
Lake George, (3 Quarters)	74	68	20	00
Lake Settlement	3	43	18	00
Lakeville	18	29	10	00
Lakeville Corner	24	71	7	50
Lawrence Station	50	03	10	00
Ledge	13	69	10	00
L'Etete	13	25	14	00
Lewis Mountain	4	66	10	00
Lewisville	16	83	10	00
Lincoln, (6 Quarters)	14	94	15	00
Lindsay	9	81	10	00
Linton's, (3 Quarters)	11	43	7	50
Little Branch	7	71	19	00
Little Lepreaux	5	66	10	00
Little Ridge, (from 1st August, 1872)	2	71	6	66
Little River, Coverdale	5	84	10	00
Little River, Elgin	12	81	10	00
Little River, Sunbury, (3 Quarters)	8	71	7	50
Little Rocher	18	26	12	00
Little Shemogue	31	11	12	00
Little Shippigan	2	18	10	00
Loch Lomond, (5 Quarters)	10	22	12	50
Londonderry	11	93	10	00
Long Creek	21	80	10	00
Long Point	3	81	19	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	c's.	\$	cts
Long Reach.....	8	94	10	00
Long Settlement.....	8	41	10	00
Lord's Cove.....	13	89	10	00
Lower Brighton.....	2	80	10	00
Lower Canterbury, (5 Quarters).....	28	07	30	00
Lower Cape, (5 Quarters).....	31	18	33	75
Lower Coverdale.....	3	89	10	00
Lower French Village, (5 Quarters).....	10	66	12	50
Lower Hayneville, (5 Quarters).....	0	88	12	50
Lower Line, Queensbury, (5 Quarters).....	19	72	12	50
Lower Newcastle.....	28	74	10	00
Lower Pocmouche.....	2	46	10	00
Lower Prince William, 5 (Quarters).....	44	49	30	00
Lower Queensbury, (5 Quarters).....	15	99	12	50
Lower Southampton, (5 Quarters).....	39	24	24	50
Lower Turtle Creek.....	7	44	10	00
Lower Wakeneld.....	54	31	25	00
Lower Woodstock.....	14	23	12	00
Ludlow, (5 Quarters).....	11	49	15	00
Lutz Mountain.....	16	28	10	00
Lynnfield.....	5	68	10	00
Lyttleton.....	2	30	10	00
McAdam Junction, (5 Quarters).....	79	58	67	00
McDonald's Corner.....	13	92	10	00
McDonald's Point.....	14	69	10	00
McDougall Settlement.....	7	34	10	00
McKenzie's Corner.....	16	95	22	00
McLaughlan Road.....	10	01	10	00
McLeod's Mills.....	24	93	10	00
Mactaquack, (5 Quarters).....	3	95	12	50
Madisco.....	208	04½	76	00
Magaguadavic.....	5	81	10	00
Maguudy, (5 Quarters).....	23	38½	12	50
Manners Sutton.....	10	92	10	00
Maple Green.....	8	12	16	00
Mapleton.....	13	50	10	00
Maquapit Lake, (3 Quarters).....	7	98	7	50
Markhamville.....	32	93	14	00
Marysville, (5 Quarters).....	124	30	52	50
Maugerville, (3 Quarters).....	24	64	19	50
Mechanics' Settlement.....	15	97	10	00
Middle Coverdale.....	11	70	10	00
Middle St. Francis.....	25	12	14	00
Middle Simonds.....	43	22	30	00
Middle Southampton, (5 Quarters).....	31	64	12	50
Midgic.....	7	38	10	00
Midland, (from 1st August, 1872).....	7	50	7	50
Mill Cove, (from 1st August, 1872).....	4	41	6	67
Mill Creek.....			10	00
Milledgeville, (5 Quarters).....	92	94	82	50
Millstream.....	80	09	14	00
Millville, (5 Quarters).....	10	58	12	50
Mispec, (5 Quarters).....	13	45	12	50
Moncton Road.....	3	58	10	00
Monument Settlement.....	13	94	10	00
Moore's Mills.....	19	17	10	00
Moulie's River.....	12	14	10	00
Mount Whatley.....	99	45	48	00
Mouth of Jemser.....	18	98	10	00
Mouth of Keswick, (5 Quarters).....	26	95	22	50
Murray's Corner.....	35	15	16	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Musquash, (5 Quarters)	73	14	73	75
Nackawick, (5 Quarters)	9	51	12	50
Napan, (closed 31st December, 1872)	0	50	7	50
Narrows, (made a Post Office 1st August, 1872)	11	11	3	33
Nashwaak, (5 Quarters)	46	44	20	00
Nashwaaksis, (5 Quarters)	39	05½	12	50
Nashwaak Village, (5 Quarters)	10	35	12	50
Neguac	23	39	10	00
Nerepis Station, (from 1st January, 1873)	2	17	2	50
New Bandon	33	27	22	00
Newburgh	3	00	10	00
New Canaan	22	73	10	00
Newcastle Bridge, (3 Quarters)	19	16	9	00
Newcastle Creek, (3 Quarters)	23	54	12	00
New Horton	8	94	10	00
New Ireland	6	39	10	00
New Ireland Road	3	70	10	00
New Jerusalem	45	37	22	00
New Maryland, (5 Quarters)	7	83	12	50
New River, (5 Quarters)	72	79	12	50
Newtown	52	27	20	00
New Zealand, (closed 31st December, 1872)	5	42	7	50
Northampton, (5 Quarters)	7	54	12	50
North Esk Boom	15	54	10	00
Northfield, (3 Quarters)	14	45	7	50
North Jogging	4	14	10	00
North Lake, Westmoreland	7	71	10	00
North Lake, York	19	37	10	00
North River	1	98	10	00
North River Platform	20	29	15	00
North West Bridge	19	47	.....	.....
Norton	18	49	10	00
Norton Dale, (5 Quarters)	7	14	12	50
Oak Bay	31	15	33	00
Oakham, (from 1st November, 1872)	3	38	4	52
Oak Hill	8	09	10	00
Oak Point, King's	18	33	10	00
Oak Point, Northumberland	5	84	10	00
Olinville, (3 Quarters)	0	74	7	50
Otnabog	18	54	10	00
Palmerston	24	68	10	00
Patterson Settlement, (3 Quarters)	8	00	7	50
Peel	3	96	10	00
Pemberton Ridge, (from 1st August, 1872)	2	94	6	67
Pennfield	32	50	18	00
Pennfield Ridge	9	57	10	00
Perry Settlement	2	89	10	00
Perth	7	82	10	00
Petersville, (5 Quarters)	0	45	10	50
Petersville Church	14	11	10	00
Pisarinco, (5 Quarters)	9	82	12	50
Pleasant Ridge	15	99	10	00
Pleasant Vale, (from 1st August, 1872)	25	78	6	66
Pockmouche	30	57	10	00
Pockshaw	23	04	10	00
Point du Chêne	154	85	54	00
Point La Nim	6	92	10	00
Point Wolf	7	12	10	00
Pollet River	4	76	10	00
Pomeroy Ridge	6	70	10	00
Foodias	5	58½	10	00

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Poplar Grove	12	05	10	00
Poquiock, (5 Quarters)	14	46	23	75
Portage River	7	96	10	00
Port Elgin, (made a Post Office 1st August, 1872)	21	30	8	50
Prince of Wales, (5 Quarters)	28	58	16	25
Prince William, (5 Quarters)	39	91	18	75
Prosser Brook, (from 1st August, 1872)	1	75	6	66
Quaco Road, (5 Quarters)	9	08	12	50
Rankin's Mills	72	35	28	00
Ratter's Corner	4	25	10	00
Red Bank	13	93	11	75
Renous Bridge, (5 Quarters)	28	50	15	00
Richibucto Village, (from 1st October, 1872)	1	60	5	83
Richmond Corner	50	9	22	00
Riley Brook	18	29	10	00
River Charles	53	79½	26	00
River de Chute	47	06	14	00
River Louison	62	21	32	00
Riverside	25	98	38	00
Rockland	88	64	18	00
Rockport	17	04	12	00
Rockville	5	53	10	00
Rolling Dam	22	16	10	00
Roevale	11	51	12	00
Rothsay, (5 Quarters)	240	11	137	50
Round Hill	119	42	35	00
Roxburgh	13	15	10	00
Royal Road, (5 Quarters)	4	03	12	50
Rusagornis, (6 Quarters)	24	00	15	00
Rusagornis Station, (1 Quarter)	3	54	2	50
St. Croix, (5 Quarters)	132	72	92	50
St. Joseph	95	31	26	00
St. Leonard's	8	72	10	00
St. Martin's	10	02	10	00
St. Mary's, (from 1st August, 1872)	5	12	7	50
St. Mary's Ferry, (5 Quarters)	180	76½	32	50
St. Patrick	23	19	10	00
Salem	9	07	10	00
Salmon Beach	13	75	18	00
Salmon Creek, (3 Quarters)	9	23	7	50
Salmon River, Albert	103	00	24	00
Salmon River, St. John	16	76	10	00
Salt Springs, (5 Quarters)	12	93	12	50
Scotch Settlement	3	48	10	00
Scotch Town, (3 Quarters)	12	14	7	50
Scovil's Mills	10	10	10	00
Second Falls	20	79	18	00
Seeley's Mills	28	11	10	00
Shanklin	13	97	10	00
Shannonvale	0	27	10	00
Shediac Bridge	4	02	10	00
Shediac Road	10	92	10	00
Shediac Academy, (* including arrears)	12	55	*15	00
Shepody	3	06	10	00
Shikohawk	21	76	10	00
Silverstream	5	96	10	00
Smith Creek	24	69½	12	00
Smith's	85	81	42	00
Smith Town, (5 Quarters)	20	75	12	50
Somerville	22	75	42	00
Southampton, (5 Quarters)	7	21	12	50

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at, the several Way Offices in New Brunswick.—*Continued.*

Name of Way Office.	Gross Revenue.		Salaries.	
South Bay, (5 Quarters; * including arrears).....	8	cts.	\$	cts.
South Branch, Kennebecasis	96	64	*33	50
South Nelson	5	76	10	00
Sprague's Point	103	34	44	00
Springfield, (5 Quarters).....	56	29	18	00
Springhill	23	82	12	50
Spruce Lake, (5 Quarters)	9	32	16	00
Stanley, (5 Quarters)	1	05	12	50
Starkey's	64	20	25	00
Steeve's Mountain	28	45	16	00
Steeve's Settlement, (late Head of Ridge)	4	41	10	00
Stony Creek	2	96	10	00
Summer Hill	7	18	10	00
Sussex Corner	12	76	10	00
Sussex Portage	190	88	88	00
Swan Creek	12	24	10	00
Sypher's Cove, (3 Quarters)	17	85	18	00
Tabucintac	4	30	7	50
Tabucintac River, (closed 31st October, 1872)	32	83	16	00
Taylor Village	5	03	5	50
Tay Mills, (5 Quarters)	58	46½	30	00
Tay Settlement, (5 Quarters).....	13	26½	12	50
Tedish	20	93	12	50
Temperance Vale, (5 Quarters).....	35	74	14	00
Ten Mile Creek, (5 Quarters)	8	45	12	50
Tennant's Cove	26	93	12	50
The Range	11	54	10	00
Thorne Brook	24	79	10	00
Thorne Town	1	20	10	00
Three Brooks	15	17	10	00
Tidnish Bridge	13	91	10	00
Titusville, (5 Quarters).....	11	67	10	00
Tower Hill	24	79	12	50
Tracadie	17	02	10	00
Tracey's Mills	67	65	28	00
Tracey Station, (3 Quarters)	34	90	16	00
Turtle Creek	14	00	18	00
Tweedside	7	78	20	00
Undine	13	51	10	00
Union Corner	1	55	10	00
Upham, (5 Quarters).....	2	97	10	00
Upper Bay du Vin	34	81	27	50
Upper Buctouche	7	45	11	00
Upper Cape	4	75	10	00
Upper Caraquet	14	63	10	00
Upper averhill, (5 Quarters)	19	79	22	00
Upper Gagetown	14	08½	12	50
Upper Gaspereaux, (3 Quarters)	54	70	24	00
Upper Greenwich	22	34	11	50
Upper Hampstead, (from 1st August, 1872)	8	45	10	00
Upper Haynesville, (5 Quarters)	2	91	6	00
Upper Kent	48	86½	12	50
Upper Keswick (5 Quarters)	23	85	10	00
Upper Keswick Ridge, (5 Quarters)	59	41	20	00
Upper Loch Lomond, (5 Quarters)	8	18	12	50
Upper Magaguadavic (5 Quarters)	8	34	12	50
Upper Maugerville, (3 Quarters).....	29	91	12	50
Upper Neguac	12	89	9	00
Upper New Horton	20	23	10	00
Upper Peel	12	54	10	00
Upper Queensbury, (5 Quarters).....	16	14	10	00
	29	45	12	50

REPORT No. 3, C.—Detail of the Salaries paid to, and of the Revenue collected at the several Way Offices in New Brunswick.—*Concluded.*

Name of Way Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Upper St. Bazil.....	37	52	20	00
Upper St. Francis.....	2	06	10	00
Upper Sackville.....	74	86	30	00
Upper Sheffield, (3 Quarters).....	26	81	27	00
Upper Southampton, (3 Quarters).....	11	20	7	50
Upper Wicklow.....	22	46	12	00
Upper Woodstock.....	115	01	64	09
Upsalquitch.....	5	49	10	00
Urquhart's, (from 1st August, 1872).....	1	31	7	50
Victoria.....	69	64	32	00
Waasis Station, (6 Quarters).....	18	00	15	00
Ward's, Creek Road.....	6	36	10	00
Washademoak.....	14	90	10	00
Waterborough.....	16	48	10	00
Waterside, (from 1st August, 1872).....	13	34	6	66
Waterville.....	34	90	12	00
Watson Settlement.....	5	92	10	00
Waweig.....	5	57	10	00
Webster's Creek.....	16	76	10	00
Wellington, (from 1st February, 1873.).....	3	69	1	67
Welsford, (* including arrears).....	128	32	*62	50
West Branch, Nicholas River.....	11	22	10	00
Westcock.....	11	01	10	00
Westfield.....	7	70	10	00
West Glassville.....	16	07	10	00
Westmoreland Point, (made a Post Office, 1st August, 1872.).....	33	57	20	00
Wheaton Settlement.....	10	20	10	00
White's Cove.....	41	89	16	00
Whitney, (from 1st August, 1872.).....	3	40	6	66
Wickham.....	28	07	12	00
Wicklow.....	27	14	42	00
Williamstown.....	6	98	10	00
Willow Grove, (5 Quarters.).....	17	82	12	50
Wilson's Beach.....	0	20	10	00
Windsor.....	20	26	10	00
Wood Point.....	12	92	10	00
Woodstock Road Station.....	12	03	30	00
Yoho, (5 Quarters).....	0	59	12	50
Young's Cove.....	15	06	10	00
Total.....			\$8,127	13

N.B.—The above Revenue is included, at pages 162 and 163, in that collected at the several Post Offices to which the said Way Offices are subordinate.

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3, D.

DETAIL of all payments for Salaries, &c., in Manitoba, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
FORT GARRY POST OFFICE.--(One Year, to 31st March, 1873.)			
A. G. Bannatyne	Postmaster	\$	cts
J. McDougall	3rd Class Clerk, from 1st June, 1872, (10 Months)	900	00
F. J. Clarke	3rd do	500	00
J. O. Poitras	3rd do	500	00
Total		\$2,400	00

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 3, D.—*Concluded.*

DETAIL of the Salaries ; Allowances for forward duty ; Allowances in aid of Rent, Fuel, and Light ; and of the Revenue collected at the several Post Offices in Manitoba, within the Year ended 30th June, 1873.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie St. Paul	12 84	10 00		
Burnside	18 02	10 00		
Eagle's Nest	15 73	10 00		
Fort Garry, (salaries and expenses entered elsewhere)	3,917 66			
Headingley	29 11	16 10		
High Bluff	73 69	36 62		
Indian Mission, (from 1st October, 1872)	6 26	5 00		
Kildonan	51 44	18 43		
Lower Fort Garry	170 93	86 25		
Mapleton	27 88	11 00		
Middle Church	23 41	10 00		
Oak Point, (from 1st October, 1872)	2 13	5 00		
Palestine	33 27	16 01		
Park's Creek	23 79	8 32		
Pembina	233 69	91 56		
Pigeon Lake	20 45	10 00		
Point du Chêne	18 44	10 30		
Poplar Point	35 06	15 55		
Portage la Prairie	173 63	74 30		
St. Andrews	74 83	38 76		
St. Charles	51 10	10 00		
St. François Xavier	15 24	10 00		
St. James	24 61	10 00		
St. Norbert	49 51	15 53		
St. Peter's	29 75	11 70		
White Mud River	38 07	16 65		
Totals	\$5,129 94	\$558 08		

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 3, E.

DETAIL of all payments for Salaries, &c., in British Columbia, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
VICTORIA POST OFFICE.			
		\$	cts.
H. Wootton.....	Postmaster.....	2,000	00
W. G. Reynolds.....	3rd Class Clerk.....	689	67
R. H. McMillan.....	Temporary Clerk (34½ Days).....	48	50
A. Mowat.....	do (26 do).....	39	00
F. Paffard.....	do (2 do).....	10	00
P. McFarlane.....	do (1 do).....	5	00
F. J. Morrison.....	do (1 do).....	5	00
		\$2,797	17
	Less—Superannuation deductions not paid over to the Receiver-General until after 30th June, 1873, and brought to account next year.....	45	34
	Total.....	\$2,751	83

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

REPORT No. 3, E.—*Concluded.*

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1873.

N. B.—Being the Revenue, Salaries &c., from 20th July, 1871, to 31st March, 1873.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ashcroft, (2 Quarters; * including arrears).....	12 98	* 26 89		
Barkerville, (3 Quarters).....	398 72	450 00		150 00
Burrard Inlet, (3 Quarters; * including arrears).....	178 49	* 170 53		
Cache Creek, (3 Quarters; * including arrears).....	34 05	* 39 71		
Chemainus, (2 Quarters).....	8 45	6 48		
Chilliwack, (3 Quarters).....	20 64	15 00		
Clinton, (3 Quarters; * including arrears).....	167 71	* 257 79	*85 00	
Cowichan, (2 Quarters).....	19 97	5 00		
Duck & Pringle's, (1 Quarter).....	2 16	2 50		
Esquimalt, (3 Quarters).....	229 48	16 05		
Hope, (1 Quarter).....	0 40	9 98		
Kamloops, (3 Quarters).....	72 56	28 90		
Kootenay, (1 Quarter).....	0 41	2 50		
Langley, (1 Quarter; * including arrears).....	6 96	* 23 89		
Lillooet, (2 Quarters).....	36 06	5 00		
Lytton, (1 Quarter).....	26 30	10 80		
Maple Bay, (3 Quarters; * including arrears).....	2 72	* 37 09		
Nanaimo, (3 Quarters; * including arrears).....	228 27	* 264 17		
New Westminster, (3 Quarters).....	1,041 97	900 00		
Nicola Lake, (2 Quarters).....	9 81	10 00		
Okanagan, (2 Quarters).....	10 53	5 00		
Omineca, (1 Quarter).....	0 21	7 84		
150-Mile House, (3 Quarters; * including arrears).....	42 85	* 66 16		
Pavillion, (1 Quarter).....	6 10	3 60		
Quesnelle, (1 Quarter).....	110 91	40 98		
Soda Creek, (3 Quarters; * including arrears).....	81 24	* 112 53		
Sooke, (3 Quarters).....	37 01	15 00		
Spence's Bridge, (2 Quarters).....	15 08	6 26		
Sumas, (3 Quarters; * including arrears).....	54 07	* 64 41		
Van Winkle, (3 Quarters; * including arrears).....	107 24	* 118 66		
Victoria, from 20th July, 1871; including also, the country Post Offices to 30th June, 1872; (salaries and expenses entered elsewhere).....	14,224 51			
Yale, (3 Quarters; * including arrears).....	389 07	*644 17	*68 08	
Totals.....	\$17,576 93	\$3,368 89	\$153 08	\$150 00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT NO. 3, A.

DETAIL of all payments, for Commission on Sale of Postage Stamps, by Vendors in Cities, in Ontario and Quebec, made within the Year ended 30th June, 1873.

Post Office.	Amount.	
	\$	cts.
Hamilton.....	1,171	81
Kingston.....	195	51
London.....	816	39
Montreal.....	4,196	20
Ottawa.....	397	80
Quebec.....	870	83
Toronto.....	3,167	98
Total.....	\$10,816	52

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT No. 3, B.)

DETAIL of all payments, for Commission on Sale of Postage Stamps, by Vendors in Cities, in Nova Scotia, made within the Year ended 30th June, 1873

Post Office.	Amount.	
	\$	cts.
Halifax	560	72
Total	\$560	72

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT, No. 3, C.)

DETAIL of all payments, for Commission on Sale of Postage Stamps, by Vendors in Cities, in New Brunswick, made within the Year ended 30th June, 1873.

Post Office.	Amount.	
	\$	cts.
Fredericton	36	72
Newcastle	4	03
St. Andrews	1	03
St. John	117	84
Total	\$160	25

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E. IN REPORT No. 3, B.)

DETAIL of all payments, for Ship Letter Gratuities in Nova Scotia, made within the Year ended 30th June, 1873.

Post Office.	Amount.	
Bridgewater.....	\$	cts.
Halifax.....	0	72
Liverpool.....	23	00
Lockport.....	1	26
Port Medway.....	5	88
Yarmouth.....	1	00
	11	52
Total.....	\$43	98

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E. IN REPORT No 3, C.)

DETAIL of all payments, for Ship Letter Gratuities in New Brunswick, made within the Year ended 30th June, 1873.

Post Office.	Amount.	
St. John.....	\$	cts.
	52	1
Total.....	\$52	16

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(A. IN REPORT NO. 4, A.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
CHIEF INSPECTOR'S OFFICE.			
J. Dewé, Chief Inspector.	Travelling allowance and mileage	\$ 494	cts 80
J. D. Paterson	do do do	67	56
G. W. Baker	Expenses as acting Railway Mail Clerk	76	50
E. H. Fletcher	do do do	76	50
E. F. Hawken	do do do	13	00
P. A. Maingy	do do do	13	00
QUEBEC DIVISION.			
W. G. Sheppard, P.O.I.	Travelling allowance and mileage	1,206	57
A. A. de Gaspé	do do do	61	28
O. Frechette	do do do	10	75
MONTREAL DIVISION.			
E. F. King, P. O. I.	Travelling allowance and mileage	1,010	88
C. W. Hayden	do do do	47	04
F. W. King	do do do	217	12
do	Expenses as acting Railway Mail Clerk	7	50
D. Nelligan	Travelling allowance and mileage	40	00
do	Expenses as Acting Railway Mail Clerk	51	00
KINGSTON DIVISION.			
R. W. Barker, P. O. I.	Travelling allowance and mileage	576	08
H. G. Goodfellow	do do do	88	00
do	Expenses as acting Railway Mail Clerk	37	50
Allan Jones	Travelling allowance and mileage	4	00
J. Carberry	Expenses as acting Railway Mail Clerk	3	00
W. S. Snythe	do do do	19	50
TORONTO DIVISION.			
M. Sweetnam, P. O. I.	Travelling allowance and mileage	541	27
W. Cuppage	do do do	88	67
R. E. Chadd	do do do	22	50
W. E. Griffith	do do do	3	20
do	Expenses as acting Railway Mail Clerk	6	00
A. B. Campbell	do do do	39	00
T. S. Birchall	do do do	57	00
J. O. Bennett	do do do	7	50
LONDON DIVISION.			
G. E. Griffin, P. O. I.	Travelling allowance and mileage	698	72
G. E. Cox	do do do	618	54
A. Thompson	do do do	28	00
C. J. Shanly	Expenses as acting Railway Mail Clerk	87	00
J. D. Sharman	do do do	12	00
British Mail Clerks	Expenses whilst in charge of British Mails	1,394	13
Ocean Mail Clerks	Trip allowances to meet expenses whilst on duty	3,040	00
C. Stephens	Removal expenses from Ottawa to Toronto	80	00
P. M. Greenbank	Expenses to Saintfield for mail Key	0	45
P. M. Peterborough	do of Messenger to Keene, on Post Office business	3	00
Total		\$10,848	56

A. CAMPBELL,

Postmaster-General.

H. A. WICKSTEED,
Accountant.

(A. IN REPORT NO. 4, B.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
		\$	cts
A. Woodgate, P. O. I.	Travelling allowance and mileage	1,051	51
A. Burnham	do do do	18	00
	Total	\$1,069	51

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(A. IN REPORT NO. 4, C.)

DETAIL of all payments, for Travelling Expenses incurred in the service of the Post Office, in New Brunswick, made within the Year ended 30th June, 1873.

Name.	Service.	Amount.	
		\$	cts
J. McMillan, P. O. I.	Travelling allowance and mileage	1,184	48
W. Paisley	do do do	122	50
W. C. Whittaker	do do do	335	00
do	Expenses as acting Railway Mail Clerk	32	00
R. C. McIntyre	Travelling allowance and mileage	42	57
W. R. Avery	do do do	10	95
T. B. Smith	Expenses to Harvey Station on Post Office business	1	00
W. O. Keeper, Millstream	Expenses to Apohaqui do do	4	00
	Expenses of sundry Clerks, whilst acting as Railway Mail Clerks	56	79
	Total	\$1,789	29

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E IN REPORT No. 4, A.)

DETAIL of all payments, in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
		\$	cts
B. A. Bank Note Co....	Engraving and printing Postage Stamps for the Post Office Dept..	11,162	50
D. G. Berri	Office stamps and seals for the Post Office Department	1,793	24
H. Pritchard	do do do do	370	50
Yale Lock Mfg. Co.	Box and drawer locks for do do (P.O., Quebec)	2,152	52
Sargent & Greenleaf	do do do do	113	34
J. A. Laemie & Co.	Stamping machines for do do	234	00
D. O'Connor	Stamping pads, &c. for do do	59	30
L. Smith	Obliterator handles, tin labels, &c., for do do	29	05
W. Porter	Carpenters' work for do do	22	85
C. Tilstone	Tin Mail box for do do	12	16
Quetton St. George & Co.	Corks for obliterators for do do	12	00
A. Mortimer	Mounting maps, &c., for do do	10	92
J. D. Scott	Engraving dies, &c., for do do	8	00
C. P. Dorion	Tin map case for do do	6	79
S. T. Green	Office knife for do do	1	13
T. Andrews	Plumber's work for P. O. I., Quebec	32	38
A. Thom	do do do do	5	50
E. Roussel	Carpenter's work for do do	12	06
W. Drum	do do do do	11	25
L. Lefebvre	Tinsmith's work for do do	7	62
J. S. Porter	Making keys for do do	5	40
O. Frechette	Clock for do do	5	00
N. Turcott	Repairs to clock do do	3	50
O'Brien, Ellison & Co.	Towels, &c., for do do	1	32
H. S. Scott	Foot rule for do do	0	75
O. Knapp	Corks for obliterators for P. O. I., Montreal	45	00
Prowse Brothers	Tinsmith's work for do do	24	85
J. Gillard	Carpenter's work for do do	23	25
N. McNeil	Plumber's work for P. O. I., Kingston	3	11
N. Wilmot	Blacksmith's work for do do	0	75
Withrow & Hillock	Carpenter's work for P. O. I., Toronto	400	00
Younglove, Massey & Co.	Bag catchers for do do	47	00
W. H. Sparrow	Mail Clerks' boxes for do do	46	20
Rice, Lewis & Sons	Street Letter Box locks for do do	36	00
Chamberlain Manufac- turing Co.	Office stamps and dates for do do	13	35
McDunnough & James	Oil cloth and mat for do do	8	25
J. Webster	Repairs to mail truck for do do	4	25
Goodyear Rubber Co.	Railway Mail Clerks' Ink bottles do	4	16
J. E. Eliis	Attendance on clocks for do do	4	00
R. Hay & Co.	Furniture for do do	2	25
J. Scott	Table cover for do do	1	00
D. Ramore	Repairing Mail Clerks' boxes for do do	0	75
W. Joanes	Carpenter's work for P. O. I., London	47	32
E. & J. Rodgers	Plumber's work for do do	46	56
W. Farmer	do do do do	2	75
S. & A. McBride	Tinsmith's work for do do	14	30
W. H. Sparrow	Mail Clerks' boxes for do do	44	00
Caldwell & Anundson	Stamping pads for do do	17	00
J. M. Cousins	Pump for do do	10	00
J. Crook	Repairing Safe door for do do	2	00
W. Farmer	Plumber's work for P. O., Hamilton	139	25
J. Anderson	Carpenter's work for do do	107	47
W. Vincter	do do do do	6	00

(B IN REPORT No. 4, A.)—Detail of all payments, in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.—
Continued.

Name.	Particulars.	Amount.	
		\$	cts
T. Freeborn	Glazier's work for P. O., Hamilton	37	70
W. Allan	Blacksmith's work for do do	25	65
J. Leitch	Machinist's work for do do	14	15
W. B. Robbins	Baskets, &c., for do do	9	09
A. Williamson	Carpenter's work for P. O., Kingston	34	78
R. M. Horsey	Tinsmith's work for do do	31	11
T. McAulay	Date Stamp for do do	12	00
Kingston Gas Co.	Repairing gas fittings for do do	3	63
Kingston Waterworks Co.	Plumber's work for do do	0	67
A. Ross	Towelling for do do	0	98
W. Robinson	Glazier's work for do do	0	68
B. Holder	Keys for do do	0	50
G. M. Wilkinson	Corks for obliterators, &c., for do do	0	35
W. Joanes	Carpenter's work for P. O., London	49	39
S. & A. McBride	Stove, &c., for do do	36	90
E. & J. Rodgers	Plumber's work for do do	26	75
Noble & Green	Glazier's work for do do	15	63
J. Johnston	Plasterer's work for do do	4	00
P. Jones	Date Stamp for do do	0	75
Prowse Brothers	Tinsmith's work for P. O., Montreal	688	26
J. Gillard	Carpenter's work for do do	391	76
J. Boyd	Locksmith's work for do do	150	25
H. Grant	Attendance on clocks for do do	92	00
J. O'Connor	Stamping pads, &c., for do do	78	00
T. E. Fitch	Gas globes and burners for do do	35	00
J. Ash	Letter-press for do do	20	00
J. McLean	Repairing fire buckets do do	15	25
J. Kimber	Lettering sign for do do	14	25
J. Houghton	Painting for do do	14	08
J. R. Boyce	Waste paper basket for do do	10	00
Burland, Lafrcain & Co.	Office Stamp for do do	6	50
S. Boon	Whitewashing for do do	3	75
C. McGarry	Office stools for do do	3	75
Angus, Logan & Co.	Twine for do do	3	60
A. J. Pell	Frame for Letter Carriers' chart do do	2	00
Porter & Gibson	Carpenter's work for P. O., Ottawa	142	20
C. P. Doriou	Tinsmith's work for do do	50	09
A. H. Matthewman	Glazier's work for do do	21	50
Blythe & Kerr	Plumber's work for do do	7	75
Roche & Kelly	do do do	1	65
W. McKay	Painting for do do	6	65
J. McLaren & Co.	Blinds, &c., for do do	6	34
Angus, Irwin & Co.	Office furniture for do do	5	30
J. Leslie	Repairing office stools for do do	4	00
F. Sauriol & Co.	Painting, &c., for do do	3	85
J. Hay	Hardware, &c., for do do	3	75
J. J. Kensington	Letter clips for do do	3	00
G. Cox	Ribbon for date stamp do do	2	75
E. Roussel	Carpenter's work for P. O., Quebec	173	06
A. Z. Vaudry	Plumber's work for do do	76	88
P. Cousins	Mail time table for do do	20	00
Quebec Gas Co.	Gas-fittings and repairs for do do	16	55
T. Andrews	Coal scuttle do do	5	18
Withrow & Hillock	Carpenter's work for P. O., Toronto	167	99
J. Ritchie & Sop	Plumber's work for do do	96	58
G. Booth	Painting, &c., for do do	43	70
R. Malcolm	Covering stamping pads for do do	33	85

(B IN REPORT No. 4 A.)—Detail of all payments, in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.—
Concluded.

Name.	Particulars.	Amount.	
		\$	cts.
N. L. Piper & Son.....	Office furniture for P. O., Toronto	26	25
W. W. Moses	Baskets for do do	10	00
Rice, Lewis & Sons	Decd boxes for do do	9	50
H. Graham & Co.....	Matting and binding for do do	8	85
W. H. Sparrow.....	Water cooler for do do	5	00
T. Bryan.....	Locksmith's work for do do	4	95
J. L. Margach.....	Office furniture for do do	4	87
Brimstin & Bros.....	Repairs to street letter boxes do	4	00
J. E. Ellis & Co.....	Attendance on clock for do	30	00
S. Barfar	Money Order stamp for P. O., Chatham	12	00
G. T. Burnett	Painting letter boxes for P. O., St. Hyacinthe	3	60
E. L. & J. Neveux	Office scale for P. O., Windsor	14	00
R. Glynn.....	Repairing letter boxes at G. W. Ry. Station.....	1	00
R. H. Lawder.....	Changing bag catching post at Whitby.....	1	00
	Total	\$20,035	11

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(B. IN REPORT No. 4 B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Nova Scotia, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.
		\$ cts.
Longard & Muirhead...	Painting, &c., for Post Office Inspector, Halifax	108 50
H. H. Fuller & Co.....	Twine for do do	52 50
J. H. Venning.....	Office stamps and seals for do	48 90
D. G. Berri.....	do do do	32 02
Watson & Myers	Plumber's work for do do	44 85
R. H. Cogswell	Attendance on clocks for do	5 00
Newcombe & Lambert...	Furniture for Money Order Office, Halifax	24 50
T. Boggs & Co	Coal-hod, &c., for do do	2 80
J. Davies	Locksmith's work for Post Office, Halifax	11 87
Gordon & Keith	Stamp case and window blinds for do	19 00
R. H. Cogswell.....	Repairs to clock for do	7 50
G. Rent.....	Tin labels for do	5 61
O. J. Knapen.....	Burning Brands for do	5 00
R. Conroy	Sheets for do	5 00
G. W. Bolton	Office seal for do	4 00
H. A. Swartz	Tinsmith's work for do	2 50
E. Albro & Co.....	Padlock, &c., for do	1 90
J. Gwatkin	Iron Frame for Mail Bag for do	1 25
S. Spencer.....	Steel Types for Post Office, Cow Bay	0 60
	Total	\$383 30

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(B. IN REPORT No. 4, C.)

DETAIL of all Payments, in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
J. H. Venning	Office stamps and seals for Post Office Inspector, St. John	\$	cts
Lewin & Allingham	Twine, copper rivets, &c., for do do	215	28
R. Flaherty	Locksmith's work for do do	149	55
Bowes & Evans	Tinsmith's work for do do	108	25
S. Corbitt	Office furniture for do do	81	06
M. Whittaker	Painting, &c., for do do	49	00
S. H. Brown	Carpenter's work for do do	36	00
Sheraton, Son & Skinner	Carpeting, &c., for do do	32	95
T. M. Reed	Oil, soap, &c., for do do	31	05
Z. G. Gabel	Rubber stamping pads for do do	30	74
Jardine Bros.	Twine, &c., for do do	11	34
C. E. Burnham	Office chairs, &c., for do do	8	51
Kerr & Thorne	Hardware, for do do	7	25
A. Young	Repairing Street Letter Boxes do do	7	02
J. & J. Hegan	Mats for do do	5	75
J. L. Inches	Twine for do do	4	68
A. Anderson	Packing case for do do	3	00
C. E. Burnham	Furniture, &c., for Money Order Office, St. John	0	40
A. Young	Stove, &c., for Post Office, Fredericton	36	25
A. L. Forest	Plumber's work for do	40	50
M. S. Hall	Twine for do	7	85
T. R. Jones	Twine for Post Office, St. John	2	70
R. Barbour	Painting, glazing, &c., for do do	162	28
S. H. Brown	Carpenter's work for do	153	62
Bowes & Evans	Plumber's work for do	69	63
Kerr & Thorne	Hardware, &c., for do	32	60
C. E. Burnham	Furniture for do	29	45
T. M. Reed	Lamps, &c., for do	23	75
G. Hutchison	Attendance on clocks for do	18	71
H. C. Hunt	Carpenter's work for do	18	00
H. W. Chisholm	Lantern for do	12	81
J. Howe	Ribbons for Money Order Stamp for Post Office, St. John	9	00
C. F. Everett & Co	Fluid lamp for do	6	00
		1	60
	Total	\$1,406	58

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(B. IN REPORT No. 4, D.)

DETAIL of all payments, in discharge of Tradesmen's Bill, for articles supplied for the service of the Post Office Department, in Manitoba, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
A. G. Bannatyne	Lamp, &c., for Post Office, Fort Garry	\$ 15	cts 28
	Total.....	\$15	28

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster General.

(B. IN REPORT No. 4, E.)

DETAIL of all payments, in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
Haywood & Jenkinson..	Furniture, &c., for Post Office, Victoria.....	\$ 582	cts 94
T. S. Allatt	Painting, &c., for do do	97	55
A. & W. Wilson.....	Plumber's work, &c., for do do	89	00
G. C. Geron.....	Table, stove, &c., for do do	24	00
J. Sehl	Carpenter's work for do do	23	50
E. Marvin.....	Scale, locks, &c., for do do	22	12
P. McQuade	Rubber for stamping pad, for do do	8	50
T. L. Fawcett	Window shades, &c., for do do	5	87
J. S. Drummond.....	Stencil plates for do do	5	75
J. Teague.....	Door and lock for letter box do do	5	50
J. Stewart	Gas burners, &c., for do do	4	50
J. Crowther	Lettering bulletin board for do do	3	50
E. Watson	Engraving office stamp for do do	3	50
J. McKeuzie	Lamp chimney for Post Office, Barkerville.....	0	75
J. Weiler.....	Sign board for Post Office, Cowichan.....	4	00
J. McKenzie.....	Letter box for Post Office, Kamloops.....	7	50
R. W. Deene	Furniture, &c., for Post Office, New Westminster.....	40	00
J. Cunningham	Rubber for stamping pad, &c., do do	3	00
W. Maharry	Sign board, &c., for Post Office, Yale.....	30	00
M. Rush	Painting, &c., for do do	10	00
	Total.....	\$971	48

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(C. IN REPORT NO. 4, A.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes, in Ontario and Quebec, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
Seminary of St. Sulpice.	Ground Rent, Montreal Post Office (6 Quarters)	\$	cts
G. P. Baker.....	Rent of Ottawa Post Office (5 Quarters).....	1,200	00
Hamilton Waterworks Co	Water Rate Hamilton Post Office	38	00
Kingston do	do Kingston do (5 Quarters).....	73	10
Montreal do	do Montreal do (8 do.).....	338	95
Quebec do	do Quebec do (3 do.).....	240	00
Toronto do	do Toronto do	80	00
Total.....		\$2,595	05

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(C. IN REPORT NO. 4, C.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes, in New Brunswick, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
M. Gregg	Rent of Fredericton Post Office.....	\$	cts
J. Walker.....	do St. John do (5 Quarters).....	240	00
St. John Waterworks Co	Water Rate St. John do	1,000	00
Total.....		\$1,260	00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(C. IN REPORT No. 4, D.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes, in Manitoba, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
A. G. Bannatyne.....	Rent of Fort Garry Post Office	\$ 180	cts 00
	Total.....	\$180	00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(C. IN REPORT No. 4, E.)

DETAIL of the Expenditure of the Post Office Department, for Rents and Taxes, in British Columbia, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
L. Lornsburg	Rent of Victoria Post Office (5 months).....	\$ 125	cts 00
	Total.....	\$125	00

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT NO. 4, A.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.
C. E. Holiwell & Co	Stationery for Post Office Inspector, Office, Quebec	10 75
Middleton & Dawson	do do do do	17 53
G. F. Nesbitt & Co	do do do Montreal	18 58
Angus, Logan & Co	do do do do	10 75
J. Lovell	do do do do	9 40
Dawson Bros	do do do do	2 50
E. Stacey	do do do Kingston	5 73
G. F. Nesbitt & Co	do do do Toronto	36 10
A. S. Irving	do do do do	21 23
L. C. Mann	do do do do	1 80
E. A. Taylor & Co	do do do London	147 57
J. Lovell	Printing and Advertising for Post Office Inspector's Office, Montreal	79 65
J. Shannon	do do do Kingston	6 78
T. Hill & Son	do do do Toronto	2 50
Brown & Bautz	Printing Money Order Cheque Books for Post Office, Hamilton	169 00
Hamilton	Stationery	21 00
Kingston	do	11 95
Montreal	do	67 20
Quebec	do	63 61
Toronto	do	104 30
Hamilton	Advertising Unclaimed Letters, &c.	647 72
Kingston	do do	155 98
London	do do	408 73
Montreal	do do	1,523 94
Ottawa	do do	424 71
Quebec	do do	1,050 33
Toronto	do do	2,631 46
Arthabaska "Free Press"	Advertising for Mail Tenders, &c.	9 60
Brantford "Courier"	do do	18 50
do "Union"	do do	6 60
Caledonia "Sachem"	do do	13 20
Cayuga "Sentinel"	do do	7 20
Chatham "Planet"	do do	9 12
Clinton "New Era"	do do	3 50
Goderich "Star"	do do	10 80
Hamilton "Spectator"	do do	19 80
Kingston "Daily News"	do do	48 53
Lévis "L'Echo"	do do	32 44
London "British Canadian"	do do	6 00
London "Evening Herald"	do do	21 98
do "Free Press"	do do	31 96
Mitchell "Advocate"	do do	6 85
Montreal "Canadian Illustrated News"	do do	3 50
Montreal "Daily News"	do do	3 50
do "Gazette"	do do	3 50
do "L'Opinion Publique"	do do	3 50
Montreal "La Minerve"	do do	3 50
Napanee "Beaver"	do do	5 40
Ottawa "Times"	do do	10 00
Perth "Expositor"	do do	6 80
Petrollea "Advertiser"	do do	3 84
Quigon "Gazette"	do do	12 53
Quebec "Budget"	do do	45 24

(D. IN REPORT No. 4 A.)—Detail of the Expenditure of the Post Office Department for, Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1873.—Continued.

Names.	Particulars.	Amount.	
		\$	cts
Quebec "Le Canadien".	Advertising for Mail Tenders, &c.	34	44
do "Chronicle".....	do do	43	32
do "Courier".....	do do	5	40
do "Gazette".....	do do	33	24
do "Journal".....	do do	10	80
do "Mercury".....	do do	42	00
do "Rural Free Press".....	do do	54	72
St. Anne "Gazette".....	do do	29	88
St. Catharine's "Journal".....	do do	22	00
St. Thomas "Despatch".....	do do	10	92
Sarnia "Canadian".....	do do	14	04
Simcoe "Canadian".....	do do	5	60
Stratford "Herald".....	do do	16	20
Strathroy "Despatch".....	do do	6	00
Three Rivers "Journal".....	do do	11	80
do "Le Constitutionnel".....	do do	4	56
Toronto "Canadian Freeman".....	do do	8	82
Toronto "Christian Guardian".....	do do	13	20
Toronto "Leader".....	do do	21	00
do "Mail".....	do do	14	40
do "Monetary Times".....	do do	14	40
Welland "Telegraph".....	do do	6	24
do "Tribune".....	do do	3	24
Windsor "Essex Record".....	do do	8	40
Woodstock "Times".....	do do	22	80
Almont.....	Advertising Unclaimed Letters, &c.	4	76
Ancaster.....	do do	6	56
Aurora.....	do do	10	40
Aylmer East.....	do do	9	62
Aylmer West.....	do do	9	76
Barrie.....	do do	28	20
Beaverton.....	do do	3	46
Belleville.....	do do	59	12
Berlin.....	do do	21	78
Blair.....	do do	0	68
Bobcaygeon.....	do do	7	16
Bowmanville.....	do do	10	40
Bracebridge.....	do do	2	66
Braceford.....	do do	9	56
Brampton.....	do do	28	60
Brantford.....	do do	40	38
Brighton.....	do do	12	00
Brockville.....	do do	33	70
Brockdale.....	do do	0	20
Carleton Place.....	do do	5	20
Carleton.....	do do	10	50
Castleton.....	do do	4	15
Cayuga.....	do do	16	62
Charlemagne.....	do do	53	74
Chippawa.....	do do	3	72
Clarksburg.....	do do	3	56
Clifton.....	do do	7	94
Clinton.....	do do	3	06
Colborne.....	do do	64	20

(D. IN REPORT No. 4 A.)—Detail of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1873.—Continued.

Name.	Particulars.	Amount.	
			cts
Colborne	Advertising Unclaimed Letters, &c.	13	32
Collingwood	do do	18	66
Cornwall	do do	9	46
Cowansville	do do	9	10
Culloden	do do	0	62
Dixon's Corners	do do	2	50
Drummondville	do do	3	66
Dundas	do do	17	41
Dunnville	do do	9	88
Durham	do do	18	78
Elora	do do	3	66
Embro	do do	4	00
Enniskillen	do do	0	94
Fergus	do do	6	48
Font Hill	do do	2	22
Fort Erie	do do	4	26
Frieburg	do do	2	44
Galt	do do	24	70
Gananoque	do do	10	48
Georgetown	do do	3	20
Goderich	do do	15	32
Granby	do do	1	92
Guelph	do do	54	40
Harriston	do do	2	68
Hull	do do	28	42
Ingersoll	do do	25	48
Iroquois	do do	6	74
Kincardine	do do	10	24
Kingsville	do do	0	54
Lindsay	do do	19	44
Listowel	do do	13	56
L'Orignal	do do	1	36
Meaford	do do	6	34
Millbrook	do do	8	90
Milton	do do	2	20
Morrisburg	do do	21	58
Mount Forest	do do	8	56
Napanee	do do	23	36
Newcastle	do do	5	80
New Hamburg	do do	9	16
New Market	do do	7	82
Norwood	do do	23	08
Oakville	do do	3	40
Orangeville	do do	69	10
Orrilla	do do	30	04
Oshawa	do do	31	66
Owen Sound	do do	16	88
Paris	do do	12	76
Park Hill	do do	3	28
Pembroke	do do	9	10
Perth	do do	8	40
Peterborough	do do	32	22
Petersburgh	do do	0	58
Petrolia	do do	42	46
Pictou	do do	19	86
Port Dover	do do	9	74
Port Hope	do do	87	86
Port Perry	do do	16	42
Prescott	do do	13	69

(D. IN REPORT No. 4 A.)—Detail of the Expenditure of the Post Office Department for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1873.—*Concluded.*

Name.	Particulars.	Amount.
Preston	Advertising Unclaimed Letters, &c.	\$ 8 cts 62
Richmond Hill	do do	10 00
Rimouski	do do	36 06
Rondeau	do do	5 48
St. Agatha	do do	1 18
St. Catharine's	do do	58 44
St. Hyacinthe	do do	40 16
St. John's, East	do do	11 72
St. Mary's	do do	9 12
St. Thomas, West	do do	55 30
Sandwich	do do	12 08
Sarnia	do do	39 94
Seaforth	do do	11 64
Seneca	do do	14 48
Shakespeare	do do	5 64
Sherbrooke	do do	32 41
Simcoe	do do	20 90
Sorel	do do	10 98
Stratford	do do	79 96
Strathroy	do do	17 54
Thornbury	do do	0 60
Thorold	do do	11 88
Three Rivers	do do	72 36
Tilsonburgh	do do	5 42
Trenton	do do	7 26
Uxbridge	do do	7 28
Waterloo	do do	9 56
Welland	do do	10 10
Wellesley	do do	2 82
Westwood	do do	4 68
Whitby	do do	19 96
Windsor	do do	44 90
Woodstock	do do	13 70
	Total	\$10,433 55

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(D. IN REPORT No. 4, B.)

DETAIL of the Expenditure of the Post Office Department, for Stationery
Printing and Advertising, in Nova Scotia, within the Year ended 30th
June, 1873.

Name.	Particulars.	Amount.	
		\$	cts
J. C. Crosskill.....	Stationery for Post Office Inspector's Office, Halifax.....	1,453	74
A. W. McKinlay.....	do do do do.....	136	73
S. T. Hall.....	do Money Order Office do.....	91	10
A. & H. Creighton.....	do do do do.....	4	50
J. C. Crosskill.....	Printing for Post Office Inspector's Office do.....	3,984	07
do.....	do Money Order Office do.....	1,182	05
Halifax "Abstainer".....	Advertising for Mail Tenders, &c. do.....	5	57
do "British Colonist".....	do do do do.....	77	00
do "Church Chronicle".....	do do do do.....	19	50
do "Evening Express".....	do do do do.....	71	50
do "Mayflower".....	do do do do.....	63	43
do "Presb. Witness".....	do do do do.....	8	00
do "Prov. Wesleyan".....	do do do do.....	9	00
do "Reporter & Times".....	do do do do.....	140	37
Pictou "Standard".....	do do do do.....	20	75
Halifax.....	Stationery.....	102	62
do.....	Advertising Unclaimed Letters, &c.	44	22
Amherst.....	do do do do.....	14	04
Windsor.....	do do do do.....	11	87
Yarmouth.....	do do do do.....	36	83
	Total.....	\$7,486	96

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. in REPORT No. 4, C.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick for the Year ended 30th June, 1873.

Name.	Particulars.	Amount.
		\$ cts
H. Chubb & Co.	Stationery and printing for P. O. Inspector's Office, St. John	1,061 10
J. & A. McMillan	do do do do	605 97
J. B. Gregory	do do do do	90 41
J. & A. McMillan	do do Money Order Office, St. John.	692 80
T. H. Hogg	Printing for Post Office Inspector's Office, St. John	181 00
E. Willis	do do do	1,347 77
Lugrin & Sons	do do do	34 20
G. W. Day	do do do	331 80
W. Elder	do do do	493 90
Barnes & Co.	do do do	51 20
Fredericton	Stationery and printing	63 50
St. John	do do	582 27
Fredericton	Advertising Unclaimed Letters, &c.	126 87
Chatham "Gleaner"	do for Mail Tenders, &c	7 98
Fredericton "Reporter"	do do	16 02
Moncton "Times"	do do	33 60
Newcastle "Union Advocate"	do do	50 62
Sackville "Chignecto Post"	do do	29 38
St. Andrews "Standard"	do do	2 00
St. Stephen "Courier"	do do	14 50
St. John "Christian Visitor"	do do	52 40
do "Daily News"	do do	281 50
do "Daily Telegraph"	do do	201 83
do "Daily Tribune"	do do	233 92
do "Globe"	do do	2 30
do "New Dominion"	do do	99 75
do "Temperance Journal"	do do	41 50
do "Religious Intelligencer"	do do	52 40
	Total	\$6,782 19

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT NO. 4, D.)

DETAIL of the Post Office Department, for Stationery, Printing and Advertising in Manitoba, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
H. S. Donaldson.....	Stationery for Fort Garry Post Office.....	\$ 30	cts 70
A. G. Bannatyne.....	do do do.....	7	00
J. B. Bourdeau.....	Advertising Unclaimed Letters.....	10	96
Caldwell & Cunningham.....	do do.....	7	78
	Total.....	\$56	4

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(D. in REPORT NO. 4, E.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising in British Columbia, within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
Barkerville.....	Stationery.....	\$ 21	cts 25
New Westminster.....	do.....	38	63
Queenell.....	do.....	5	00
Victoria.....	do.....	198	49
do.....	Printing and Advertising.....	661	27
New Westminster.....	Advertising Mail Contracts, &c.....	30	76
	Total.....	\$955	40

A. CAMPBELL,
Postmaster-General,

H. A. WICKSTEED,
Accountant.

(E. IN REPORT No. 4, A.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.
		\$ cts
Hamilton Gas Co	Gas supplied Hamilton Post Office.....	541 50
E. Brown.....	Coal do do	49 50
T. Harbottle.....	Wood do do	457 50
Kingston Gas Co.....	Gas supplied Kingston Post Office.....	376 65
do do	Coal do do	113 50
E. Williams.....	Wood do do	99 00
D. H. Cays.....	do do do	33 00
J. Bigley.....	Cutting wood for do	18 00
R. Carson.....	do do do	6 75
London Gas Co	Gas supplied London Post Office.....	443 00
C. B. Hunt.....	Coal do do	73 00
W. H. Baxter.....	Wood do do	243 18
J. Maitland.....	Cutting wood for do	83 75
Montreal Gas Co.....	Gas supplied Montreal Post Office.....	886 44
S. W. Beard & Co.....	Coal do do	1,855 33
D. Sleeth.....	Wood do do	559 00
J. B. Wilson.....	do do do	487 50
Hamilton, Armstrong & Co.....	do do do	112 50
Ottawa Gas Co.....	Gas supplied Ottawa Post Office.....	518 50
T. Greasley.....	Wood do do	222 75
W. Hodges.....	do do do	67 50
T. Garity.....	do do do	36 00
J. Heney.....	do do do	27 00
Quebec Gas Co.....	Gas supplied Quebec Post Office and street letter-box	370 89
J. Gibbin.....	Coal do do	424 00
C. Martel.....	Wood do do	353 50
G. Lemelin.....	do do do	167 50
H. Paré.....	do do do	161 80
D. Wolsey.....	do do do	26 00
J. Poitras.....	Cutting wood for do	36 00
J. Masson.....	do do do	28 50
J. Grenier.....	do do do	28 00
J. Rancour.....	do do do	12 00
P. Lefrancoise.....	Carting wood for do	26 80
Toronto Gas Co	Gas supplied Toronto Post Office.....	1,686 75
P. D. Conger.....	Coal do do	403 99
C. Stewart.....	Cutting wood for do	6 25
O. Surges.....	do do do	6 25
	Total.....	\$11,049 08

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E. IN REPORT NO. 4, C.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
St. John Gas Co.....	Gas supplied Post Office Inspector's Office, St. John	\$	cts
R. P. McGivern	Coal do do do	43	00
R. P. & W. F. Starr.....	do do do do	114	24
T. M. Reed	Burning fluid do do do	1	70
Fredericton Gas Co.....	Gas supplied Fredericton Post Office	16	36
Currier & Richards.....	Coal do do do	62	80
St. John Gas Co.....	Gas supplied St. John Post Office.....	76	00
R. P. McGivern.....	Coal do do do	357	00
L. H. Waterhouse.....	do do do do	94	20
J. Lloyd	do do do do	71	00
A. Crawford	Wood do do do	8	50
		84	80
	Total.....	\$932	60

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E. IN REPORT NO. 4, D.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in Manitoba, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
A. G. Bannatyne.....	Coal supplied Fort Garry Post Office.....	\$	cts
do	Wood do do do	4	00
do	Coal Oi do do	280	00
		56	83
	Total.....	\$340	

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(E. IN REPORT NO. 4, E.)

DETAIL of all Payments for Fuel and Light, for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1873.]

Name.	Particulars.	Amount	
Victoria Gas Co	Gas supplied Victoria Post Office	\$	cts
Sprout & Co	Coal and Wood do do	96	25
R. Broderick & Co.	do do do	33	25
Al See	do do do	28	00
A. Lock	Wood supplied Barkerville Post Office	54	00
J. Weldon	do do do	10	00
J. Weldon	do do do	10	00
W. Davison	Coal Oil do do	13	75
Grimcaum Bros.	do do do	13	00
J. Cunningham	do do do	5	25
A. Wilson	Wood supplied Cariboo do	7	00
J. Mara	Candles for French Creek do	3	00
J. Cunningham	do New Westminster Post Office	35	75
Holbrook & Fisher	Coal supplied do do	41	75
H. Elliott	Bark do do	10	50
	Total	\$361	50

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(F. IN REPORT No. 4, A.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario and Quebec, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
		\$	cts
J. Dewé	Incidental Expenses, Chief P. O. Inspector's Office, Ottawa..	5	00
W. G. Sheppard	do do Post Office Inspector's Office, Quebec ..	122	00
E. F. King	do do do do Montreal ..	32	82
R. W. Barker	do do do do Kingston ..	21	50
M. Sweetnam	do do do do Toronto ..	66	27
G. E. Griffin	do do do do London ..	65	55
F. E. Ritchie	do do Post Office Hamilton	93	47
R. Deacon	do do do do Kingston ..	51	52
L. Lawless	do do do do London	97	94
E. S. Freer	do do do do Montreal ..	590	30
G. P. Baker	do do do do Ottawa	263	58
P. G. Huot	do do do do Quebec	300	17
L. P. Huot	do do do do St. Roch de Quebec..	1	50
J. Leslie	do do do do Toronto ..	241	54
Montreal Telegraph Company.	Messages, to and from Chief P. O. Inspector's Office, Ottawa.	80	35
do do do	do do Post Office Inspector's Office, Quebec ..	284	46
do do do	do do do do Montreal ..	35	25
do do do	do do do do Kingston ..	33	07
do do do	do do do do Toronto ..	94	72
do do do	do do do do London ..	85	01
do do do	do do Postmaster of Causapsal	0	25
do do do	do do do Drummondville	0	29
do do do	do do do do Dundee	0	69
do do do	do do do do Hamilton	79	87
do do do	do do do do Montreal	113	95
do do do	do do do do Ottawa	40	18
do do do	do do do do Paisley	0	93
do do do	do do do do Penetanguishene	1	65
do do do	do do do do Three Rivers	29	58
do do do	do do do do Toronto	36	54
do do do	do do do do Windsor	0	29
Royal Insurance Company	Insurance on Hamilton Post Office	80	00
do do do	do do Kingston do	80	00
do do do	do do London do	62	50
do do do	do do Montreal do	75	00
do do do	do do Toronto do	101	25
United States' Post Office Department	Postages collected in Canada, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c.	2,014	63
United States' Post Office Department	United States Transit Rates on Mail matter, passing between Windsor, Ontario, and Thunder Bay, Ontario	346	16
Post Office Savings' Bank	Commission to Postmasters, upon Savings' Bank business	3,910	31
P. B. Kirkham	Furnishing telegraphic reports of Railway Mail Trains, to Montreal Post Office	130	00
J. Paterson	Legal Services, Queen vs. Sundry Parties	860	80
Kirkpatrick & Smythe	do do Smith vs. Postmaster, Kingston	26	25
A. B. Parmelee	do do in re Montreal Inspector	12	00
A. Cullen	Detective's services	21	00
Canadian Express Company	Express charges on box and drawer locks for Quebec Post Office	115	12
P. Le Sueur	Furnishing English Money Order Lists	46	03
J. Le Page	Drawing Plans of New Post Office, Quebec	10	00
B. Chamberlain	Postage Stamps redeemed and destroyed	5	00
	Gratuities paid, for charge of Night Mails, at principal Railway Stations, and to Night Watchmen	116	50
	Total	\$10,882	79

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(F. IN REPORT NO. 4, B.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
		\$	cts
A. Woodgate	Incidental expenses, Post Office Inspector's Office, Halifax	29	17
J. H. Thorne	do do Money Order Office, Halifax	16	73
B. M. Cochran	do do Post Office, Halifax.. ..	142	00
Western Union Tele- graph Co.	Messages, to and from Post Office Inspector, Halifax	354	69
do do	do do Superintendent, Money Order Office, Halifax	31	99
Control Department	Military Official Postage, paid within the Dominion, and refunded	667	68
S. L. Shannon	Legal services rendered, Post Office Department	27	34
	Gratuities for charge of Mails, at Ferries and Railway Stations...	104	00
	Total.....	\$1,373	60

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(F. IN REPORT, NO. 4, C.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
		\$	cts
J. McMillan	Incidental expenses, Post Office Inspector's Office, St. John	63	70
J. Hale	do do Money Order Office, St. John	7	65
J. Howe	do do Post Office, St. John	224	85
Western Union Tele- graph Co.	Messages, to and from Post Office Inspector, St. John	219	76
do do	do do Postmaster of St. John	104	33
Control Department	Military Official Postage, paid within the Dominion, and refunded	23	00
J. A. Mahood & Co.	Drafting Map of New Brunswick	143	80
W. H. Tuck	Legal services rendered, Post Office Department	136	06
	Gratuities for charge of Mails at Railway Stations, on Railway Trains, &c.....	140	00
	Total.....	\$1,063	15

H. A. WICKSTEED,
Accountant.

A. CAMPBELL,
Postmaster-General.

(F. IN REPORT NO. 4, D.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba, made within the Year ended 30th June, 1873.

Name.	Particulars.	Amount.	
North Western Telegraph Co.	Telegrams to and from Postmaster of Fort Garry	\$ 5	cts 55
United States' Post Office Department	United States' Transit Rates on Mail matter, passing between Windsor, Ont., and Fort Garry, Manitoba.....	5,388	76
	Total.....	\$5,394	31

A. CAMPBELL,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

(F. IN REPORT NO. 4, E.)

DETAIL of all Payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1873.

Name.	Particulars	Amount.	
H. Wootton	Incidental expenses, Post Office, Victoria	\$ 68	cts 72
V. B. Tait	do do New Westminster	4	00
Western Union Telegraph Co.	Messages to and from Postmaster of Victoria	107	50
British Columbia do do	do do New Westminster..	1	25
United States' Post Office Department	United States' Transit Rates on Mail matter passing between Windsor, Ont., and Victoria, B. C	4,429	30
J. Black.....	Gratuity as Night Watchman, Victoria Post Office.....	5	00
	Total.....	\$4,615	77

A. CAMPBELL,
Postmaster-General

H. A. WICKSTEED,
Accountant.

REPORT

REPORT of all Contracts made for the transportation of Mails in Canada, during intended duration, the name of the Contractor, the Routes embraced in the each Route, the mode of Transportation Contracted for, and the price

LONDON

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Alberton	Lynden	Luke Lawrence	7	6	In connection with Mail Trains	
Aldboro	Rodney	George Gordon	6	2	Wednesday, Saturday	3 p.m.
Alvinston	Watford	Wm. Ellis, Jun.	8	3	do do	1 p.m.
Amiens	Lobo	J. McArthur	7	3	Connecting with Trains on Sarnia	
Ancaster	Hamilton	Thos. Hunter	7	12	Tues., Thurs., Sat.	8 a.m.
Anherstburg	Windsor	A. McKay	17	6	do	12 noon
Aughrim	Bothwell	James Walker	9	3	In connection with Trains to and	
Bentley	Rondeau	Thos. K. Morris	10	3	In connection with Trains on	
Berne	Drysdale	Robt. Drysdale	2½	3	Tues., Thurs., Sat.	2 p.m.
do	Kippen	J. H. Schwartzentruber	7	3	do	11 a.m.
Bingham Road	Rainham	John Goehringer	5	3	do	1.30 p.m.
Birr	Devizes	J. M. Young	10	2	do	1 p.m.
Black Creek	Point Abino	R. B. Willson	10	3	Wednesday, Saturday	10 a.m.
Black Heath	York	John Blain	5	2	do do	1 p.m.
Bluevale	Lucknow	Wm. Ross	15	3	Tues., Thurs., Sat.	11.30 a.m.
Bothwell	Clearville	F. J. Poulin	20	6	do	8 a.m.
Brantford	G. W. R. Station	Jonathan Hale	½	Daily as required.	Connects with Mail Trains on	
Bright	Railway Station	John Cameron				½	do
Brewster	Moray	Andrew Armstrong	12	2	Connects with Mail Trains on B. &	
Brinsley	Lieury	Alex. Smith	4	3	Tuesday, Saturday	7 a.m.
Brodhagen	Carronbrook	Ernest Brodhagen	7	1	do	4 p.m.
Carlow	Westfield	Wm. Johnston	10	3	Tues., Thurs., Sat.	5.30 p.m.
Carronbrook	Farquhar	Wm. Carpenter	11	6	do	4.30 p.m.
					In connection with Mail Trains on	

No. 5.

the year ended 30th June, 1873, stating, in each case of Contract, its date and Contract, with the length of each, the time of arrival and departure at the end of stipulated to be paid by the Department.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
.....			\$ cts.		
on G. W. R.	.....	Vehicle	200 00	April 1st, 1873..	Four years.
Wednesday, Saturday	2.30 p.m.				
do do	4.30 p.m.	Horseback or otherwise	50 00	do ..	do
.....					
Branch	.....	do	100 00	Jan. 1st, 1873 ..	do
Tues., Thurs., Sat	1.30 p.m.				
do	9.45 a.m.	do	97 50	do ..	March 31st, 1875.
.....					
from Toronto, &c.	.....	Passenger conveyance.	250 00	April 1st, 1873..	Four years.
.....					
G. W. R.	.....	do	393 00	Jan. 1st, 1873 ...	do
.....					
G. W. R.	.....	Horseback or otherwise	128 00	do ..	do
Tues., Thurs., Sat	1 p.m.				
do	4 p.m.	do	200 00	July 1st, 1872 ..	do
.....					
Kippen	.....	do	26 00	April 1st, 1873..	Postmaster-Gen- eral's pleasure.
Tues., Thurs., Sat	3.15 p.m.				
do	12.45 p.m.	do	120 00	do ..	Four years.
do	4 p.m.				
do	2 p.m.	do	60 00	do ..	do
Wednesday, Saturday	3 p.m.				
do	12 noon ..	do	80 00	July 1st, 1872 ..	do
Tues., Thurs., Sat	10.30 a.m.				
do	2 p.m.	do	135 00	Jan. 1st, 1873 ..	June 30th, 1875.
Tuesday, Friday	5 p.m.				
do	6.30 p.m.	do	75 00	do ..	Four years.
Tues., Thurs., Sat	3 p.m.				
do	11 a.m.	Vehicle	170 00	Oct. 1st, 1872..	do
.....					
G. W. R.	.....	Passenger conveyance or otherwise	424 00	Jan. 1st, 1873 .	do
.....					
G. W. R.	.....	One or two horse con- veyance	234 00	April 1st, 1873..	do
.....					
L. H. R.	.....	By hand	50 00	Jan. 1st, 1873 ..	do
Tuesday, Saturday	7 p.m.				
do	10 a.m.	Vehicle	95 00	April 1st, 1873..	do
Tues., Thurs., Sat	5.15 p.m.				
do	6.15 p.m.	do	50 00	July 1st, 1873 ..	do
Saturday	9.45 a.m.				
do	12.45 p.m.	do	50 00	Oct. 1st, 1872 ..	do
Tues., Thurs., Sat	11.30 a.m.				
do	8.30 a.m.	do	148 00	do ..	do
.....					
B. & L. H. R. going west	.....	Passenger conveyance or otherwise	263 00	Jan. 1st, 1873 ..	One year.

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Carronbrook	Railway Station	George J. Kidd	1	12	In connection with Mail Trains E.	
Charing Cross	Stoney Point	G. W. Dutton	32	3	Tues, Thurs., Sat. Mon., Wednes., Fri.	6 a.m. 6 a.m.
Chatham	Darrell	Edward Hall	7	2	Wednesday, Saturday	11 a.m. 8 a.m.
Chatham	Dover South	Alexis Roberts, Sen.	7	2	Wednesday, Saturday	4 p.m. 8 a.m.
do	Rondeau	Robert Farley	12	6	Connects with Mail Trains E. &	
Chippawa	Railway Station	J. S. Macklem	4	12	do do	do
Clifton	E. & O. R. Station	W. W. Woodruff	1	Dly as req.	Connects with Trains on E & O. R.	
Colinville					Saturday	11.30 a.m.
Conroy	Waubuno	Thomas Moore	6 3/4	1	do	9 a.m.
Constance	Stratford	Jeremiah Smith	6	2	Wednesday, Saturday	8 a.m. 1.30 p.m.
Cowal	Harlock	Thomas Neilans	4	2	Tuesday, Saturday	3.15 p.m. 1 p.m.
Drumbo	Iona	John Mills	5	1	Saturday	10 a.m. 8 a.m.
Dufferin	Wolverton	Frederick Meggs	2 1/2	6	Connecting with Mail Trains on	
Dunnville	Oneida	Mrs. Jane Cossar	5	2	Wednesday, Saturday	2.30 p.m. 4.30 p.m.
Dutton	Port Maitland	John Siddall	7	6	Connects with Mail Trains on B. &	
Falkland	Eagle	Duncan McKillop	4	6	Daily	3 p.m. 4 p.m.
Fisherville	Paris	G. T. Simpson	3	3	Tues., Thurs., Sat.	10 a.m. 11.15 a.m.
Florence	Selkirk	J. Mehlenbacher	5	2	Wednesday, Saturday	9.30 a.m. 11.30 a.m.
Fordyce	Shetland	D. M. Kerby	4	3	Mon., Wed., Fri.	5 p.m. 6.30 p.m.
Fort Erie	St. Helens	Wm. Farquharson	5 1/2	1	Saturday	11.30 a.m. 1 p.m.
Goderich	Railway Station	George Lewis	1	12	In connection with Trains on E.	
Gravelotte	Lucknow	P. G. White	23	6	Daily	4 p.m. 8 a.m.
Guysboro'	Lynedoch	S. F. Lovell	8	2	Wednesday, Saturday	8.50 a.m.
	Glenmeyer	R. W. Smuck	8	3	do do	8 a.m. 7 a.m.
Hamilton	Port Dover	A. A. Almas	37	6	Tues., Thurs., Sat.	9.30 a.m.
do	Street Letter Boxes	J. H. Mottram	2	18	Daily	10 a.m. 7 a.m.
					Visiting the several stations and	

Division, during the year ended 30th June, 1873.--Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
& W., on B. & L. H. R.		By hand.....	\$ cts. Double trip 12½	July 1st, 1872 ..	Postmaster-Gen- eral's pleasure.
Mon., Wednes., Fr....	2 p.m....	Passenger conveyance or otherwise	749 00	April 1st, 1873..	Four years.
Tues., Thurs., Sat....	2 p.m....				
Wednesday, Saturday	9.45 a.m.	Horseback or otherwise	75 00	Jan. 1st, 1873..	do.
do	12.45 p.m.				
Wednesday, Saturday	9.45 a.m.	Horseback or otherwise	75 00	Jan. 1st, 1873 ..	March 31st, 1875.
do	5.45 p.m.				
W. n G. W. R.		Passenger conveyance.	190 00	July 1st, 1872 ..	Four years.]
do E. & O. R.		By hand	60 00	Jan. 8th, 1873..	Jan. 31st, 1873.
Saturday	11 a.m....	By hand	1 00	Jan. 1st, 1873 ..	Postmaster-Gen- eral's pleasure.
do	1.30 p.m.	Horseback or otherwise	39 00	do ..	Four years.
Wednesday, Saturday	3 p.m....				
do	9.30 a.m.	do ..	80 00	do ..	One year.
Tuesday, Saturday	2 p.m....	do ..	36 00	Aug. 1st, 1872..	March 31st, 1874.
do	4.15 p.m.				
Saturday	9.25 a.m.	do ..	52 00	Jan. 1st, 1873 ..	Four years.
do	11.25 a.m.				
B. & L. H. R.		do ..	124 00	April 1st, 1873..	do
Wednesday, Saturday	5.30 p.m.	o ..	75 00	Jan. 1st, 1873 ..	do
do	3.30 p.m.				
L. H. R.		Vehicle	184 00	Oct. 1st, 1872..	do
Daily	4.48 p.m.	do	65 00	Jan. 1st, 1873 ..	do
do	3.48 p.m.				
Tues., Thurs., Sat.	12 noon	On horseback.....	75 00	Feb. 1st, 1873 ..	Sept. 30th, 1873.
do	10.45 a.m.				
Wednesday, Saturday	12.30 p.m.	do	38 00	Jan. 1st, 1873 ..	Four years.
do	10.30 a.m.				
Mon., Wed. Fri....	7.30 p.m.	do	85 00	do ..	do
do	6 p.m....				
Saturday	2 p.m....	do	40 00	Oct. 1st, 187 ..	do
do	12.30 p.m.				
& O. R.		By hand	50 00	Jan. 8th, 1873..	Postmaster-Gen- eral's pleasure.
Daily	12 noon ..	Passenger conveyance.	350 00	Oct. 1st, 1872 ..	Four years.
do	8 p.m....				
Wednesday, Saturday	8.40 a.m.	Vehicle	65 00	do ..	do
do	10 a.m....				
Tues., Thurs., Sat	11.30 a.m.	do	139 00	April 1st, 1873..	do
do	9 a.m....				
Daily	2.30 p.m.	Passenger conveyance.	1500 00	July 1st, 1872..	Postmaster-Gen- eral's pleasure.
do	5.30 p.m.				
exchanging three times daily		Special do	480 00	Nov. 1st, 1872..	One year.

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Harrington	Lakeside	Robert Armstrong	4	3	Tues., Thurs., Sat.	9 a.m.
Harriston	Wroxeter	J. McLaughlin	16		do do	7.30 a.m.
Hartford	Waterford	L. P. Pursel	9	3	In connection with Mail Trains Tues., Thurs., Sat.	11.30 a.m.
Humberstone	Port Colborne	Johr. Thompson	1	6	do do	8.30 a.m.
Ingersoll	Port Burwell	Angus McKay	32	6	In connection with Trains E. on	
Kinglake	Vienna	John Featherston	6	2	Connecting with principal Mail Wednesday, Saturday	7 a.m.
Kinloss	Lucknow	Thomas Smith	12	6	do do	9 a.m.
Langton	Marston	William Mills	4	2	Daily	5 a.m.
Largie	Wallacetown	John McKillop	7	1	do	8.30 a.m.
		transferred to W. M. Laws			do	11 a.m.
Lumley	Stewart's Corners	William Dinin	3	3	Tues., Thurs., Sat.	4 p.m.
Listowel	Molesworth	Samuel Longheed	11	3	do do	5 p.m.
London	Lester's	Neil McNeil	1	12	do do	12 noon
do	Petersville	William Loughrey	1	6	do do	9 a.m.
do	St. James' Park	John Simpson	1	12	Connecting with M 1 Trains, &c.	
		transferred to John Taylor			do do	do
London	St. Thomas	J. H. Filman	16	6	do do	do
Lynnville	Simcoe	J. W. McNally	6½	2	In connection with Mails E.	
Marshville	Railway Station	William Buchanan	3½	6	Tuesday, Saturday	9 a.m.
Mitchell's Bay	Oungah	Wm. Parish	8	2	do do	11 a.m.
		transferred to R. Joiner			do do	6.30 p.m.
Muncey	Mount Brydges	R. E. Whiting	7	2	do do	11.30 a.m.
Niagara	Railway Station	Robert Warren	12	½	do do	2.15 p.m.
do	St. Catherines	Winsor Chase	12	6	Connecting with Trains on E. &	
do	(2nd trip.)				do do	do
do	Youngstown, U. S.	Robert Warren	2	6	do do	do
Ohswéken	Onondaga	Richard Hill	5	3	Tues., Thurs., Sat.	3 p.m.
Onondaga	Railway Station	W. S. Buckwell	½	6 or req.	do do	6 p.m.
					Connects with Mail Train on	

Division during the year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat.	8.30 a.m.	Horseback	65 00	July 1st, 1872 ..	One year.
do do	10 a.m.				
each way on W. G. & B. R.		Passenger conveyance.	250 00	do ..	Two years.
Tues., Thurs., Sat.	10.45 a.m.	Vehicle	116 00	April 1st, 1873 ..	Four years.
do do	1.45 p.m.				
B. & L. H. R.		do	100 00	Jan. 1st, 1873 ..	do
Trains on G. W. R.		Passenger conveyance.	485 00	July 1st, 1872 ..	do
Wednesday, Saturday	10.30 a.m.	Horseback	65 00	Oct. 1st, 1872 ..	do
do do	8.30 a.m.				
Daily	11 a.m.	Passenger conveyance.	273 00	do ..	do
do do	7.30 a.m.				
Wednesday, Saturday	8 a.m.	Horseback or otherwise	60 00	Jan. 1st, 1873 ..	do
do do	9.30 a.m.				
Saturday	10 a.m.	do	52 00	} Feb. 1st, 1873 } April 1st, 1873	{ Postmaster-Gen- eral's pleasure.
do	1 p.m.				
Tues., Thurs., Sat.	5.45 p.m.	Horseback or otherwise	45 00	Jan. 1st, 1873 ..	do
do do	4.45 p.m.				
do do	10.48 a.m.	Vehicle	109 00	do ..	Four years.
do do	1.48 p.m.				
.....		do	0 30	July 1st, 1872 ..	Postmaster-Gen- eral's pleasure.
.....		do	(per day) 0 25	July 12th, 1872 ..	
.....		do	(per day) 0 25	{ July 22nd, 1872 } April 1st, 1873	{ do
.....		do	(per day) 0 25		
and W. at London		Passenger conveyance.	2 00	Jan. 1st, 1873 ..	Postmaster-Gen- eral's pleasure.
.....		per diem			
Tuesday, Saturday	12 noon	Vehicle	80 00	Oct. 1st, 1872 ..	Four years.
do do	10.30 a.m.				
B. & L. H. R.		do	110 00	Jan. 1st, 1873 ..	do
Wednesday, Saturday	8.30 p.m.	do	80 00	{ Dec. 1st, 1872. } April 1st, 1873	{ do
do do	6 p.m.				
do do	4 p.m.	do	60 00	Jan. 1st, 1873 ..	do
do do	1.15 p.m.				
O. R.		By hand, &c	60 00	Jan. 8th, 1873 ..	Postmaster-Gen- eral's pleasure.
G. W. R.		One or two-horse conveyance	400 00	Dec. 1st, 1872 ..	Jan. 8th, 1873.
do		By ferry, &c	80 00	July 1st, 1872 ..	Four years.
Tues., Thurs., Sat.	7 p.m.	Horseback or otherwise	78 00	June 1st, 1873 ..	do
do do	4 p.m.				
B. & L. H. R.		By hand	{ 0 40 per double trip. }	Jan. 1st, 1873.	do

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Paris	G. W. R. Station.	J. H. Robinson, Jun.	1	daily as req.	Connects with all Mail Trains	
do	B. & L. H. do					
do	Paris Station P. O.					
Park Hill	Sarepta	Wm. Simpson	16	3	Tues., Thurs., Sat....	2 p.m.
do	Springbank	D. L. Stonehouse	9½	2	do do	7.30 a.m.
Point Abino	Sherkston	R. B. Willson	2	5	Tuesday, Saturday	7.30 a.m.
Port Burwell	Simcoe	Henry Swan, Jun.	39	6	do do	4.30 p.m.
Port Colborne	B. L. H. Station	Geo. Westall	¼	36	Connects with mail trains	
do	Welland do					
Port Dalhousie	do	Peter Nath	¼	D'y as req.	do do	
Port Robinson	do	Wm. Buchner	½	do	do do	
Rodgerville	Zurich	Caspar Hill	8	6	Daily	4.30 p.m.
St. Catharines	W. R. Station	A. W. L. Cooke	¾	As req.	do	2 p.m.
St. Ives	Thorndale	W. D. Logan	5	2	Connects with all mail trains	
St. Thomas	Railway Station	Mary Ann Boughner & W. T. Boughner	¾	24	Wednesday, Saturday	2 p.m.
Sandwich	Windsor	Henry Askew	2	6	do do	12 noon ...
Sarnia	Sombra	W. W. Milliken	21	6	do do	do
Sebringville	Railway Station	Isaac Bennett	¾	12	Daily	7 a.m.
Sombra	Wilkesport	Wm. Kimball	7	3	do	1 p.m.
Stratford	B. & L. H. Station	John Forbes	1	D'y as req.	Connects with all mail trains on	
do	G. T. R. do					
Tuscarora	Railway Station	Thos. Logan	½	6	In connection with trains on I. & W.	
Vandecar	Woodstock	Michael Gaynor	10	2	Wednesday, Saturday	8 a.m.
Welland	Railway Station	James V. Strawn	¾	24	do do	12 noon ...
Windsor	Detroit (Ferry Serv.)	W. R. Clinton	1½	Daily as required in conveyance	do do	

Division, during the year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
on G. W. and B. & L. H. Railways.		Two-horse conveyance.	200 00	Jan. 1st, 1873...	Four years.
Tues. Thurs. Sat.	10.42 a.m.	Passenger conveyance.	185 00	July 1st, 1872 ..	Four years
do do	5 12 p.m.		44 00	Feb. 1st, 1872...	Sept. 30th, 1873 ..
Tuesday, Saturday.	6.18 p.m.		do	48 00	January 1st, 1873	do 1874 ..
do do	9.18 a.m.	Vehicle	1350 00	April 1st, 1873..	Four years
Abino		Passenger conveyance.	200 00	January 1st, 1873	do
Daily	3 p.m.	Hand or otherwise	per trip 13	do	do
do	1 p.m.	do	do 09	do	do
.....		Vehicle	169 00	April 1st, 1873..	do
.....		do	300 00	January 1st, 1873	do
Wednesday, Saturday	1 p.m.	do	42 00	April 1st, 1873..	do
do do	3 p.m.	do	112 00	October 1st, 1872	do
P. S. R.		Passenger conveyance.	per deim 75	January 1st, 1873	do
G. W. R.		do	676 00	do	Dec. 31st, 1873 ..
Daily	5.15 p.m.	do	130 00	July 1st, 1872 ..	Four years
do	11.15 a.m.	do	74 28	do	One year.....
L. H. R.		By Hand, &c.....	210 50	Sept. 1st, 1872 ..	August 31st, 1876.
Tues., Thurs., Sat	11.45 a.m.	Vehicle	per trip 40	January 1st, 1873	Dec. 31st, 1876....
do do	2.15 p.m.	do	80 00	July 1st, 1872...	Four years
B. & L. H. and G. T. R.		do	double trip 12	January 1st, 1873	Dec. 31st, 1876.. .
B. & L. H. R.		do	130 00	March 1st, 1873.	Feb. 28th, 1874 ...
of Windsor mails across to do	Detroit ..	Steamboat.....			

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
RAILWAY						
Fort Erie.....						
	Niagara.....	Southern Railway Co..	30 $\frac{3}{4}$	6	Through bag service..	
London.....						
	St. Thomas.....	G. W. Railway Co.....	16	6	Through bag service..	
do	Port Stanley.....					
			24 $\frac{1}{2}$	12	Travelling P.O. and mail clerk..	
STEAMBOAT						
Cleveland.....	Port Stanley.....	Capt. Drake.....	74	3	Mon, Wed., Fri.....	9 p.m....
					Tues. Thurs. Sat.....	8.30 p.m..

TORONTO

Alliston.....					Leave Alliston daily as soon as mail from Cookstown, proceed ton within 3 hours afterwards	
Alma.....	Elm Grove.....	John Berridge.....	6	6	Twice daily in connection with	
do	Station.....	Charles Milne.....	$\frac{1}{2}$	12	Mon., Wed., Friday	12 noon ..
do	Winfield.....	Thomas A. Hambly...	8	3	do do	2.15 p.m.
Alton.....	Cataract.....	Archibald Dick.....	6	3	Daily.....	11.30 a.m.
do	Station.....	do	1	12	do	12.45 p.m.
Appleby.....	Station.....	David Alton.....	$\frac{3}{4}$	6	Twice daily, in connection with	
Apto.....	Fergusonvale.....	C. McLaughlin.....	3	3	Daily, in connection with the	
Argyle.....	Station.....	John McKay.....	$\frac{1}{2}$	6	Tues., Thurs., & Sat.,	4 p.m....
Arthur.....	Station.....	C. C. Green.....	1	12	do do	5.00 p.m..
Ashley.....					Daily, in connection with the	
	Hoath Head.....	George Follis.....	1	6	Twice daily in connection with	
					Leave Ashley on Saturdays during Winter, at 10.0 a.m., remaining there half-an-hour,	

Division, during the year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
SERVICES.					
.....	.....	Subsequently increased	1 per day	January 8th, 1873	Postmaster-General's pleasure
.....		to 4c. per train mile ....			April 1st, 1873.
.....	.....		4c. per train mile	} Apr. 1st, 1873.	do
.....	.....		8c. per train mile		
SERVICE.					
Sun., Wed., Fri.....	5 a.m.	Steamer <i>Sandusky</i>	100 00	May 22nd, 187	Season of 1873 to close of navigation
Tues., Thurs., Sat.....	6 a.m.				

DIVISION

possible after the arrival of the to Elm Grove, and return to Allis- .....	.....	Horseback or vehicle..	200 00	Oct. 1st, 1872...	Four years.
the mail trains.....	.....	Vehicle or otherwise..	69 00	April 1st, 1873..	do
Mon., Wed., Friday... 1.45 p.m.	.....	Horseback or vehicle..	140 00	July 1st, 1872...	Two years,
do do 4.50 p.m.	.....	do ..	88 00	Jan. 1st, 1873...	Four years.
Daily 1.30 p.m.	.....	Foot or otherwise	100 00	Oct. 1st, 1872...	do
do 12.15 p.m.	.....	Vehicle or otherwise..	78 00	April 1st, 1873..	One year.
the mail trains.....	.....	Foot or otherwise.....	80 00	July 1st, 1872..	Four years.
mail trains.....	.....	do	40 00	Jan. 1st, 1873..	During Postmaster-General's pleasure
Tues., Thurs., Saturday 5.45 p.m.	.....	Vehicle	62 60	July 1st, 1872..	Four years.
do do 4.45 p.m.	.....	Horseback or otherwise	52 00	Oct. 1st, 1872 ..	During Postmaster General's pleasur
the mail trains.....	.....	.....	.....	.....	.....
during Summer, at 6.00 a.m., proceed to Hoath Head, and after return to Ashley.	.....	.....	.....	.....	.....

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Athlone	Bond Head	Thomas Millard, Jr.	r'd trip 33	6	Leave Bond Head daily, Sunday trip within seven hours	
Aurora	White Rose	Jared Lloyd	4	2	Wednesday, Saturday, do	10 a.m. 7.30 a.m.
Bala	Gravenhurst	Joseph Coulter	14	1	Monday	8 a.m.
Balsam	Myrtle	Ruben Hurlbut	5	6	Tuesday	8 a.m.
Bardsville	Falkenburg	Charles Bard	5	1	Daily in connection with the Port	Saturday 12.30 p.m.
do	do	Matthias Moore	6	1	do	10 a.m.
Barrie	Ivy	John Scott	13	6	Saturday	8 a.m.
do	Minesing	W. F. Ronald	10	2	do	11 a.m.
Bayview	Morley	James Lemon	7	1	Daily	1 p.m.
Berlin	Glenallan	W. D. Ellis	22	6	do	8 a.m.
Bolsover	W. & P. P. R. Sta.	Richard Killingsworth	4	6	In connection with the mails from	Tuesday, Friday 11.30 a.m.
Boyne	Omagh	George Henderson	1 ³ / ₄	6	do	8 a.m.
Bracebridge	Rosseau	James Millard	27	3	Daily in connection with the mail	Daily in connection with the trains
do	Ziska	W. H. Spencer	5	2	Mon., Wed., Fri.	9 a.m.
do	do	do	5	2	Tues., Thurs., Sat.	7.30 a.m.
Bradford	Newton Robinson	Samuel Manning	10	6	Wednesday, Saturday	2.20 p.m.
do	Station	Samuel Manning	1	24	do	12 noon
Brampton	Claude	Henry Manning	11	6	Wednesday, Saturday	10.15 a.m.
Brentwood	Station	Louis E. Dubois	4	12	do	8 a.m.
Bronte	Milton	J. & J. Marshall	12	6	Daily in connection with the trains	
Brougham	Markham	Samuel Woodruff	12	6	Daily in connection with the mail	Daily in connection with the mail
do	Whitby	Andrew Somerville	12	6	do	4.50 p.m. 8.30 a.m.
Caldwell	Caledon	Edward Dawson	r'd trip 10	3	Twice daily in connection with	
Caledon East	Lockton	Matthew Wallace	4 ¹ / ₂	3	Mon., Wed. and Fri., in connexion	Mon., Wed. and Fri., 7.00 p.m. 5.30 p.m.
Caledon	Station	Edward Dawson	1 ¹ / ₂	12	Twice daily in connection with	
Cambray	Carden	Isaac Belfrey	19	2	Wed. and Sat	2.00 p.m.
do	Station	Robert Moffatt	2 ¹ / ₂	12	do do	7.00 a.m.

Division, during the year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
excepted, and perform	the round	Passenger or other vehicle	384 00	July 1st, 1872	Four years.
Wednesday, Saturday	8.30 a.m.				
do do	11 a.m.	Horseback or otherwise	80 00	do	One year.
Tuesday	4 p.m.	Foot or otherwise	2 50	Close Nav. 1872.	Four years.
Monday	4 p.m.				
Whitby and Port Perry Railway		Vehicle	140 00	July 1st, 1873	One year.
Saturday	12 noon				
do	2.30 p.m.	On foot or otherwise	1 00	Aug. 1st, 1872	During Postmaster General's pleasure
do	1 p.m.				
do	10 a.m.				
Daily	10.36 a.m.	Vehicle	440 00	July 1st, 1872	do
do	3.36 p.m.				
Tuesday, Friday	10.30 a.m.	Vehicle or otherwise	80 00	April 1st, 1873	do
do do	2 p.m.				
Meaford		On foot or otherwise	60 00	April 1st, 1873	do
Daily	11.30 a.m.	Passenger stage or other vehicle	640 00	April 1st 1873	do
do	6 p.m.				
trains.		Vehicle or otherwise	140 00	Jan. 1st, 1873	Six months.
at Palermo.		On foot or otherwise	100 00	Oct. 1st, 1872	Four years.
Tues., Thurs, Saturday	3 p.m.	One or two horse vehicle	3 00	Close Nav. 1872.	One season.
Mon., Wed., Friday	4.30 p.m.				
Wednesday, Saturday	2.20 p.m.	On foot, on horseback, or otherwise	0 75	do	Four years.
do do	4 p.m.				
do do	9.45 a.m.	On foot or otherwise	55 00	April 1st, 1873	do
do do	12 noon				
at Bradford.		Passenger stage or otherwise	170 00	Oct. 1st. 1872	do
with the trains carrying the mails.		Passenger or other vehicle.	75 12	July 1st, 1872.	Four years.
Daily	11.00 a.m.	Vehicle or otherwise	400 00	Oct. 1st, 1872	do do
do	7.20 p.m.				
the mail trains.		On foot or otherwise	50 00	April 1st, 1873.	Postmaster-General's pleasure.
at Milton.		Passenger or other vehicle.	300 00	Oct. 1st, 1872	Four years.
trains.		Vehicle or otherwise	293 00	do do	do do
Daily	12.45 p.m.	Vehicle or otherwise	225 00	do do	do do
do	5.15 p.m.				
with the mails from Toronto		Vehicle or otherwise	100 00	do do	do do
Mon., Wed. and Fri.	6.30 p.m.	Horseback or vehicle	70 00	April 1st, 1873	do do
do do do	8.00 p.m.				
the mail trains.		On foot or otherwise	80 00	Oct. 1st, 1872	do do
Wed. and Sat.	12 00 noon	Horseback or otherwise	240 00	July 1st, 1872	do do
do do	7.00 p.m.				
the mail trains		Vehicle	144 00	do do	do do

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Campbell's Cross.	Cheltenham	Patrick Neil.	4½	6	Daily in connection with the stage	
Cannington.	Pefferlaw.	John Chambers.	10	3	Mon., Wed. and Fri.	12.30 p.m.
Carden.	Vic. Road Station.	Jacob Belfrey.	2	3	do do do	8.45 a.m.
do	Uphill	William Boden.	9	1	Mon., Wed. & Fri.	in connection
Cherrywood.	Dunbarton	John Williams.	3¾	3	Saturday	6.30 p.m.
do	Whitevale	John Williams.	3¾	3	do do do	4.00 p.m.
Churchill.	Lennox	James McKay.	3	2	Leave Dunbarton on Mon., Wed.	from Toronto
Churchville.	Lisgar	R. Nicholls.	4	2	do do do	12.00 noon
Claremont.	Stouffville	M. F. Mertens.	r'd. 19	6	Mon., Wed. and Fri.	12.00 noon
Clarke	Station	J. McMurtry.	12		do do do	1.15 p.m.
Clarksburg	Station	P. F. Le Roy	1½	12	Leave Lennox on Wed. & Sat.,	mail from Lefroy & performing
Clifford	Hanover	James Koiley	16	6	one and a half hour.	
do	Mount Forest	Thomas Smith.	14	2	Tues. and Fri.	2.00 p.m.
do	Station	Francis Carroll.	4	12	do do	12.00 noon
Coboconk	Norland	John Perkins.	5	3	Daily in connection with trains	
do	Norland	John Griffin	5	3	Twice daily in connection with	
do	Rosedale	Moses McNeil.	6	3	Twice daily in connection with	
do	do	do	6	3	Daily in connection with the mail	at Hanover within three and
do	do	do	6	3	Wed. and Sat.	4.00 p.m.
do	do	do	6	3	do do	8.00 a.m.
do	do	do	6	3	Twice daily in connection with	
do	do	do	6	3	Mon., Wed. and Fri.	6.30 p.m.
do	do	do	6	3	do do do	4.45 p.m.
do	do	do	6	3	Mon., Wed., Friday.	6.30 p.m.
do	do	do	6	3	do do	4.45 p.m.
do	do	do	6	3	do do	6.30 p.m.
do	do	do	6	3	do do	4.30 p.m.
do	do	do	6	3	do do	6.30 p.m.
do	do	do	6	3	do do	4.30 p.m.
Collingwood	Station	John Leroy	1	12	Twice daily in connection with	
Colpey's Bay	Gibraltar	John Glenn.	10	1	Friday	1.30 p.m.
Cookstown	Mar	Robert Laughlen	7½	1	do	9 a.m.
Cooksville	Mulmur	Alexander Fraser.	19	6	Saturday	4 p.m.
Coulson	Toronto	John Schillar.	16	6	do	12.30 p.m.
Coverley	Warminster	James Coulson.	7½	2	Daily	12 noon
Craigleith	Latona	William Cranston.	13	2	do	6 a.m.
Craigvale	Station	A. G. Fleming.	1½	6	do do	8 a.m.
do	Stroud	William Webb.	1	12	Once daily, in connection with	
do	do	do	1	12	Twice daily, in connection with	

Division, during the year ended 30th June, 1873.—*Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
from Brampton.					
Mon., Wed. and Fri.	11.00 a.m.	Horseback or vehicle..	225 00	Oct. 1st, 1872...	Four Years.
do do do	3 p.m.	Passenger or other vehicle.	219 50	do do ...	do do
with the mail trains...					
Saturday	6 00 p.m.	Vehicle or otherwise ..	55 00	Jan. 1st, 1873..	One year.
do	8.30 p.m.	Horseback or otherwise	52 00	Sept. 1st, 1872..	During Postmaster General's pleasure.
and Fri., in connection with mail					
		Horseback or vehicle ..	75 00	July 1st, 1872...	Four years.
Mon., Wed. and Fri.	2.15 p.m.				
do do do	1.00 p.m.	On foot or otherwise ..	75 00	Jan. 1st, 1873...	30th June, 1876...
connecting at Churchill with the journey out and home within					
		Horseback or vehicle..	50 00	Oct. 1st, 1872...	Four years.
Tues. and Fri.	1.00 p.m.				
do do	2.48 p.m.	do	52 00	July 1st, 1872...	do do
on Nipissing Railway...					
		Vehicle or otherwise ..	350 00	do do ..	30th Sep., 1874...
the mail trains.		do	per trip. 33	Jan. 1st, 1873...	Four years.
the trains.					
trains from Harrisburg arriving a half hours afterwards.		Horseback or otherwise	100 00	Sept. 1st, 1872..	During Postmaster General's pleasure.
Wed. and Sat	11.30 a.m.	Vehicle	400 00	Oct. 1st, 1872...	Four years.
do do	7.30 p.m.	Horseback or vehicle..	140 00	Jan. 1st, 1873..	do do
the mail trains.					
		On foot or otherwise ..	68 86	April 1st, 1873..	do do
Mon., Wed. and Fri.	6.00 p.m.				
do do do	7.45 p.m.	Horseback or vehicle..	175 00	do do ..	Six months.
Monday, Wed., Fri.	6 p.m.				
do do	7.45 p.m.	do ..	100 00	Jan. 1st, 1873..	Three months.
do do	6 p.m.				
do do	8 p.m.	do ..	120 00	Jan. 1st, 1873..	Three months.
do do	6 p.m.				
do do	8 p.m.	do ..	175 00	April 1st, 1873..	Six months
the mail trains		Vehicle	60 00	Jan. 1st, 1873...	One year,
Friday	12 noon				
do	4.30 p.m.	Vehicle or otherwise ..	30 00	Oct. 1st, 1872..	During Postmaster General's pleasure
Saturday	3 p.m.				
do	6.30 p.m.	On foot or otherwise ..	35 00	April 1st, 1873..	Four years
Daily	10 a.m.				
do	4 p.m.	Passenger or other vehicle.....	450 00	Oct. 1st, 1872..	do
do	6.15 p.m.				
do	11.15 a.m.	do	373 00	July 1st, 1872..	do
the mails passing between Orillia					
		Horseback or otherwise	104 00	April 1st, 1873..	do
Wednesday, Saturday	10.36 a.m.				
do do	2.06 p.m.	Horseback or vehicle..	88 00	July 1st, 1872..	do
the trains.		Horseback or otherwise	20 00	Sept. 1st, 1872..	During Postmaster General's pleasure
the mail trains on N. R.					
		On foot or otherwise ..	100 00	May 1st, 1873..	do

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Dobbinton	Invermay	James Dobbin	6	1	Saturday	9 a.m.
Don	Toronto	John Hogg, Jun.	8	2	do	2 p.m.
Drayton					Monday, Thursday	9 a.m.
					do do	4 p.m.
					To leave Glenallan daily, Sundays enable the courier to reach forwarded by the morning mail as soon as possible after the and arrive at Glenallan in two	
do	Glenallan	W. D. Ellis	10	6		
Dromore	Station	Markle and Shaw	4	12	Twice daily, in connection with	
					Monday, Wed., Fri	8 a.m.
Dryden	Mount Forest	Joseph Bunston	15	3	do do	2 p.m.
	Station	Richard Johnston	8	12	Twice daily, in connection with	
Dumblane	Paisley	Donald Fraser	6	3	Monday, Wed., Fri	4.30 p.m.
do	do	William Meadows	6	3	do do	6.30 p.m.
Dumbarton					do do	4.30 p.m.
					do do	6.30 p.m.
Dundalk	Rouge Hill	William Hall	2	6	Daily, in connection with the	
Dunkeld	Ronaldsay	Joseph McArdle	10	2	Wednesday, Saturday	12.30 p.m.
	Station	Thomas Whitehead	8	6	do do	8.30 a.m.
do	do	do	8	6	Daily, in connection with the	
do	do	do	8	6	do do	
Edgely	do	John Barnes	2	2	Tuesday, Friday, in connection	
do	do	do	2	2	The courier to leave Tuesday,	
					him to arrive at the Thornhill	
					with the morning mail train	
					Edgely with all due despatch	
Elder	Rosemont	Courtney Conn	6	2	Tuesday, Saturday	10 a.m.
Elizabethville	Osaca	George Gordon	3	3	do do	1 p.m.
Ellengowan	Paisley	Andrew Gerrie	4	3	Tuesday, Thurs., Sat.	1.10 p.m.
do	do	Alex. McWilliams	4	3	do do	12 noon
do	do	do	4	3	Mon., Wed., Fri	4.15 p.m.
Elmbank	Vesta	do	4	2	do do	5.30 p.m.
					do do	4.15 p.m.
					d d	5.30 p.m.
					Daily in connection with the	
Elmira	Richview	Thomas Trainer	13	6	Daily in connection with mails	
	Flora	Isaac Devitt	4	2	Malton Station, G. T. R.	
Elmwood					Friday	5.15 p.m.
					do	4 p.m.
					Tues., Thur., Sat	
	Malcolm	Danie Sullivan	23		do do	After arrival of mail from Walkerton

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday	3.12 p.m.	Horseback or vehicle..	52 00	July 1st, 1872..	Four years.
do	10.12 a.m.				
Monday, Thursday	6 p.m.	do ..	100 00	Jan. 1st, 1873..	do
do do	11 a.m.				
excepted, at such an hour as will Drayton in time for the mails to be train going South. To leave Drayton arrival of the mail train going South, hours afterwards		Passenger or other vehicle	380 00	Oct. 1st, 1872..	do
the mail trains		On foot or otherwise ..	49 00	April 1st, 1873..	do
Monday, Wed., Friday ..	5 p.m.	Horseback or vehicle..	195 00	Oct. 1st, 1872..	do
do do ..	11 a.m.				
the mail trains		On foot or otherwise ..	100 00	April 1st, 1873..	One year Until 31st March, 1873
Monday, Wed., Fri.	8 p.m.	Horseback or otherwise	156 00	Dec. 3rd, 1872..	
do do	6 p.m.	do	124 00	April 1st, 1873..	Four years
do do	8 p.m.				
do do	8 p.m.	On foot or otherwise ..	60 00	Aug. 1st, 1872..	During Postmaster General's pleasure
do do	6 p.m.				
mail trains from Toronto		Horseback or otherwise	90 00	April 1st, 1873..	Four years
Wednesday, Saturday ..	11 a.m.	On foot or otherwise ..	75 00	Sept. 1st, 1872..	Five months
do do	3 p.m.				
mail trains		do	73 00	Jan. 1st, 1873..	Four years
do		Vehicle or otherwise ..	50 00	Dec. 1st, 1872..	Four months.
do		On foot or otherwise ..	50 00	April 1st, 1873..	Four years
Friday, at such an hour as will enable Station in time to exchange mails going North, and to return to immediately after said exchange		Horseback or otherwise	80 00	do	e
Tuesday, Saturday	2.30 p.m.	On foot or otherwise...	70 20	April 1st, 1873..	Three months
do do	11.30 a.m.				
Tuesday, Thurs., Sat.	12.40 p.m.	Horseback or vehicle..	70 00	Sept. 1st, 1872..	During Postmaster-General's pleasure
do do	1.50 p.m.				
Mon., Wed., Fri.	6.15 p.m.	do	90 00	Jan. 1st, 1873 ..	Four years.
do do	5 p.m.				
do do	6.10 p.m.	do	64 00	July 1st, 1872 ..	do
do do	5 p.m.				
mail trains		On foot or otherwise...	78 00	April 1st, 1873..	Three months.
passing between Richview and		Horseback or otherwise	55 00	July 1st, 1872 ..	During Postmaster-General's pleasure.
Friday	5 p.m.	do	35 00	do ..	do
do	6.15 p.m.				
do	One hour afterwards	On foot or otherwise ..			
do do					

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
Elora	Pentland	Wm. Coxhead, Sen.	5	2	Tuesday, Friday	3 p.m.
Everett					do do	1 p.m.
	West Essa	Thomas Gordon	3½	6	Daily in connection with the and Elm Grove	
Fergus	Metz	John Mitchell	8	1	Friday	3.30 p.m.
do					do	12.30 p.m.
	Mimosa	Edward Mooney	15	2	Wednesday, Saturday	2 p.m.
Garafaxa	Hereward	Walter Conner	5	2	do do	8 a.m.
					do do	8 a.m.
Georgetown	Milton	J. & J. Marshall	14	6	do do	9.15 a.m.
					Daily	10 a.m.
					do	2 p.m.
Glenarm					Tuesday, Saturday	4.30 p.m.
	Woodville	Thomas Morrison	r'd trip 24	2	do do	1 p.m.
Goldstone	Station	John Gibbons			1¼	6	Daily in connection with the
Greenbank	Wick Station	Edward Phoenix	6	6	do do	do
Hartley	Woodville	Thomas Morison	7	1	Saturday	12 noon
Hawkstone	Station	William Hodges	½	12	do	2.30 p.m.
Holland Landing	Station	H. Chapman	½	24	Twice daily in connection with	
Hollen	Wallace	Thomas Mannell	3	9	Four times daily in connection	
Honeywood					Mon., Wed., Fri.	4 p.m.
					do do	6.30 p.m.
McIntyre	Singhampton, via McIntyre	James Richards	17	2	Tues., Thur., Sat.	8 a.m.
	Singhampton		5	1	12.30 p.m., leave Honey Singhampton at 6 p.m.	
Humber	Weston	W. W. Scott	8	6	Daily	8.15 a.m.
do	Tormore		9	3	do	11 a.m.
Hunsdon	Tottenham	William S. Fry	8	3	Mon., Wed., Fri.	
					do do	
Huston					To leave Huston daily after arrival North and perform journey out	
Kenilworth	Trecastle	D. Callaway	4	6	Daily in connection with mail	
do	Petherton	Michael Enright	3	6	Daily in connection with the trains	
do	Riverstown	James Keliher	3	6	Twice daily in connection with	
	Station	Robert Gordon	¼	12		
Kilmanagh	Mono Road Station	Andrew Lindsay	3	3	Tues., Thur., Sat.	8 a.m.
					do do	10 a.m.
Kirkfield	Station	John McTaggart	½	12	Twice daily in connection with	
L'Amaroux					Mon., Wed., Fri., at such an change mails at Agincourt with return as soon as possible	
	Agincourt Station	William Long	4	3		

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Friday	2 p.m.	Horseback or vehicle.	40 00	Jan. 1st, 1873	Four years.
do do	4 p.m.				
mails passing between	Alliston	Horseback or otherwise	100 00	do	do
Friday	2.30 p.m.	do	50 00	Oct. 1st, 1872	do
do	5.30 p.m.	do	148 00	Jan. 1st, 1873	do
Wednesday, Saturday	12 noon	do	52 00	do	One year.
do do	6 p.m.	do	290 00	Oct. 1st, 1872	Four years.
do do	10.30 a.m.	Vehicle or otherwise	120 00	Jan. 1st, 1873	One year.
do do	9 a.m.	Passenger or other vehicle	100 16	April 1st, 1873	do
Daily	5 p.m.	do	156 00	July 1st, 1872	Four years.
do	1 p.m.	Horseback or otherwise	49 00	Oct. 1st, 1872	do
Tuesday, Saturday	4.30 p.m.	do	100 00	do	do
do do	7 30 p.m.	On foot or otherwise	Per trip 0 08	Jan. 1st, 1873	do
mail trains		Vehicle or otherwise	140 00	Oct. 1st, 1872	During Postmaster-General's pleasure.
do		Vehicle or otherwise	149 99	do	do
Saturday	4 p.m.	do	400 00	do	Four years.
do	1.30 p.m.	Horseback or vehicle.	96 00	July 1st, 1872	do
the mail trains		Horseback	98 00	do	do
with the mail trains		Horseback or vehicle.	99 00	Oct. 1st, 1872	do
Mon., Wed., Fri.	8.30 p.m.	Horseback or otherwise	69 00	July 1st, 187	do
do do	6 p.m.	Vehicle or otherwise	50 08	do	do
and arrive at Honeywood at wood at 1.30 p.m., and arrive at		Vehicle	80 00	Jan. 1st, 1873	30th Sept., 1873.
Daily	12.45 p.m.	Vehicle	65 00	do	One year.
do	10 a.m.	Vehicle or otherwise	70 00	Sept. 1st, 1872	During Postmaster-General's pleasure.
Mon., Wed., Fri.	1 an hour before mail from Bond head	Horseback or vehicle.	96 00	July 1st, 1872	do
of mails from mail train going and home within two hours		Horseback	98 00	do	do
trains on T. G & B. R.		Horseback or vehicle.	99 00	Oct. 1st, 1872	do
the mail trains		Horseback or otherwise	69 00	July 1st, 187	do
Tues., Thur., Sat	11 a.m.	Vehicle or otherwise	50 08	do	do
do do	9 a.m.	do	80 00	Jan. 1st, 1873	30th Sept., 1873.
the mail trains		Vehicle	65 00	do	One year.
hour as will enable courier to ex-mail train going North, and to		Vehicle or otherwise	70 00	Sept. 1st, 1872	During Postmaster-General's pleasure.

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Langside	Jucknow	E. Greyell	8½	2	Tuesday, Saturday	8 a.m. ...
Lemonville	Ringwood	} Matthew Flint ... }	4	3	do do	12 noon ...
Ringwood	Stouffville		2½	6	Mon., Wed. and Fri.	in connection with mail
Linton	Lloydtown	Robert Lodge	3½	3	do do	4 p.m. ...
Luther	Peepabun	Samuel Stuckey	5	2	Wednesday, Saturday.	12.30 p.m. ...
do	Station	William Dawson	4	6	do do	2.45 p.m. ...
do	Tarbert	Samuel Stuckey	4½	2	Daily in connection with the	Wednesday, Saturday. 7 a.m. ...
Malton	Sandhill	E. Heacock	12	6	do do	8.45 a.m. ...
Malvern						
Mansfield	Scarboro' Junction	Robert Davidson		Rnd trip 6	Daily in connection with the	
	Perm	F. Gallagher	2	3	Tues., Thur. & Sat., in connection	Mulmur
Markham	Milliken	William Gorvett	5	3	Mon., Wed. and Fri.	10.30 a.m. ...
do	Milnesville	William S. Read	2½	3	do do	9 a.m. ...
do	Station	A. J. Wootton	4	24	do do	11 a.m. ...
Mary Lake	Seely	Obadiah Seely	7	1	do do	10 a.m. ...
Maxwell	Wareham	George Wright	5	2	Four times daily in connection	Monday ... 2 p.m. ...
Meaford	Station	John Paul	1	12	do do	8 a.m. ...
					Wednesday, Saturday.	9.30 a.m. ...
Michael's Bay	Manitowaning	Robert A. Lyon	21	Weekly in summer, tri-monthly in winter.	Twice daily in connection with	Leave Manitowaning on arrival then leave at once for Manitowaning day following.
Midland	Penetanguishene Road	T. B. J. Gladstone	2	6	Daily in connection with the	
Mildmay	Station	M. Campbell	4	12	Twice daily in connection with	
Milton	Scotch Block	James Michie	6	3	After arrival of mail from Bronte	
do	Speyside	James Michie	6	3	do do	2 p.m. ...
Meffatt	Nassaggiweya	David Little	3	2	do do	10 a.m. ...
					Tuesday, Friday	1 p.m. ...
Mono Mills	Mono Road Station	John Hassard	9	6	do do	2.30 p.m. ...
					Daily in connection with th	

Division, during the year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Saturday	2 p.m.	Vehicle or otherwise	77 00	Jan. 1st, 1873	Four years.
do do	10 a.m.		137 50	Oct. 1st, 1872	do
with mails arriving at Ringwood.		do			
trains					
Mon., Wed. and Fri.	3.50 p.m.	Horseback or vehicle	69 00	do	do
do do	5 p.m.		50 00	Jan. 1st, 1873	During Postmaster-General's pleasure.
Wednesday, Saturday	4.45 p.m.	Vehicle or otherwise	50 00	Jan. 1st, 1873	During Postmaster-General's pleasure.
do do	2.30 p.m.		45 00	do	do
mail trains		do	45 00	do	do
Wednesday, Saturday	10 a.m.	Horseback or otherwise	50 00	do	do
do do	8.30 a.m.		400 00	Oct. 1st, 1872	Four years
Daily	11 a.m.	Passenger stage or otherwise	400 00	Oct. 1st, 1872	Four years
Daily	6.50		340 00	July 1st, 1872	do
mail trains		Horseback or vehicle	340 00	July 1st, 1872	do
with mails on Mansfield and route.		Horseback or otherwise	16 00	Jan. 1st, 1873	30th September, '73.
Mon., Wed. and Fri.	10 a.m.	Horseback or vehicle	130 00	July 1st, 1872	One year.
do do	11.30 a.m.		40 00	Oct. 1st, 1872	Four years.
do do	10.45 a.m.	On foot or otherwise	80 00	do	do
do do	11.45 a.m.		52 00	Sept. 1st, 1872	During Postmaster-General's pleasure.
with the mail trains		do	80 00	do	do
Monday	11 a.m.	do	52 00	Sept. 1st, 1872	During Postmaster-General's pleasure.
do do	5 p.m.		45 00	Oct. 1st, 1872	Four years.
Wednesday, Saturday	7.45 a.m.	Horseback or vehicle	45 00	Oct. 1st, 1872	Four years.
do do	10.45 a.m.		60 00	Nov. 25th, 1872	During Postmaster-General's pleasure.
the mail trains		Vehicle or otherwise	60 00	Nov. 25th, 1872	During Postmaster-General's pleasure.
of mail from Little Current, and Michael's Bay, and return to		On foot or otherwise	3 00	Nov. 1st, 1872	do
			per trip.		
mail from Barrie to Penetanguishene.		Vehicle or otherwise	75 00	do	do
trains		On foot or otherwise	50 00	Aug. 1st, 1872	do
Mon., Wed. and Fri.		Horseback or vehicle	120 00	Oct. 1st, 1872	Four years.
do do			120 00	April 1st, 1873	Sep. 30th, 1876.
Monday, Wednesday and Friday	11.30 a.m.	do	120 00	April 1st, 1873	Sep. 30th, 1876.
do do	3.30 p.m.		40 00	Oct. 1st, 1872	Four years.
Tuesday, Friday	3.30 p.m.	Foot, horseback or otherwise	40 00	Oct. 1st, 1872	Four years.
do do	2 p.m.		450 00	do	One year.
mail trains		Passenger or other vehicle	450 00	do	One year.

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
Days.	Hours.				Days.	Hours.
Mono Mills.....	Relessey.....	William Wilson.....	15	2	Tuesday, Saturday...	12 noon...
Mount Forest.....	Station.....	Isaac Coyne.....	1	12	do do.....	7 a.m.....
New Aberdeen.....	Preston.....	James Atkinson.....	7	6	Daily.....	2 p.m.....
Nicolston.....	Thompsonville.....	Robert Somerville.....	3	2	Daily.....	11.30 a.m.....
do.....	do.....	Wm. Train.....	3	6	Daily.....	4 p.m.....
Normanton.....	Station.....	Martin F. Eby.....	4	12	do.....	2 p.m.....
Oakville.....	Trafalgar.....	F. Crooks.....	6	3	Twice daily in connection with	
Trafalgar.....	Drum quin.....				To leave Oakville daily Sundays after the arrival of the morning ton and on Tues., Thurs. and Sat., on Mon., Wed., and Fri., to travel 4 times daily, in connection with	
Orangeville.....	Station.....	John Paisley.....	4	24	Tuesday, Friday.....	10 a.m.....
do.....	Vanatter.....	John C. Reid.....	5	2	do do.....	8 a.m.....
do.....	Whitfield.....	Thos. Williamson.....	16	2	Wed., Saturday.....	1 p.m.....
Oshawa.....	Raglan.....	James Smith.....	9	6	do do.....	6 a.m.....
Paisley.....	Station.....	Alvan Rogers Hildrith.....	1	12	Daily.....	12.30 p.m.....
Parry Sound.....	Rosseau.....	James Millard.....	24	6	do.....	3.30 p.m.....
do.....	Rosseau.....	do.....	24	3	Mon. Wed. & Friday.....	6 a.m.....
do.....	Rosseau.....	do.....	24	3	Tues. Thurs. & Sat.....	1 p.m.....
Penetanguishene.....	Sault Ste. Marie.....	John Carney.....	348	3 per month during winter.	Leave Penetanguishene and 1st, 11th and 21st of each month	
Port Credit.....	Streetsville.....	Alex. Blackley.....	9	12	To leave Port Credit for Streets the morning and afternoon mail ville at such an hour as will mails to the morning and after	
Port Perry.....	Scugog.....	James Sweetman.....	7	2	Tuesday, Friday.....	} After arrival of mail from Whitty.
do.....	Uxbridge.....	Jerome Twohy.....	13	6	do do.....		10 a.m.....
Queensville.....	Ravenshoe.....	Noah Wass.....	6	2	Daily.....	3 p.m.....
do.....	Thunder Bay.....	Robert Crawford.....	Monthly in winter	2	Tuesday, Friday.....	11 a.m.....
Red Rocks, Nepigon.....	Thunder Bay.....	Robert Crawford.....	Monthly in winter	2	In connection with mails from } To connect at Thunder Bay River.....	

Division, during the Year ended 30th June, 1873—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Saturday	10.30 a.m.	Horseback or vehicle..	124 00	Dec. 1st, 1872...	Dec. 31st, 1873.
do do	3.30 p.m.				
the mails		Vehicle or otherwise ..	43 82	July 1st, 1872...	Four years.
Daily	1 p.m.	Vehicle	223 00	Jan. 1st, 1873....	do
Daily	3.30 p.m.				
Daily	3 p.m.	On foot or otherwise ..	48 00	Oct. 1st. 1872. ...	do
Daily	5 p.m.				
Daily	3 p.m.	On foot or otherwise ..	90 00	Jan. 1st, 1873...	Postmaster-Gen- eral's pleasure ..
do	5 p.m.				
the Mail trains		Vehicle or otherwise ..	60 00	Dec. 3rd 1872 ..	Postmaster-Gen- eral's pleasure ..
excepted, as soon as possible mail trains from Toronto and Hamil- to travel to Trafalgar and back, and to Trafalgar & Drumquinn & back ..		Horseback or vehicle ..	199 00	Oct. 1st, 1872..	Four Years
the mail trains		Vehicle or otherwise...	95 00	do	do
Tuesday, Friday	9 a.m.	Horseback or vehicle ...	60 00	Jan. 1st, 1873...	31st Dec., 1874....
do do	11 a.m.				
Wednesday, Saturday	10 a.m.	Horseback or vehicle..	155 00	Oct. 1st, 1872..	Four Years
do do	5 p.m.				
Daily	5.30 p.m.	Vehicle	250 00	July 1st, 1872..	One year
do	2.30 p.m.				
the trains		On foot or otherwise ...	65 00	Sep. 1st, 1872..	Postmaster-Gen- eral's pleasure ..
Daily	7 p.m.	Vehicle or otherwise ..	Per trip 3 50	Aug. 1st, 1872..	One season.....
do	12 noon				
Tues., Thurs., Sat.	1.30 p.m.	One or two horse ve- hicle.	Per trip 3 00	Close navigation, 1872.....	do
Mon., Wed., Friday	5.30 p.m.				
S. S. Marie, respectively on the		Canoe, on foot or other- wise.....	Per trip 135 00	Close navigation, 1872.....	Two years.....
ville immediately after the arrival of trains going west. To leave Streets- enable the courier to deliver the noon mail trains going east		Passenger Stage	545 00	Oct. 1st, 1872..	Four years
Tuesday, Friday	11.30 a.m.	Horseback or other- wise.....	100 00	do	30th June, 1874 ..
do do	1 p.m.				
Daily	1.30 p.m.	Vehicle	400 00	do	Four years
do	5.36 p.m.				
Tuesday, Friday Newmarket		Horseback or otherwise.	52 00	July 1st, 1872...	do
with mails from Pigeon		On foot or otherwise ..	Per trip 25 00	Close navigation, 1872.....	One season.....

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Rouge Hill	Toronto	Wm. Hall	17	6	Daily	7 a.m.
					do	3 p.m.
Saugeen	Station	Thomas Lee	3	12	Twice daily, in connection with	
Scone	Walkerton	John Small	17	3	Tues., Thurs. Sat.	1.30 p.m.
					do do	7.30 a.m.
Seaton	Yorkville	Jas. Newberry	13	3	Mon., Wed., Fri.	1 p.m.
					do do	1.45 p.m.
Siloam	Uxbridge	Aaron Dayton	5	2	Tuesday, Friday	9 a.m.
					do do	12 noon
Stouffville	Station	Mathew Flint	3	24	Four times daily, in connection with	
Sydenham Mills	Woodford	John McKinley	6	1	Saturday	8 a.m.
					do	10.30 a.m.
Thornhill	Station	Robert Vanhorn	3	6	Daily, in connection with the	
Thunder Bay,	Pigeon River	W. B. Frue	40	22	} Semi-monthly in winter, in	
Pigeon River,	Silver Islet				} arriving at Pigeon River from	
Toronto	T. G. & B. Station	James Jones	2	24	Four times daily, in connection with	
do	T. & N. Station	do	1	24	Four times daily, in connection with	
Unionville	Station	John Stevenson	4	12	Twice daily, in connection with	
Vallentyne	Sunderland Station	Alex. Campbell	6	6	Daily, in connection with the	
Vasey	Waverley	John Mayes	33	2	Tuesday, Friday	3.30 p.m.
					do do	5 p.m.
Waldemar	Station	David Jenkins	3	6	Daily, in connection with the	
Walkerton	Station	E. H. Middaugh	13	12	Twice daily, in connection with	
do	Station	do	13	12	Twice daily, in connection with	

KINGSTON

Alexandria	Athol	John Fisher	20	3	Mon., Wed., Fri.	3 p.m.
					do	7.30 a.m.
Alfred	L'Original	Edward Holmes	15	3	Tues., Thur., Sat., to connect and Grenville	
Athol	Plantagenet	Peter A. Fisher	16	3	Tues., Thur., Sat	7 a.m.
					do	1 p.m.
Ballantyne's Station	G. T. R. Station	John Hysop	1	2	Wed., Sat., as may be required	

Division during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	6.24 p.m.	Passenger or other vehicle.....	\$ cts. 199 00	July 1st, 1872..	Four years.....
do	10.24 a.m.				
the rail trains .....	.....	Vehicle	60 00	Dec. 3rd, 1872..	Postmaster-General's pleasure..
Tues., Thurs., Sat	11.45 a.m.	Horseback or vehicle..	300 00	July 1st, 1872..	Four years
do do	5.45 p.m.				
Mon., Wed., Fri	2.15 p.m.	On foot or otherwise ..	30 00	do	Postmaster-General's pleasure...
do do	1.30 p.m.				
Tues., Fri	1.15 p.m.	Horseback or vehicle..	70 00	Oct. 1st, 1872..	One year
do	10.15 a.m.				
the mail trains .....	.....	On foot or otherwise. {	Per trip 00 91	do	Four years.....
Saturday	12.30 p.m.				
do	10 a.m....	do do ..	35 00	May 1st, 1873 ..	Postmaster-General's pleasure ..
trains carrying the mails. ....	.....	Vehicle or otherwise ..	187 80	July 1st, 1872 ..	Four years
connection with the mail couriers	.....	On foot or otherwise {	Per trip 37 00	Close navigation, 1872	One season.....
Duluth .....	.....			
the mail trains .....	.....	Vehicle or otherwise {	Per trip 21	Oct. 1st, 1872...	Four years
the mail trains .....	.....			
the mail trains .....	.....	Vehicle	Per trip 23	do	do
mail trains .....	.....	Foot, vehicle or otherwise ..	45 00	do	do
.....	.....	Vehicle	192 00	July 1st, 1872...	do
Tuesday, Friday	6 p.m....	Horseback or otherwise ..	52 00	Oct. 1st, 1872 ..	Postmaster-General's pleasure ..
do do	4.30 p.m.				
mail trains .....	.....	Vehicle or otherwise ..	50 00	Jan. 1st, 1873....	One year
the trains .....	.....	do do ..	75 00	Aug. 1st, 1873..	Postmaster-General's pleasure ..
the mail trains .....	.....	do do {	Per trip 00 24	Jan. 1st, 1873....	Four years.....

DIVISION.

Mon., Wed., Fri	11.30 a.m.	Horseback or vehicle...	229 00	August 1st, 1872	Four years.
do	7 p.m....				
with steamer passing between Ottawa	.....	Horseback or otherwise	Per seas 94 00	April 1st, 1873..	do
.....				
Tues., Thur., Sat	5 p.m....	Horseback or vehicle..	265 00	do ..	Two years.
do	11 a.m ..				
connect with trains.....	.....	On foot or otherwise ..	Per trip 0 25	Dec. 1st, 1872 ..	Postmaster-General's pleasure.

REPORT No. 5.—Report of New Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Terms per week.	DEPARTURE.	
From	To				Days.	Hours.
Baltimore.....	Cobourg.....	George Kelly.....	5	3	Mon., Wed., Fri.....	8 a.m..... do 10.30 a.m
Bath.....					Twice daily as may be required to	
Belleville.....	G. T. R. Station..	Wm. Aylsworth.....	3½	12	Wednesday, Saturday	12 noon .. 8.30 a.m.
Bensfort..	Sidney Crossing..	W. R. Vanderwoort..	6½	2	do	2 p.m.... 3.10 p.m.
Brockville.....	South Monaghan..	Alex. Galloway.....	5	2	do	3.10 p.m.
do	Morristown, N. Y.	T. M. Grey.....	2	6	Daily at such hours	as may be
Burnley.....	Sherwood Spring..	James Simpson.....	8	1	do	12 noon .. 9 a.m.....
	Roseneath.....	James McCann.....	5	3	Mon., Wed., Fri.....	8 a.m..... do 10 a.m ..
Camerontown.....	G. T. R. Station..	A. Cameron.....	200		Twice daily, as may be required	
do	Summerstown.....	A. J. Baker.....	3	6	Daily, as may be required to	
Centre Augusta..	Prescott.....	Charles Murphy.....	12	2	Wednesday, Saturday	9.30 a.m.. do 2.30 p.m.
Cheddar.....	Paudash.....	Robert Thompson.....	6	1	Tuesday.....	9.30 a.m.. do 11.30 a.m
Cloyne.....	Erinsville.....	Benjamin York.....	40½	1	do	7 a.m..... 7 a.m.....
Connaught.....	Winchester.....	Patrick Jordan.....	5	2	Monday.....	7 a.m..... Wednesday, Saturday
Conway.....	Napanee.....	James Murdock.....	24	3	do	10 a.m .. 11.30 a.m
Cornwall.....	Monckland.....	A. J. McDonell.....	13	3	Tues., Thur., Sat	7 a.m..... do 2 p.m....
Cryslar.....	Wales.....	Samuel Johnson.....	23	3	Mon., Wed., Fri.....	12.30 p.m do 7.30 a.m.
Dalkeith.....	Vankleek Hill	W. Robertson.....	7½	3	Tues., Thur., Sat	9 a.m..... do 1 p.m....
do	do	Peter Wood.....	7½	3	do	4 p.m..... do 4 p.m....
do	do	Norman McLean	7½	3	do	4 p.m..... do 6 p.m....
Demorestville.....	Peterson's Ferry	William Baker.....	10	6	Daily, at such hours as may be	
Dixon's Corners..	Dundela.....	J. E. Tuttle.....	4	2	Monday, Friday	8.30 a.m.. do 7.15 a.m.
Dunbar.....	Grantley.....	Alex. Drummond	5½	2	Wednesday, Saturday	10.30 a.m do 8.30 a.m.
Dunvegan.....	McPhee's Corners..	Donald McMillan.....	13	3	Tues., Thur., Sat	10.30 a.m do 3 p.m....
Elphin.....	McDonald's Cor's.	James Gilmour.....	6	1	do	3 p.m..... Thursday..... 8.45 a.m.
Erinsville.....	Napanee.....	William Grange.....	25	2	do	do 11 a.m .. Wednesday, Saturday
Fairfield, East	B & O. R. Station.	A. C. Johns.....	1	3	Tues., Thur., Sat., at such hours	2 p.m..... do 7 a.m .. do as such hours

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Mon., Wed., Fri.....	11.30 a.m.	Horseback or vehicle..	75 00	Feb. 1st, 1873 ...	Two years and two months.
do	9 a.m.....				
connect with trains			Per trip		
.....		Horseback or otherwise	0 75	do ..	Five months.
Wednesday, Saturday ..	10 a.m.	do ..	41 60	Jan. 1st, 1873 ..	Two years.
do	1.30 p.m.				
do	4.10 p.m.	On foot or otherwise ..	50 00	April 1st, 1873..	One year and three months.
do	3 p.m.....				
appointed by the P. O. Department		By boat or otherwise ..	150 00	do ..	Four years.
Saturday	11 a.m.	Horseback or vehicle ..	52 00	May 1st, 1873 ..	Two years.
do	2 p.m.....				
Mon., Wed., Fri.....	11.30 a.m.	On foot or otherwise ..	75 00	April 1st, 1873..	Postmaster-General's pleasure.
do	9.30 a.m.				
to connect with trains ..			Per trip		
.....		do ..	0 08	March 1st, 1873.	do
connect with trains ..					
.....		Horseback or vehicle..	0 80	June 1st, 1873 ..	One month.
Wednesday, Saturday ..	5 p.m.....	do ..	99 74	July 1st, 1872 ..	Four years.
do	12 noon ..				
Tuesday.....	1 p.m.....	Horseback or otherwise	30 00	Jan. 1st, 1873 ..	Postmaster-General's pleasure.
do	11 a.m.				
Monday	5.30 p.m.	Horseback or vehicle..	147 08	April 1st, 1873..	Four years.
Tuesday.....	5.30 p.m.				
Wednesday, Saturday ..	12.30 p.m.	do ..	60 00	Feb. 1st, 1873 ..	Five months.
do	11 a.m.....				
Tues., Thur., Sat....	7 p.m.	do ..	270 00	July 1st, 1872 ..	Four years.
do	12 noon ..				
Mon., Wed., Fri.....	10.30 a.m.	do ..	159 00	Sept. 1st, 1872 ..	do
do	3.30 p.m.				
do	5.45 p.m. †	Passenger or other conveyance	389 52	Oct. 1st, 1872 ..	do
Tues., Thur., Sat.....	1.45 p.m.				
do	7.30 p.m.	Horseback or vehicle ..	90 00	July 1st, 1872 ..	Three months.
do	5.30 p.m.				
do	7.30 p.m.	do ..	156 00	Oct. 1st, 1872 ..	Six months.
do	5.30 p.m.				
do	7.30 p.m.	do ..	156 00	April 1st, 1873..	Four years.
do	5.30 p.m.				
appointed by the P. O. Department ..		do ..	185 00	Oct. 1st, 1872 ..	do
Monday, Friday.....	8.15 a.m.	Horseback or otherwise	50 00	April 1st, 1873..	Postmaster-General's pleasure.
do	9.30 a.m.				
Wednesday, Saturday ..	10 a.m.....	do ..	45 00	Oct. 1st, 1872 ..	Four years.
do	12 noon ..				
Tues., Thur., Sat.....	6 p.m.....	Horseback or vehicle..	136 00	July 1st, 1872 ..	do
do	1.30 p.m.				
Thursday	12.15 p.m.	do ..	40 00	April 1st, 1873..	do
do	10 p.m.....				
Wednesday, Saturday ..	12 noon ..	do ..	240 00	Oct. 1st, 1872 ..	do
do	7 p.m.....				
as may be appointed by the P. O. Dept.		On foot or otherwise ..	25 00	April 1st, 1873..	Postmaster-General's pleasure.

REPORT No. 5.—Report of New Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Farran's Point...	G. T. R. Station..	C. C. Farran, Sen.	3	12	Twice, daily as may be required	
do	Woodlands	do	2	6	Daily	1 p.m.
Woodlands	Oznabruok Centre.	do	4	3	Mon., Wed., Fri.	1.35 p.m.
Fenaghvale	Riceville	Charles Gates	7	3	Tues., Thur., Sat	1.35 p.m.
Ferguson's Falls	Perth	Robert Scott	17	3	Oznabruok Centre at 4.30 p.m.	
Gemley	Vennachar	James Roark	15	1	Tues., Thur., Sat	11.30 a.m.
Glastonbury	Kaladar	John A. Carscallen	4½	1	do	2 p.m.
Glen Tay	Perth	Oliver Jackson	4	6	do	5 p.m.
Gosport	Napanee	J. E. McHenry	13	1	Daily	6 p.m.
Grafton	Wicklow	Caleb Southon	2½	3	do	7.15 p.m.
Greenfield	Lochgarry	John Fisher	4	3	Saturday	9 a.m.
Haliburton	Minden	S. Thompson	19	3	do	2 p.m.
Hall's Bridge	Lakehurst	John Tarlington	7	2	Tues., Thurs., Sat	2 p.m.
do	North Douro	Wm. Hamilton	12	3	do do	1 p.m.
Harlowe	Addington Road...	Geo. Bishop	4	1	Mon., Wed., Fri., at such hours	
Harold	Wellman's Corners	Peter Hubble	4	2	with Courier passing each way	
Hinch	Newburgh	William Hinch	6	2	Tues., Thurs., Sat	7 a.m.
Hoasic	Morrisburg	Jordan P. Bedsted	8	2	do do	1 p.m.
Howe Island	Pitt's Ferry	Thos. Thompson	5	1	Tuesday, Saturday	10 a.m.
Inverary	Kingston	Lewis E. Day, Jun.	12	3	do do	7.30 a.m.
Kingston	Loughboro'	Henry Dear	17	6	Tues., Thurs., Sat	8 a.m.
do	Newburgh	Henry Finkle	22	6	do do	3.30 p.m.
do	Picton	Wm. Aylsworth	40	6	Daily	4 p.m.
Lavant	Watson's Corners	Archd. Browning	13	1	do	7.30 a.m.
Lake Opinicon	Loughboro'	W. D. Waters	17	2	do	9 a.m.
McDonald's Cor's.	Ompah	Thos. Anderson	22	1	Saturday	11.30 a.m.
Marmora	Norwood	Saml. Ackerman	21	3	do	3.30 p.m.
					do	4 p.m.
					do	7 a.m.
					do	7.30 a.m.
					do	9 a.m.
					do	11.30 a.m.
					do	3.30 p.m.
					do	7 a.m.
					do	1 p.m.
					do	6 a.m.
					do	2 p.m.
					do	3.45 p.m.
					do	8 a.m.

Division during the Year ended 30th June, 1 873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
to connect with trains		On foot or otherwise	100 00	Oct. 1st, 1872	Four years.
Mon., Wed., Fri.	2 p.m.	Horseback or vehicle	185 00	do	do
Daily	1.25 p.m.				
and return to Farran's Point via					
Tues., Thur., Sat	3.45 p.m.	Horseback or otherwise	84 50	July 1st, 1872	do
do	1.15 p.m.				
Mon., Wed., Fri.	4 p.m.	Horseback or vehicle	258 00	Oct. 1st, 1872	do
do	8.30 p.m.				
Tuesday	9.45 a.m.	Horseback or otherwise	66 00	Feb. 1st, 1873	do
do	2.45 p.m.				
Monday	6.15 p.m.	On foot or otherwise	26 00	July 1st, 1872	Postmaster-General's pleasure.
do	4 p.m.				
Daily	8.05 p.m.	Horseback or vehicle	150 00	April 1st, 1873	Two years and nine months.
do	6.50 p.m.				
Saturday	5 p.m.	do	65 00	do	Four years.
do	12 noon				
Tues., Thurs., Sat	1.45 p.m.	On foot or otherwise	65 00	1st Jan., 1873	Four years.
do	2.45 p.m.				
as may be appointed to connect between Athol and Alexandria		Horseback or vehicle	15 00	1st June, 1873	Three years and two months.
Tues., Thurs., Sat	5.30 p.m.	Horseback or otherwise	273 00	1st July, 1872	Four years.
do	11.30 a.m.				
Tuesday, Saturday	9.30 a.m.	do	90 00	1st April, 1873	do
do	12 noon				
Tues., Thurs., Sat	9.30 a.m.	Horseback or vehicle	175 00	do	do
do	11 p.m.				
to exchange mails with Courier Cloyne.		On foot or otherwise	24 00	do	Two years.
Tuesday, Friday	3 p.m.	Horseback or otherwise	50 00	1st July, 1872	Postmaster - General's pleasure.
do	4.30 p.m.				
Wednesday, Saturday	5.30 p.m.	Horseback or vehicle	60 00	1st May, 1873	do
do	1.30 p.m.				
do	2.45 p.m.	do	60 00	1st April, 1873	Four years.
do	11.15 a.m.				
Saturday	4 p.m.	On foot or otherwise	52 00	do	Postmaster - General's pleasure.
do	2.30 p.m.				
Tues., Thurs., Sat	6 p.m.	Horseback or vehicle	139 60	1st Jan., 1873	Four years.
do	10.30 a.m.				
Daily	11 a.m.	Passenger or other conveyance	300 00	1st July, 1872	do
do	7.30 p.m.				
do	11.30 a.m.	do	300 00	1st Jan., 1873	do
do	8.50 p.m.				
do	6 p.m.	do	1325 00	1st Dec., 1872	do
do	5 p.m.				
Saturday	6.30 p.m.	Horseback or vehicle	60 00	1st Oct., 1872	do
do	2.30 p.m.				
Tuesday, Friday	5.15 p.m.	do	160 00	1st July, 1872	Two years.
do	11.15 a.m.				
Monday	7.30 p.m.	Horseback or otherwise	140 00	1st Feb., 1873	Four years.
do	11.30 a.m.				
Tues., Thurs., Sat	12.30 p.m.	Horseback or vehicle	240 00	1st Oct., 1872	do
do	8.15 p.m.				

REPORT No. 5—Report of New Contracts entered into in Kingston the

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Marmora	Stirling	D. Fitchett	16	6	Daily	7 a.m. 12 noon
Melrose	Shannonville	George R. Earle	5½	1	Thursday	1.15 p.m. 11.45 a.m.
Milford	Picton	Walter Ogden	10	6	Daily	9 a.m. 12 noon
Moneymore	Roslin	John Harigan	5	1	Saturday	7.15 a.m. 9 a.m.
Myrehall	Plainfield	E. N. Gould	5	1	Friday	6 p.m. 4 p.m.
do	do	James Harris	5	1	do	2 p.m. 4 p.m.
Napanee	Picton	Andrew Gould	27	6	Daily	6.30 a.m. 4 p.m.
do	Switzerville	Peter E. P. Miller	6	3	Tues., Thurs., Sat.	3 p.m. 1.15 p.m.
do	do	do	6	3	do do	3 p.m. 1.15 p.m.
Newboyne	Portland	George Moss	5	2	Tuesday, Friday	5 p.m. 6.30 p.m.
Norwodd	Peterboro'	Samuel Ackerman	20	3	Mon., Wed., Fri.	7 a.m. 2.30 p.m.
Osgoode	West Winchester	Henry Hughes	16	3	Tues., Thurs., Sat.	2 p.m. 9 a.m.
Pendleton	Brown's Wharf, in summer	Joseph Chatelin	15	6	Tues., Thurs., Sat.	8 a.m.
do	Plantagenet, winter	do	10	3	Tues., Thurs., Sat.	10.30 a.m.
Perth	Railway Station	James Allan	¾	24	As may be required	to connect
Pittston	Spencerville	Geo. Huchcroft	10½	2	Wednesday, Saturday	11 a.m. 2.45 p.m.
Port Elmsley	Railway Station	John Healey	1½	3	Tues., Thurs., Sat.	as may be
St. Ola	Thwaite's Corners	W. Trumps	6	1	Monday	12.30 p.m. 3 p.m.
do	do	W. Morton	6	1	do	12.30 p.m. 3 p.m.
Smith's Falls	Railway Station	James Corbett	¾	24	At such hours as may	be required
do	South Elmsley	James Corbett	7	3	Mon., Wed., Fri.	11.30 a.m. 2 p.m.

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	3.30 p.m.	Passenger or other conveyance	78 00	1st Jan., 1873...	Four years.
do	10.30 a.m.				
Thursday	1 p.m.	Horseback or vehicle..	35 00	1st Aug., 1872 ..	Two years and five months.
do	2.30 p.m.				
Daily	2 p.m.	Passenger or other conveyance	250 00	1st Jan., 1873...	Four years.
do	11 a.m.				
Saturday	10.15 a.m.	On foot or otherwise ..	30 00	do ..	do
do	8.30 a.m.				
Friday	5.30 p.m.	do ..	26 00	1st Feb., 1873...	Postmaster - General's pleasure.
do	7.30 p.m.				
do	5.30 p.m.	do ..	26 00	1st Oct., 1872...	do
do	3.30 p.m.				
do	9.30 p.m.	Passenger or other conveyance	1000 00	1st April, 1873..	Four years.
do	12 noon				
Tues., Thurs., Sat.	2.30 p.m.	Horseback or vehicle..	60 00	1st Oct., 1872...	Six months.
do do	4.15 p.m.				
do do	2.30 p.m.	do ..	75 00	1st April, 1873..	Four years.
do do	4.15 p.m.				
Tuesday, Friday	7.30 p.m.	Horseback or otherwise	42 00	1st July, 1872...	do
do do	6 p.m.				
Mon., Wed., Fri.	7 p.m.	Passenger or other conveyance	150 00	1st Oct., 1872...	do
do do	11.30 a.m.				
Tues., Thurs., Sat.	12.30 p.m.	Horseback or vehicle..	239 00	1st July, 1872 ..	do
do do	5.30 p.m.				
with steamers to and from Ottawa					
Tues., Thurs., Sat.	12.30 p.m.	do ..	160 00	do ..	do
do do	10 a.m.				
th trains					
		Passenger or other conveyance	Per trip 0 19	do ..	do
Wednesday, Saturday	5 p.m.	Horseback or vehicle..	100 00	1st June, 1873 ...	do
do do	1.15 p.m.				
required to connect with trains.					
		On foot or otherwise ..	50 00	1st July, 1872 ..	do
Monday	4.30 p.m.	Horseback or otherwise	40 00	1st Jan., 1873...	Postmaster - General's pleasure.
do	2 p.m.				
do	4.30 p.m.	do ..	40 00	1st April, 1873..	do
do	2 p.m.				
to connect with trains.					
		Passenger vehicle or otherwise	150 00	1st July, 1872 ..	Four years.
Mon., Wed., Fri.	3.30 p.m.	Horseback or vehicle..	100 00	do ..	do
do do	1 p.m.				

REPORT No. 5.—Report of New Contracts entered into in the Chief Post Office

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Almonte	Clandeboye	H. Kennedy	6	2	Wednesday, Saturday	12.30 p.m.
do	West Huntley	E. Horan	8	3	do do	10.30 a.m.
Angers	Buckingham Wharf	L. Monçion	6	3	Tues., Thurs., Sat	1 p.m.
Arnprior	Fitzroy Harbor	W. A. Sheriff	12	6	do do	10 a.m.
Aylmer	Portage du Fort	Joseph Wyman	50	6	do do	in connection
Beachburg	Gower Point	T. M. Carswell	9	2	Daily	2 p.m.
Braeside	Railway Station	S. W. J. Heptinstall	1	12	do	9 a.m.
do	do	John Gillies, jun.	1	12	do do	do
Bristo	Sand Point	George Hodgins	4	6	Tuesday, Saturday	12.30 p.m.
Brudenell	Castile	E. Bennett	9	1	do	1.45 p.m.
Calumet Island	Collfield	John Cahill	1½	6	Saturday	9.45 a.m.
do	Dunraven	John Letts	5	2	do	7 a.m.
Carp	Elm	Thomas Smith	3	3	Daily in connection with mails to	9.30 a.m.
Castleford	Railway Station	John Warnock	2	6	do do	7.30 a.m.
Cumberland	Russell	R. Young	21	3	Tues., Thurs., Sat	3 p.m.
Harcourt	Renfrew	A. R. Hutton	9	1	do do	2 p.m.
Kazubazua	Otter Lake	F. Irwin	30	1	Saturday	1.30 p.m.
Masham	Wakefield	William Bennett	8	2	do	7 a.m.
Navan	Cumberland Road	Richard M. O'Meara	3	2	Thursday	8 a.m.
North Nation Mills	Thurso	J. W. Campbell	10	3	Friday	8 a.m.
North Onslow	Onslow	John O'Donnell	7	1	Wednesday, Saturday	10.30 a.m.
North Wakefield	Rupert	Joseph Moncrief	5	2	do do	1 p.m.
Orleans	Ottawa	H. Dupuis	9	3	do do	9.30 a.m.
Ottawa	Rochesterville	L. Booth	1½	6	Daily	8.30 a.m.
Ottawa Post Office	P. O. Department	Ellen Batterton	1	6	do	8.45 a.m.
Pakenham	Panmure	Robert Wilson	20	6	do	4 p.m.
Renfrew	Railway Station	Alex. Jamieson	1	12	Daily in connection with mail	
South March	Stittsville	William Boucher	15	6	Twice daily in connection with	

Inspector's Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	12 noon	Horseback or vehicle..	80 00	Jan. 1st, 1873 ..	Four years.
do do	2 p.m.				
Tues., Thurs., Sat	12 noon	do ..	150 00	Nov. 1st, 1872 ..	do
do do	3 p.m.				
with Ottawa River Steamer		do ..	60 00	July 1st, 1872 ..	do
Daily	12 noon	do ..	320 00	April 1st, 1873..	do
do	4.30 p.m.				
do	5.30 p.m.				
do	5.30 p.m.	Vehicle	600 00	Close Nav., 1872	do
Tuesday, Friday	11 a.m.	Horseback or vehicle..	96 00	Jan. 1st, 1873 ..	do
do do	3 p.m.				
mail trains on B. & O. R.		Cn foot	0 10	Oct. 1st, 1872 ..	Temporary.
do do					
Daily	2.45 p.m.	Vehicle or boat	90 00	Close Nav., 1872	do
do	1.30 p.m.				
Saturday	9.15 a.m.	Horseback or vehicle..	52 50	Jan. 1st, 1873 ..	do
do	12 noon				
and from Portage du Fort		Vehicle or boat	89 00	do	do
Tuesday, Saturday	9 a.m.	Horseback or vehicle...	50 00	July 1st, 1872 ..	do
do do	11 a.m.				
Tues., Thurs., Sat	2.45 p.m.	On foot, horseback or vehicle	75 00	Oct. 1st, 1872 ..	do
do do	3.45 p.m.				
train on B. & O. R. R.		Horseback or vehicle..	200 00	Dec. 9th, 1872 ..	do
Tues., Thurs., Sat	11.30 a.m.	do ..	240 00	Dec. 1st, 1872 ..	do
do do	6 p.m.				
Saturday	10 a.m.	do ..	60 00	July 1st, 1872 ..	do
do	1 p.m.				
Friday	6 p.m.	do ..	208 00	April 1st, 1873..	do
Thursday	6 p.m.				
Wednesday, Saturday	3 p.m.	do ..	84 00	Jan. 1st, 1873...	do
do do	12.30 p.m.				
with mails to and from Cunn-		Foot, horseback or vehicle	48 00	Oct. 1st, 1872 ..	do
with Ottawa River Steamer; in winter and Carillon.					
		Horseback or vehicle..	370 00	do	do
Friday	6.30 p.m.	do ..	35 00	March 1st, 1873.	do
do	4.30 p.m.				
mails to and from Ottawa		do ..	50 00	Oct. 1st, 1872 ..	One year.
Tues., Thurs., Sat	3 p.m.	do ..	75 00	Opening Nav., '73	Four years.
do do	11 a.m.				
Daily	9 a.m.	Foot, horseback or vehicle	00 50	Jan. 1st, 1873 ..	Temporary.
do	10 a.m.				
do	4.05 p.m.	Vehicle	1 00	April 1st, 1873..	Four years.
do	8.50 p.m.				
trains on B. & O. R.		Horseback or vehicle..	623 00	Oct. 1st, 1872...	do
mail train on B. & O. R.		Vehicle	0 20	Dec. 9th, 1872 ..	do
trains on C. C. R.					
		do	34 00	Oct. 1st, 1872 ..	do

REPORT No. 5.—Report of New Contracts entered into
MONTREAL

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Angeline	Clarina	N. Giroux	4	2	Wednesday, Saturday	10 a.m. 8 a.m.
do	Railway Station	O. Boisvert	100	12	In connection with mail trains ...	
Arundel	Harrington	D. Dewar	12	1	Saturday	Noon
Avoca	Pointe au Chêne, in winter	John McCallum	7	2	Monday, Thursday	7 a.m., in
do	Grenville, in summer				Wednesday, Saturday	6 a.m., in
Beauharnois	St. Louis de Gonzague	B. Paré	10	6	Daily	1 p.m.
Berthier	Montreal	M. Archangeault	50	6	Daily, in connection with Mail	9 a.m.
do	Sorel	S. Latour	5	7	Daily, in connection with	
do	Three Rivers	M. Gelin	45	6	Daily, in connection with	
Britonville	St. Sauveur	G. Hamilton	7	3	Tues., Thurs., Sat., in connection St. Jerome	
Capelton	Railway Station, Mass. Val. Ry.	J. Lafontaine	40 rods	6	In connection with mail trains ...	
Carillon	St. Philippe d'Argenteuil	F. Naubert	6	2	Wednesday, Saturday, in	
Cedars	St. Dominique des Cedres	P. Poirier	7½	3	Tues., Thurs., Sat.	1 p.m.
Chantelle	Rawdon	M. Granger	17	2	Wednesday, Saturday	8 a.m. 2 p.m.
Clarenceville	Malmaison	M. Barry	13½	6	In connection with mail trains ...	
do	Noyan	Charles Stewart	4½	3	Tues., Thurs., Sat.	8 a.m. 8.45 a.m.
Coaticooke	Drew's Mills	R. C. Baldwin	5	3	do do	9.15 a.m. 8 a.m.
Compton	St. Edwidge	F. Courtémanche	10	2	Tuesday, Saturday	2 p.m. 8 a.m.
Contrecoeur	Montreal	J. Lavigne	30	6	Daily	4 a.m. 3 p.m.
Côteau Landing	Valleyfield	G. Gauthier	6	6	In connection with mail trains ...	
Dalesville	Edina	William Tomalty	6	1	Monday	9.45 a.m. 8 a.m.
do	Lachute	P. McArthur	6	2	Wednesday, Saturday	2 p.m. 4 p.m.

during the Year ended 30th June, 1873.—Continued.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	9 a.m.	Vehicle	40 00	April 1st, 1873.	Postmaster - General's pleasure.
do do	11 a.m.				
.....	.....	Foot	15 00	Feb. 1st, 1873	do
Saturday	10 a.m.	Foot or otherwise	52 00	Oct. 1st, 1872	Four years.
do	4 p.m.				
connection with Courier from Grenville	from Grenville	Vehicle	125 00	Feb. 1st, 1873	Postmaster - General's pleasure.
connection with mail from Montreal	from Montreal				
Daily	11 a.m.	do	198 00	July 1st, 1872	Four years.
do	3 p.m.	do	1560 00	Oct. 1st, 1872	do
from Three Rivers	.....	In canoe, boat, or vehicle	200 00	April 1st, 1873	Postmaster-General's pleasure.
Montreal mail Service	.....	Vehicle	1030 00	Oct. 1st, 1872	Four years.
Montreal Mail	.....	do	80 00	Jan. 1st, 1873	Postmaster - General's pleasure.
with mail at St. Sauveur from	.....	Foot	25 00	do	do
.....	.....	Vehicle	50 00	Oct. 1st, 1872	Four years.
connection with mails from Montreal	.....	do	90 00	April 1st, 1873	Postmaster - General's pleasure.
Tues., Thurs., Sat	12.30 p.m.	do	136 00	July 1st, 1872	do
do do	2.30 p.m.	do	339 00	Jan. 1st, 1873	Four years.
Wednesday, Saturday	6 p.m.	do	60 00	Oct. 1st, 1872	Postmaster - General's pleasure
do do	Noon	do	74 00	May 1st, 1873	do
.....	.....	do	72 00	Jan. 1st, 1873	do
Tues., Thurs., Sat	9.15 a.m.	do	825 00	April 1st, 1873	Four years.
do do	8.30 a.m.				
do do	9 a.m.	Boat	200 00	July 1st, 1872	do
do do	10.15 a.m.				
Tuesday, Saturday	10.30 a.m.	do	30 00	do	Postmaster - General's pleasure.
do do	4.30 p.m.				
do do	9.30 p.m.	Vehicle	60 00	Jan. 1st, 1873	do
Daily	10.30 a.m.				
do	.....	Boat	200 00	July 1st, 1872	do
Monday	9.15 a.m.	Vehicle	30 00	do	Postmaster - General's pleasure.
do	11 a.m.	do	60 00	Jan. 1st, 1873	do
Wednesday, Saturday	5.30 p.m.	do	.....	.....	.....
do do	3 p.m.	do	.....	.....	.....

REPORT No. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Dillonton	Perdue's	D. R. Wood	2	3	Tues., Thurs., Sat., in connection	
Dunham	East Dunham	R. A. Wales	4½	2	Wednesday, Saturday 5 p.m....	
do	Stanbridge Station	W. Turnbull	6		do do 3 p.m....	
Farnboro'	West Shefford	L. Wells	2½	3	In connection with mail trains	
Frelighsburg	St. Armand Station	R. Reynolds	10	6	Tues., Thurs., Sat., in connection	
do	Sweetsburg	A. Pickle	13	6	railway station.	
Granby	Abbotsford	} J. J. Dougherty	9	6	do do do	
do	Milton		9	6	do do do	
Huntingdon	Laguerre	J. J. Higgins	18	3	Tues., Thurs., Sat., in connection	
Hunterstown	Rivière du Loup	F. Clairmont	17	6	Daily Noon	
do	(en haut)	O. Chamberlin	4	3	do 6 a.m....	
Kingsbury	Melbourne	George Williamson	6	3	Tues., Thurs., Sat. 8 a.m....	
Knowlton	St. Etienne de Bolton	L. Poulin	9	3	do do 9.30 a.m.	
La Baie	St. Zepherin	T. Vigneau	8	6	do do 10.30 a.m.	
Lake Megantic	Piopolis	Rev. P. B. Champagne	7	1	Daily, in connection with mail	
La Présentation	St. Hyacinthe	A. Millet	6	3	Saturday 10 a.m....	
Magog	Waterloo	J. G. Cowie	20	6	do do 8 a.m....	
Mascouche	Terrebonne	Wilfrid Roy	7	6	do do 2 p.m....	
Mille Isles	St. Jerome	S. Pollock	12	2	Daily, in connection with arrival	
Montreal	New Glasgow	M. Tindale	36	6	Wednesday, Saturday 10 a.m....	
do	Terrebonne	St. Vincent & Co.	17	6	do do 4 p.m....	
Pointe Claire	St. Genevieve	F. Lanthier	5	6	do do 8 a.m....	
Repentigny	St. Paul l'Ermite	F. Archambeault	2	6	do do 8 a.m....	
Rivière aux Vaches	St. Guillaume d'Upton	E. Côte	11½	3	do do 3.30 p.m.	
Ste. Angèle	Ste. Marie	M. O. Caron	6	2	do do 6 a.m....	
St. Bazile le Grand	St. Bruno Railway Station	E. Lalumière	4	6	In connection with Mail Trains	
					In connection with Mail from	
					Tues., Thurs., Sat., in connection	
					Wednesday, Saturday 8 a.m....	
					do do 9.30 a.m.	
					In connection with Railway	

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
		with Waterloo and Magog stage	40 00	Dec. 1st, 1872 ..	Postmaster-Gen- e-pleasure
Wednesday, Saturday	4 p.m.	do	50 00	April 1st, 1873..	do
do do	6 p.m.	do	313 00	May 1st, 1873 ..	do
		with mail from West Shefford to	52 00	April 1st, 1873..	do
		do	300 00	Dec. 9th, 1872 ..	do
		do	240 00	do ..	do
		do	450 00	April 1st, 1873..	Three years.
		with arrival of mail at Huntingdon ..	180 00	July 1st, 1872 ..	Four years.
Daily	9.30 a.m.	do	450 00	Oct. 1st, 1872 ..	do
do	3.30 p.m.	do	40 00	July 1st, 1872 ..	Postmaster - Gene- ral's pleasure.
Mail at Hunterstown from Rivière		do	75 00	Jan. 1st, 1873 ..	do
Tues., Thurs., Sat	10.30 a.m.	do	120 00	July 1st, 1872 ..	do
do do	9 a.m.	do	190 00	Sept. 1st, 1872..	Sept. 30th, 1876.
do do	10 a.m.	do	40 00	April 1st, 1872..	Postmaster - Gene- ral's pleasure.
do do	12.30 p.m.	do	78 00	Nov. 1st, 1872 ..	do
from St. Grégoire		do	500 00	Oct. 1st, 1872 ..	do
Saturday	9.30 a.m.	do	150 00	July 1st, 1872 ..	Four years.
do	11.30 a.m.	do	100 00	do ..	do
Tues., Thurs., Sat	2 p.m.	do	900 00	do ..	do
do do	Noon	do	300 00	April 1st, 1873..	do
Daily	6 p.m.	do	188 00	July 1st, 1872 ..	do
do	Noon	do	73 00	Jan. 1st, 1873 ..	Postmaster-Gen- eral's pleasure.
of mail from Terrebonne.		do	130 00	Feb. 1st, 1873 ..	do
Wednesday, Saturday	8 p.m.	do	50 00	April 1st, 1873..	do
do do	2 p.m.	do	68 00	do ..	do
Daily	5 p.m.	do			
do	5 p.m.	do			
do	9.30 a.m.	do			
do	7 p.m.	do			
Montreal		do			
with arrival of Mail at St. Hugues		do			
do		do			
Wednesday, Saturday	10.30 a.m.	do			
do do	9 a.m.	do			
trains.		do			
		do	68 00	do ..	do

REPORT No. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
St. Benoit.....	St. Hermas.....	P. E. Clairoux.....	7	6	In connection with mail from	
St. Hyacinthe....	St. Pie.....	L. Langevin.....	28½	6	In connection with mail trains ...	
St. Jean de Matha	Ste. Michel des	F. X. Lassalle.....	45	1	Tuesday.....	6 a.m....
	Saints.....				Wednesday.....	1 p.m....
St. Lin.....	Terrebonne.....	M. Gagnon.....	17	6	do.....	8 a.m....
St. Alexandre....	Railway Station	Thomas Morris.....	1	12	do.....	1 p.m....
St. Valentine....	Stottville.....	F. Hétier.....	4½	6	do.....	do.....
Sherbrooke.....	M. Valley Ry Sta-	T. J. Foss.....	3	12	do.....	do.....
	tion.....				do.....	do.....
Sherrington.....	Railway Station	J. Hughes.....	2½	6	do.....	do.....
Stanbridge, Last.	Stanbridge Station	W. Turnbull.....	7	6	do.....	do.....
West Shefford....	Railway Station	A. Clark.....	2	6	do.....	do.....
Abercorn.....	South-Eastern Railway Stations	South-Eastern Rail- way; Hon. A. B. Foster, Manager.	1	1	do.....	do.....
Brigham.....			2	2		
Cowansville....			2	2		
East Farnham...			1	1		
Emersons.....			2	2		
Farndon.....			14	2		
Mansonville....			2½	2		
Sutton.....			2	2		
Sweetsburg.....	2	2				
West Brome.....	2	2				

QUEBEC

Armagh.....					Tuesday, Saturday	6 a.m....
do.....	St. Raphael.....	Mad. S. Bernard.....	15	2	do do	1 p.m....
	do.....	Adolphe Roy.....	15	2	do do	do.....
Bagotville.....	Chicoutimi.....	Auguste Néron.....	13	as req.	As required in connection with	
Batiscan Bridge					Daily.....	do.....
	St. Pierre les	Landry Lesage.....	3	6	do.....	do.....
	Becquets.....				do.....	do.....
Beaulieu.....	Quebec.....	François Gourdeau.....	5	3	Tues., Thurs., Sat.	8 a.m....
Becancour.....					do do	4 p.m....
					Tuesday, Saturday	Noon.....
do.....	Ste. Gertrude...	Miss M. L. E. Rivard..	10½	2	do do	9 a.m....
	do.....	Charles Leblanc.....	10½	1	Thursdays.....	Noon.....
Bersimis.....	Les Escoumains..	W. S. Church.....	63	1	do.....	9 a.m....
					Wednesdays, Fridays	6 a.m....
						10 a.m....

Division, during the Year ended 30th June, 1873.- *Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Pointe aux Anglais		Vehicle	3 cts. 92 00	Opening of navigation, 1873	Postmaster-General's pleasure.
Thursday	5 p.m.	do	348 00	July 1st, 1872	Four years.
Wednesday	9 a.m.	do	228 00	do	June 30th, 1874.
Daily	4.30 p.m.	do	350 00	do	Two years.
do	11.30 a.m.	do	75 00	Jan. 1st, 1873	Dec. 31st, 1876.
do		do	120 00	Nov. 1st, 1872	do
do		Foot or otherwise	32 00	Jan. 1st, 1873	Postmaster - General's pleasure.
do		Vehicle	160 00	do	do
do		do	150 00	July 1st, 1872	Four years.
do		do	70 00	do	do
do		Foot or otherwise	1000 00	June 1st, 1873	Postmaster - General's pleasure.

DIVISION.

Tuesday, Saturday	5 p.m.	Horse or vehicle	50 00	1st Jan., 1873	31st March, 1873.
do do	10 a.m.				
do do	do				
do do	do				
do do	do	do	60 00	1st April, 1873.	31st March, 1877.
steamers		Vehicle	Per trip 1 00	3rd July, 1872	Season, 1872.
do do			Forseas. 15 00	5th May, 1873	Season, 1873.
Daily do		Boat or canoe	Per wk. 2 00	1st July, 1872	Season, 1872.
Tues., Thurs., Sat	5 p.m.	Foot and steamer	2 00	1st July, 1872	Season, 1872.
do do	9 a.m.				
Tuesday, Saturday	11 a.m.	Vehicle	Per ann. 72 00	1st Oct., 1872	31st March, 1874.
do do	2 p.m.				
Thursdays	11 a.m.				
do	2 p.m.	do	40 00	1st June, 1873	do
Sundays		Foot, boat or canoe	430 00	1st Mar., 1873	Postmaster - General's pleasure.
Thursdays					

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Buckland						Mon., Wed., Fri. 6 a.m.
do	St. Lazare	François Lemieux	15	3	do do	11 a.m.
do	St. Magloire	Pierre Tanguay	18	1	Saturdays	do
Cacouna	G. T. Railway Stn.	Michael Shipman	3	12	do do	6 a.m.
do					Daily (Sundays excepted)	in do do
do	Intercolonial (via St. Arsène)	J. B. Beaulieu	5	12	do	Twice daily in connection with do
do	do	do	5	12	do	do
Cap[Santé	Les Ecureuils	Pierre Pagé	3	7	Daily	11 p.m.
Chaudière Mills					do	10 p.m.
Chicoutimi	Railway Station	Antoine Lemieux	3½	6	do do	do do
do	Grande Baie	Auguste Néron	13	as req.	do do	As required in connection with do do
do	Labarre	Fidèle aulniers	45	2	Monday, Thursday	1 p.m.
do	L'Anse St. Jean, (via Tremblay)	Prudent Potvin	10	1	Wednesday, Saturday	7 a.m.
do	St. Paul's Bay	Louis Gaudreault	87	3	Thursdays	Noon
do	do	do	87	3	do	do
do	Steamboat Landing	Auguste Néron	3	as req.	do do do	do do do
do	Quebec	St. Lawrence Tow Boat Co.	236	as req.	As required in connection with	do do do
Danville	St. George de Windsor	Evariste Marcotte	10	2	Wednesday, Saturday	10 a.m.
do	St. Patrick's Hill	J. C. Stevens	8	3	do do	8 a.m.
do	do	do	8	6	Tues., Thurs., Sat.	10 a.m.
do	do	do	8	6	do do	7 a.m.
Domaine de Gentilly	South Ham.	George Goodenough	24	3	Tues., Thurs., Sat.	8 a.m.
do	Gentilly	David Poisson	9	2	Mon., Wed., Fri.	8 a.m.
Escuminac	Shoolbred	James Dalton	15	1	Tuesday, Saturday	10 a.m.
Fafard					do do	8 a.m.
Fafard	St. Sylvester, East	Jean Lessard	8	1	Saturdays	10 a.m.
Gaspé Basin					do	8 a.m.
Grande Baie	Gulf Port Steamers	J. J. Kavanagh	200	as req.	As required in connection with	do do do
do	Quebec	St. Lawrence Tow Boat Co.	228	as req.	do do	do do do

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Mon., Wed., Fri.....	3 p.m.		\$ cts.		
do do	10 a.m.	Vehicle	139 00	1st Oct., 1872 ..	30th Sept., 1876.
Saturdays	10 a.m.				
do	3 p.m.	Horse or vehicle ..	50 00	do do	do
connection with trains.....			Per trip		
do		Vehicle	0 50	1st July, 1872 ..	Season, 1872.
trains					
do		do	Per trip	7th Dec., 1872 ..	Postmaster-Gen- eral's pleasure.
do			0 50		
do		do	Per trip	12th May, 1873..	do
Daily	11 p.m.		0 50		
do	Midnight.	On foot	per trip	10th Apr., 1873..	do
connection with trains.....			0 50		
do		do	Per ann.	1st July, 1872 .	do
steamers.....			100 00		
do		Vehicle	Per trip	31st May, 1872..	Season, 1873.
do			1 00		
Wednesday, Saturday ..	10 p.m.	do	216 00	1st Oct., 1872 .	30th Sept., 1876.
Tuesday, Friday.....	4 a.m.				
Thursdays	10 a.m.				
do	2 p.m.	On foot and by sail-boat	Per ann.	1st Jan., 1873 ..	31st Dec., 1876.
Tues., Thurs., Sat.....	9 a.m.		70 00		
Tues., Thurs., Sun.....	5 p.m.	Vehicle	860 00	1st July, 1872 ..	30th June, 1876.
do do do ..	do	do	Per trip	1st Nov., 1872 ..	1st June, 1873.
do do do ..	do		6 75		
do do do ..	do	Foot or vehicle	Per trip	31st May, 1873..	Postmaster-Gen- eral's pleasure.
do do do ..	do		0 60		
do		Steamer	30 00	30th May, 1873..	Season, 1873.
Wednesday, Saturday ..	10 a.m.				
do do ..	Noon ..	Horse or vehicle ..	62 48	1st Jan., 1873 ..	Postmaster-Gen- eral's pleasure.
Tues., Thurs., Sat.....	9 a.m.				
do do ..	Noon ..	Vehicle	100 00	do do	31st March, 1873.
Daily	9 a.m.				
do	Noon ..	do	200 00	1st April, 1873..	Postmaster-Gen- eral's pleasure.
Mon., Wed., Fri.....	2 p.m.				
Tues., Thurs., Sat.....	do ..	do	399 00	1st Mar., 1873 ..	28th Feb., 1877.
Tuesday, Saturday	10 a.m.	do	50 00	1st July, 1872 ..	30th June, 1876.
Tuesday, Saturday	Noon ..				
Saturdays	10 a.m.	On foot	59 00	1st Apr., 1873 ..	Postmaster-Gen- eral's pleasure.
do	Noon ..				
Tuesdays	10 a.m.	Horse or vehicle	30 00	1st Jan., 1873 ..	30th June, 1874.
do	Noon ..				
steamers.....					
do		Foot	Forseas.	8th May, 1873 ..	Season, 1873.
do			20 00		
do		Steamer	Per trip	1st July, 1872 ..	Season, 1872.
do			30 00		

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Green River					Wednesday, Saturday	9 p.m.
do	St. Antonin	Felix Quin	3	2	do do	8 p.m.
	St. Modeste	do	7	3	Tues. Thurs., Sat.	6 p.m.
Hemison					do do	9 p.m.
	St. Malachie	Lumina Bernard	2	6	Daily	4 p.m.
					do	5 p.m.
Inverness					Tues., Thurs., Sat.	11 a.m.
	Reedsdale	William Lowry	4	3	do do	9 a.m.
Isle au Grues					Fridays	8 a.m.
	Montmagny	Louis Lebel	6	1	do	4 p.m.
Isle Verte					Twice daily in connection with	
	Railway Station	L. A. Bertrand	1	12	do do	do
Jersey					Tues., Thurs., Sat.	1 p.m.
do	Marlow	Michael Cahill	17	3	do do	5 p.m.
					Daily	6 a.m.
	St. Francois	do	13½	6	do	9 a.m.
Labarre					Wednesdays	6 a.m.
	Roberval	Laurent Beaudreault	30	1	Thursdays	6 a.m.
Lake Etchemin					Wednesday, Saturday	1 p.m.
	Standon	John Nicholson	15	2	do do	10 p.m.
L'Anse St. Jean					Alternate Tuesdays	8 a.m.
	Murray Bay	Onésime Savard	48	Fort-nightly	do Thursdays	2 p.m.
do	do	J. O. J. Kane	48		do do	do
Lauzon					Daily	6 p.m.
	Levis	Herménigilde Martin	2	6	do	5 p.m.
Leeds					Mon., Wed., Fri.	4 p.m.
	West Broughton	Majorique Rousseau	13	3	do do	1 p.m.
Les Escoumains					Tues. Friday	1 p.m.
	Tadoussac	Epiphane Lessard	27	2	Monday, Thursday	9 a.m.
Lorette					Mon., Tues., Thur. Fri.	8 a.m.
	Quebec	Lazare Richard	10	4	do do	2 p.m.
Maple Grove					Monday, Wed., Fri.	7 a.m.
	St. Ferdinand	J. B. Hall	3	3	do do	10 a.m.
do					Monday, Friday	10 a.m.
	Sanborn	Thomas Hurley	11½	2	do do	7 a.m.
do					Mon., Wed., Fri.	7 a.m.
	Somerset	Joseph Prince	19	3	do do	Noon
do					do do	7 a.m.
	do	Modeste Dubois	19	3	do do	Noon
Matane					do do	8 p.m.
	Metis	W. E. Page	33	3	do do	7 a.m.
Metis					Mon., Wed., Sat.	8 a.m.
	St. Octave	J. D. Page	3	3	do do	10 a.m.
Moisie					As required	
	Quebec	W. M. Molsen	420	as req.		
Montmorency Falls					Tues., Thurs., Sat.	8 a.m.
	do	Louis Laplante	6	3	do do	2 p.m.
Murray Bay					do do	6 p.m.
	do	Henry Audet dit La-pointe	90	3	Mon., Wed., Fri.	8 a.m.

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	9 p.m.	Foot, horse, or vehicle.	20 00	July 1st, 1872	30th June, 1876.
do do	10 p.m.				
Tues., Thurs., Sat.	11 p.m.	Horse or vehicle	54 80	do do	do
do do	8 p.m.				
Daily	6 p.m.	Foot.	52 00	do do	Postmaster-General's pleasure.
do	5 p.m.				
Tues., Thurs., Sat.	10 a.m.	Horse or vehicle	50 00	1st Sept., 1872	31st August, 1873.
do do	Noon				
Fridays	6 p.m.	Boat, canoe, and on foot	130 00	1st Oct., 1872	30th Sept., 1876
do	10 a.m.				
trains		Foot or horseback	80 00	7th Dec., 1872	Postmaster-General's pleasure.
do					
Tues., Thurs., Sat.	9 p.m.	Vehicle	230 53	1st Jan., 1873	31st Dec., 1876.
do do	5 p.m.				
Daily	11 a.m.	do	290 00	do do	do
do	8.30 a.m.				
Thursdays	4 p.m.	Horseback or vehicle.	116 00	1st July, 1872	30th June, 1876.
Wednesdays	4 p.m.				
Wednesday, Saturday	Noon	do	116 00	do do	do
do do	3 p.m.				
Alternate Fridays	2 p.m.	Foot	130 00	do do	do
do Wednesdays	8 a.m.				
do do	do	do	Per trip 6 00	1st Oct., 1872	Temporary arrangement.
do do	do				
Daily	6 p.m.	do	Per ann. 100 00	1st July, 1872	30th June, 1876.
do	7 p.m.				
Mon., Wed., Fri.	4 p.m.	Vehicle	116 00	do do	do
do do	7 p.m.				
Monday, Thursday	5 p.m.	do	320 00	1st April, 1873	31st March, 1877.
Tuesday, Friday	9 p.m.				
Mon., Tues., Thurs., Fri.	4 p.m.	do	Per trip 1 00	1st May, 1873	Postmaster-General's pleasure.
do do	10 a.m.				
Mon., Wed., Fri.	11 a.m.	Horseback or vehicle	Per trip 0 20	1st Mar., 1873	31st May, 1873.
do do	8 a.m.				
do Friday	10 a.m.	Vehicle	120 00	1st Nov., 1872	30th Sept., 1874.
do do	1 p.m.				
do Wed., Fri.	4 p.m.	do	136 48	1st Aug., 1872	Postmaster-General's pleasure.
do do	11 a.m.				
do do	4 p.m.	do	140 00	1st June, 1873	30th May, 1877.
do do	11 a.m.				
do do	3 p.m.	do	456 00	1st May, 1873	30th June, 1873.
do do	4 a.m.				
do do	4 a.m.	Foot or horseback	66 00	1st Oct., 1872	30th Sept., 1876.
do Wed., Sat.	11 a.m.				
do do	9 a.m.	Steamer	Per trip 40 00	22nd May, 1873.	Season, 1873.
do do					
Tues., Thurs., Sat.	4 p.m.	Vehicle	100 00	1st April, 1873	Postmaster-General's pleasure.
do do	10 a.m.				
do do	Noon	do	1300 00	1st July, 1872	Postmaster-General's pleasure.
do do					

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Murray Bay	Quebec	St. Lawrence Tow Boat Company	90	2	As required in connection with	
do	Sarvard's Portage.	Jacques Fosteur	43	2	Tuesday, Saturday	1 p.m.
do	do	Henry Fosteur	43	2	do do	do
do	do	do	do	do	As required in connection with	
	Steamboat Landing	François Tremblay	3	as req		
New Carlisle	Gulf Port Steamers	Matthew Caldwell	3	do	do do	do
Nicolet	Ste. Monique	Henry Beaudry	8	6	Daily	11 a.m.
Paspebiac	Campbellton	David Kerr	88	3	Wed., Fri., Mon.	1 p.m.
Percé	do	do	156	3	Tues., Thurs., Sat.	1 p.m.
do	do	do	do	do	do do	do
	Gulf Port Steamers	J. E. Tuzo	½	as req	As required in connection with	
Quebec	do	do	do	do	do do	do
do	Moisie	Captain Hammond	½	do		
do	Pictou	Quebec and Gulf Ports Steamers	1028	1	Tuesdays	2 p.m.
do	do	do	do	do	do	6 p.m.
do	do	do	do	do	Daily	3.45 p.m.
do	Richelieu Steamers	William Reynolds	½	12	do	7 a.m.
do	St. François d'Orleans	François Paradis	27	3	Mon., Wed., Fri.	4 p.m.
do	do	do	do	do	Tues., Thurs., Sat.	2 p.m.
do	do	do	do	do	As required in connection with	
do	Steamboat Landing	Charles Hough	½	as req	T. B. Co's Steamer.	
do	do	do	do	do	Daily (Sun. excepted)	4 p.m.
do	Three Rivers	R. G. Lajoie	84	6	do (Mon., do)	2 p.m.
do	Valcartier	C. S. Wolf	17	2	Wednesday, Saturday	2 p.m.
Rivière du Loup	do	do	do	do	do do	6 a.m.
do	Edmunston	J. R. Tupper	78	6	Daily (Sun. excepted)	7 p.m.
do	do	do	do	do	do do	noon
do	Intercolonial Railway Station	Mrs. M. L. Marchand	1½	12	Daily in connection with trains.	
do	do	do	1	12	do do	do
do	do	do	do	do	do do	do
do	Trois Pistoles Post Road	J. B. Martin	31	6	Daily	5 p.m.
Rivière Ouelle	do	do	do	do	do	3 a.m.
do	R. R. Station, (via Coteau, Rivier Ouelle)	Nazairé Anctil	10	12	Twice daily, in connection with	
Roberval	do	do	do	do	do do	do
do	St. Prime	George Laberge	10	1	Wednesday	4 p.m.
do	do	do	do	do	Thursday	8 a.m.

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
steamers.....			\$ cts.		
			Per trip		
Tuesday, Saturday	10 a.m.	Steamer.....	15 00	7th May, 1873..	Season, 1873.
Wednesday, Sunday	1 p.m.	Foot, horseback, or vehicle.....	Per ann.	1st July, 1872..	30th June 1876.
do do	do do	do	395 00	1st April, 1873	3 Aug., 1873.
do			Per trip		
		Vehicle.....	0 30	7th May, 1873..	Season, 1873.
do			Per trip		
		do	1 00	9th May, 1873..	do
Daily	10 a.m.	do	130 00	1st June, 1873..	31st Dec., 1874.
do	1 p.m.	do	1805 12	1st July, 1872..	30th June, 1873.
Wed., Fri., Mon	11 a.m.	do	3200 00	do do	do
Tues., Thurs., Sat	11 a.m.	do			
do			Per trip		
		On foot.....	0 75	9th May, 1873..	Season, 1873.
do			Per trip		
		Vehicle.....	0 25	22nd May, 1873.	do
Saturdays	6 a.m.		Per trip		
do	4 p.m.	Steamer.....	750 00	6th May, 1873..	do
Daily	7.15 a.m.		Per seas.		
do	4 p.m.	Vehicle.....	120 00	4th May, 1873..	do
Wed., Fri., Mon	7 a.m.		450 00	1st April, 1873..	31st March, 1877.
Tues., Thurs., Sat	noon	Boat or steamer, and in a vehicle ..			
do			Per trip		
		Vehicle.....	1 25	28th April, 1873	Season, 1873.
Daily (Tuesday excepted)	7 a.m.		1930 00	1st Oct., 1872..	30th Sept., 1876.
do (Monday excepted)	9 a.m.	do	150 00	do do	do
Wednesday, Saturday	10 a.m.	do	4740 00	1st July, 1872..	30th June, 1873.
do do	6 p.m.	do			
Daily (Monday excepted)	3 a.m.	Two horse vehicle.....	Per trip		
do do	10 a.m.		0 25	7th Dec., 1872..	Postmaster-Gen-eral's pleasure.
do			0 25	12th May, 1873.	do
Daily	8 a.m.		Per trip		
do	11 p.m.	Two horse cov'rd vehicle	8 00	1st May, 1873..	do
do			149 76	1st July, 1872..	30th June, 1876.
Thursdays	6 a.m.	Vehicle ..	40 00	1st Oct., 1872..	Postmaster-Gen-eral's pleasure.
Wednesdays	7 p.m.	do			

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
St. Alban	St. Anne la Perade	Augustin Frenette.....	15	3	Tues., Thurs., Sat....	7 a.m....
St. Arsène	Viger	Elie Martin	6	3	do do do	11 a.m.... 7 p.m.... 9 p.m....
Ste. Brigitte des Saults	St. Zephirin, (via Chatillon)	Narcisse Rivet	16	1	Saturdays	10 a.m....
	do	do	16	3	do	4 p.m....
Ste. Famille	St. Pierre d'Orleans	Pierre Turcotte	8	3	Tues., Thurs., Sat....	10 a.m....
Ste. Monique	St. Perpetue	Onesime Rousseau	8	1	do do do	4 p.m....
St. Patrick's Hill.	Warwick	George Twohey	5½	6	Daily (Sunday, excepted) in	do do do
do	do	J. S. Beaudette	5½	6	do do do	do do do
St. Paul's Bay ...					As required in connection with	
do	Steamboat landing	Theophile Simard	3	as req.		
St. Sylvester	St. Urbain	Louis Verreault	9	3	Tues., Thurs., Sat....	7 a.m....
Savard's Portage.	St. Sylvester, East	James McDonald	3	3	do do do	11 a.m....
South Quebec	Tadoussac	Henry Fosteur	2	2	Mon., Wed., Fri....	8 a.m....
					do do do	11 a.m....
					Wednesday, Sunday..	1 p.m....
					Monday, Friday	9 a.m....
do	Railway Station, (in connection with Richmond train)	Miss Susan A. Wensley	200	12	Twice daily, in connection with	
	do					
	(In connection with Rivière du Loup train)	do	200	12	do do do	

NEW BRUNSWICK

Aldouane	McLeod's Mills	Damase Richard	4	1	Saturday	11 a.m..
Anagance	Elgin	Lewis Gildart	11	2	do	9.30 a.m.
Apohaqui	Cole's Island	H. D. McLeod	9 &		Tuesday, Saturday, to connect	do do
			22	2 & 1	do do do	do do
Au Lac Ry. Station	Westmorland Pt. and Port Elgin	H. Lowerison	1 & 19	12 & 6	Thursday, Saturday	do do
					do do do	do do
Bairdville	Kincardine	John Kilburn	3	3	Daily	8.30 a.m.
Bath	Wicklow	Samuel Drost	2	6	do	9.30 a.m.

Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat	2 p.m.	Vehicle	\$ cts.	1st April, 1873..	31st March, 1877.
do do	10 a.m.				
do do	10 p.m.				
do do	8 p.m.				
Saturdays	8 p.m.	Horse or vehicle	75 00	1st July, 1872..	30th June, 1873.
do	3 p.m.				
Tues., Thurs., Sat	9 p.m.	do	66 00	1st Jan., 1873..	31st Dec., 1876.
do do	3 p.m.	do	180 00	1st June, 1873..	do
do do	8 a.m.	do	95 00	1st April, 1873..	Postmaster-General's pleasure.
do do	12 noon.	do	22 00	1st July, 1872..	do
Saturdays	3.50 p.m.	do	90 00	8th Feb., 1873..	do
do	1 p.m.	do	90 00	1st April, 1873..	do
connection with trains.		Vehicle			
do do		Boat or on Foot.....	Per trip 0 75	7th May, 1873..	Season, 1873
do do		Foot or horseback....	80 00	19th June, 1873.	do
Tues., Thurs., Sat	2 p.m.	Foot or vehicle	60 00	1st Oct., 1872..	30th Sept., 1876.
do do	10 a.m.	Boat or canoe.....	150 00	1st April, 1872..	31st Aug., 1873.
Mon., Wed., Fri.	12 noon				
do do	9 a.m.				
Monday, Friday	10 a.m.				
Wednesday, Sunday	2 p.m.				
do		On foot	36 00	1st July, 1872..	31st Dec., 1873.
do		do	36 00	do do	do

DIVISION.

Saturday	10.30 a.m.	Vehicle.....	38 00	June 16th, 1873.	Four Years.
do	12 noon				
with Intercolonial Railway	do	do	104 00	Oct. 1st, 1872..	do
do do	do	do	200 00	do ..	do
do do	do	do	520 00	July 1st, 1872..	do
Tues., Thurs., Sat	1 p.m.	do	45 00	June 1st, 1873..	do
do do	12 noon	do	50 00	May 1st, 1873..	do
Daily	10 a.m.	do			
do	9 a.m.	do			

REPORT No. 5.—Report of New Contracts entered into in the New

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Bay du Vin Mills.	Upper Bay du Vin	William Dickens	5	1	Thursday	4 p.m.
Bayfield	Port Elgin	Thomas Heuson	15	2	do	5 p.m.
Black River	Escuminac	William V. Ullock	30	1	Wednesday, Saturday	11 a.m.
Blackville	Caine's River	Martin Vickers	6	1	do	7.30 a.m.
Blissville	Juvenile Settlement	George Hoyte	6	1	Tuesday	7 a.m.
Bloomfield	Upper Woodstock.	Robert Hume	48½	1	Wednesday	7 a.m.
Buctouche	McLaughlan Road	Alex. Peterkin	19½	1	do	8 a.m.
Burnt Church	Church Point	Wm. M. Salter	3	2	do	8 a.m.
Butternut Ridge.	Forks	S. C. Keith	15	1	Wednesday, Saturday	4.30 p.m.
do	Petitcodiac	William Keith	9	6	do	5.30 p.m.
Canterbury	Canterbury Station and Forest City.	Joseph Scott	8 & 29	2 & 1	do	12 noon
Carsonville	Sussex Vale	A. McLean	14	1	Daily, to connect with	do
Chance Harbor	Lepreaux	R. Hope	17	2 & 6	do	do
Chapman	Great Shemogue	Adam Avar	5	1	Wednesday, Saturday	7 a.m.
Coate's Mills	St. Paul's	J. Arseneaux	8	1	Daily	1 p.m.
Cocagne	Scovill's Mills	William Johnston	7	2	Saturday	11.30 a.m.
do	do	William Johnston	9½	2	do	1 p.m.
Cody's	Springfield	W. J. Northup	18	1	do	11 a.m.
Cole's Island	Narrows	Butler Thorne	10	1	do	2 p.m.
Collicut Corner	Elgin	George M. Killam	15	1	Wednesday, Saturday	to connect
Collina Corner	Springfield	James Kellier	9	1	do	do
Debec	Railway Station	Alexander Harron	½	12	Daily, to connect with	N.B. and
Dorchester	Railway Station	S. W. Tingley	½	12	Daily, to connect with	do
do	Rockport	John Read	12	2 & 3	Monday, Wednesday, Friday, to connect	do
Duprey	Gaily	Camille Duprey	2	1	Friday, to connect with Stage	do
Edmundston	Grand Falls	J. R. Curran	37	6	Daily	11 a.m.
Elgin	Petitcodiac	W. P. Robinson	12	1	do	5 a.m.
Fredericton	St. John	Small & Hatheway	85	3	Tuesday, in connection with	do
do	do	E. Lunt & Son	85	3	Tues., Thurs., Sat.	9 a.m.
					Mon., Wed., Fri.	9 a.m.
					do	9 a.m.
					Tues., Thurs., Sat.	9 a.m.

Brunswick Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Thursday	6 p.m.	Vehicle	\$ cts.	May 15th, 1873.	Four years.
do	5 p.m.		40 00		
Wednesday, Saturday	10.30 a.m.	do	168 00	July 1st, 1872	Two years.
do	2 p.m.		do	99 00	Nov. 1st, 1872	Four years.
Wednesday	1 p.m.	do	75 00	May 15th, 1873.	do
Tuesday	1 p.m.		do	36 00	Oct. 1st, 1872	do
Friday	11 a.m.	do	143 40	Aug. 15th, 1872	do
do	9.20 a.m.		do	65 00	Aug. 1st, 1872	do
Thursday	2 p.m.	do	40 00	July 18th, 1872	do
do	12.30 p.m.		do	60 00	April 1st, 1873	do
Saturday	4 p.m.	do	250 00	do	do
do	8 p.m.		do	259 09	Aug. 1st, 1872
do	8 p.m.	do	75 00	May 1st, 1873	do
do	2 p.m.		do	186 00	July 1st, 1872	do
Wednesday, Saturday	6.30 p.m.	do	26 00	May 1st, 1873	do
do	5.30 p.m.		do	40 00	do	do
Wednesday	4 p.m.	do	56 00	Oct. 23rd, 1872	do
do	11 a.m.		do	75 00	April 1st, 1873	do
Intercolonial Railway		do	75 00	March 1st, 1873	do
do			do	160 00	Jan. 1st, 1873	do
Wednesday, Saturday	7 p.m.	do	98 00	May 1st, 1873	do
do	4 p.m.		do	36 00	April 1st, 1873	do
Saturday, Friday	4 p.m., & 9 a.m.	do	20 00	June 1st 1872	do
do	9 a.m.		do	100 00	April 1st, 1873	do
Intercolonial Railway		do	145 00	June 1st, 1873	do
do			do	12 00	Jan. 1st, 1873
do		do	1596 00	Oct. 1st, 1872	do
do			do	51 50	do	do
Thursday	12 noon	do	175 00	June 16th, 1873	do
do	7 p.m.		do	175 00	do	do
Wednesday	8 p.m.	do	175 00	do	do
Thursday	5 a.m.		do	175 00	do	do
Friday	10.30 a.m.	do	175 00	do	do
do	2 p.m.		do	175 00	do	do
Wednesday	5 p.m.	do	175 00	do	do
do	9 p.m.		do	175 00	do	do
Canada Railway		do	175 00	do	do
do			do	175 00	do	do
Intercolonial Railway		do	175 00	do	do
do			do	175 00	do
with the Intercolonial Railway		do	175 00	do	do
do			do	175 00	do
between Shediac and Chatham		do	175 00	do	do
do			do	175 00	do
Daily	10.30 a.m.	do	175 00	do	do
do	5 p.m.		do	175 00	do	do
Intercolonial Railway		do	175 00	do	do
do			do	175 00	do
Mon., Wed., Fri.	4 p.m.	do	175 00	do	do
Tues., Thurs., Sat.	do		do	175 00	do
do	do	do	175 00	do	do
do	do		do	175 00	do
Mon., Wed., Fri.	do	do	175 00	do	do

REPORT No. 5.—Report of New Contracts entered in the New

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
French Lake					Thursday, to connect with	
Gagetown	Rusagornis Station	Henry Bunker	3	1	Tues., Thurs., Sat.	7 a.m.
do	Mouth of Nerepis	S. Cameron	45	3	Mon., Wed., Fri.	10 a.m.
do	Oromocto	Wm. G. Knox	31	3	do do	7 p.m.
Grandigue					do do	1 p.m.
Grand Falls	Porrier's and Bourgeois	Fidele Legere	2 & 6	3 & 1	Tues., Thurs., Sat.	2 p.m.
do	Undine	James White	12	1	do do	3 p.m.
do	Woodstock	W. R. Newcombe	74	6	Saturday	5 a.m.
Grand Manan					do	8 a.m.
Great Shemogue	St. Andrews	J. A. Pettes	42	1	Daily	5 a.m.
Gueguen	Upper Sackville	Charles Ward	20	1	do	5 a.m.
Hammond Vale	St. Anthony	Calixte Gueguen	5½	1	Tuesday	10 a.m.
do	Sussex Corner	E. L. Price	13	2	Thursday	10 a.m.
do	Sussex Vale	do	15	2	Monday	8 a.m.
Harvey					do	1 p.m.
Kingston (Kent)	St. John	Thomas W. Brooks	81	1	Saturday	4.30 p.m.
Kouchibouguac	Richibucto Village	Peter McCaie	7	1	do	6 p.m.
Lewis Mountain	Point Sapin	W. S. McKnight	20	1	Wednesday, Saturday, to	connect
Little River	Petitcodiac	Samuel Keith	21	1	do do	do
Meadow Brook	Prosser Brook	William Wilson	4	1	do do	do
Memramcook	Painsec Settlement	Eustache Babin	1	2	do do	do
Moncton	Rockland	John Sutherland	12	3	do do	do
Narrows	Riverside	James Ryan	40	2	do do	do
do	Springfield	Patrick Rodgers	12	1	Monday, Thursday, to	connect
do	Upper Gaspereaux	Donald Mott	50	1	do do	do
do	Washademoak	Moses M. Dykeman	20	1	Tues., Thurs., Sat.	do
do	Wickham	Amos E. Belyea	16	1	do do	do
Norton Station	Springfield	William Kellier	9½	3	do do	do
Petersville	Welsford	John Burton	10	2	Monday, Thursday, to	connect
Pointe du Chêne	Shediac	P. Schurman	2	6	do do	do
Port Elgin	Shediac	William Carpenter	28	3	do do	do
St. George	Second Falls	James C. Pratt	9	2	Tues., Thurs., Sat.	12 noon
St. John					do do	7 a.m.
	St. Martin's and Salmon River	Patrick Nugent	31 & 40	6 & 2	Tuesday, Friday	1.30 p.m.
					do do	9 a.m.
					Daily	8 a.m.
					do	7.30 a.m.

Bruuswick Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Fredericton Branch Railway			\$ cts.		
Mon., Wed., Fri.	7 p.m.	Vehicle	60 00	Sept. 1st, 1872.	Four years
Tues., Thurs., Sat.	4 p.m.	do	710 32	May 1st, 1873	do
Mon., Wed., Fri.	6 p.m.				
Tues., Thurs., Sat.	4 a.m.	do	529 00	April 1st, 1873.	do
do	do	do			
do	do	do	20 00	May 1st, 1873	do
Saturday	11 a.m.				
do	8 a.m.	do	65 00	Feb. 15th, 1873.	do
do	4 p.m.				
do	4 p.m.	do	3125 00	Oct. 1st, 1872	do
do	10 a.m.				
do	10 a.m.	Packet	700 00	Jan. 1st, 1873	do
do	5 p.m.				
do	12 noon	Vehicle	94 00	June 1st, 1873.	do
Saturday	7 p.m.				
do	5.30 p.m.	do	28 00	May 1st, 1873.	do
with Intercolonial Railway					
do	do	do	148 90	Oct. 1st, 1873	do
do	do	do			
do	do	do	171 80	Dec. 4th, 1872	do
Saturday	11 a.m.				
Wednesday	7 p.m.	do	457 00	Aug. 7th, 1872.	do
Saturday	11.30 a.m.				
do	9.30 a.m.	do	32 00	Sept. 1st, 1872	do
Monday	5 p.m.				
do	12 noon	do	109 00	April 15th, 1873	do
Intercolonial Railway					
do	do	do	75 00	May 1st, 1873	do
Friday	12 noon				
do	10.30 a.m.	do	15 00	Aug. 1st, 1872.	do
with Intercolonial Railway					
do	do	do	25 00	May 1st, 1873	do
do	do	do			
do	do	do	200 00	Feb. 1st, 1873	do
do	do	do			
do	do	do	320 00	Dec. 1st, 1872	do
Wednesday	do				
do	do	do	50 00	Jan. 1st, 1873	do
Saturday	3 p.m.				
Thursday	4 p.m.	do	236 00	do	do
Wednesday	1 p.m.				
do	8 a.m.	do	115 00	do	do
Norton Station					
do	do	do	156 00	do	do
with Intercolonial Railway					
do	do	do	118 75	Aug. 1st, 1872	do
Tuesday, Saturday	1 p.m.				
do	4 p.m.	do	98 00	July 1st, 1872	do
Intercolonial Railway					
do	do	do	30 00	Jan. 17th, 1873	do
Tues., Thurs., Sat.	12 noon				
do	8 p.m.	do	280 00	July 1st, 1872.	do
Tuesday, Friday	11 a.m.				
do	4 p.m.	do	80 00	Nov. 1st, 1872.	do
Daily	3 p.m.				
do	4.30 p.m.	do	540 00	April 1st, 1873.	do

REPORT No. 5.—Report of New Contracts entered into in the New

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
St. John	Parrsboro' and Windsor	E. Lunt & Sons	80 & 40	1	Tuesday	8 p.m.
Shediac	Railway Station	A. R. Weldon	24	1	Wednesday	8 a.m.
Sackville	Upper Sackville	Arthur Dixon	4	6	Daily, to connect with	do do do do
Sheffield	Upper Gaspereaux	Thomas P. Upton	52	2	Monday, Friday	4 p.m.
					Monday, Wednesday	6 a.m.

NOVA SCOTIA

Cranberry Head	Yarmouth	Abraham Thurston	8	1	Friday	9 a.m.
New Glasgow P.O.	New Glasgow Station	Henry McDonald	4	12	Semi-daily in connection with mail trains	
Digby	Westport	J. H. Timpenny	42	6	Daily	6 a.m.
Mid. Sec., N.E.	Margaree Forks	Wm. Burton	9	1	Wednesday	6 a.m.
Margaree	River Inhabitants and Port Richmond	Richard D. Hennessy	13	3	Port Richmond, Mon., Wednesday, Friday, River Inhabitants	6 a.m.
Port Hawkesbury				2		
St. Peters	West Bay	Alexander Urquhart	32	1	Tuesday	5 a.m.
Lower Stewiacke	Princeport	George Ambrose	35	1	Thursday	9 a.m.
Antigonishe	Big Mountain	Colin S. McGillivray	7	1	Friday	12 noon
Arichat	Petite de Grat	Alexander McDonald	3	3	Mon., Wed., Fri.	1 p.m.
Half Island Cove	White Head	Andrew David, sen.	20	2	do do	5 a.m.
Riversdale, W. O.	Riversdale Station	R. J. Hingley	1	12	Semi-daily in connection with	
Rig Island	Merigonishe	Archibald McLean	2	2	Monday, Wed.	do do
Merigonishe	Piedmont Valley	James McDonald	3	3	do do Fri.	1 p.m.
Aylesford	Harmony	Joseph Eaton	18	1	do	1 p.m.
Cambridge Station	Condon Settlement	W. H. Fairn	9	1	Friday	2 p.m.
Grand Anse	West Bay	Malcolm Morrison	12	1	Tuesday	2 p.m.
Guysboro'	Port Mulgrave	W. H. McKeough	24	2	Monday, Saturday	7 a.m.
Halifax	Prospect	James Coolin	21	2	do Thursday	8 a.m.
Cross Roads, Country Harbor	Guysboro'	J. A. Knowdell	28	2	do do	5 a.m.
Antigonishe	Cape George	Donald McDonald	42	2	do Friday	5 a.m.
Bridgewater	New Canada	William Cronin	12	1	Thursday	8 a.m.
Barrio's Beach	Tracadie	Simon Boudrot	6 1/2	1	Friday	8 a.m.
Barrington	Clyde River	Alexander Watson	22	3	Mon., Wed., Fri., in connection	
Mabou	Sight Point	Richard P. Fynn	15	1	Tuesday	9 a.m.
Grand River	Loch Lomond	Donald Morrison	8 1/2	1	Friday	6 a.m.
Mabou	Whycomah	Richard P. Fynn	21	1	Thursday	8 a.m.
Pubnico Beach	Pubnico Harbour	J. McConnisky	15	3	Tuesday, Thurs., Sat.	6 a.m.
Annapolis	Liverpool	Henry Kilcup	63	6	6 months, Daily	3 p.m.
La Have Cross Roads	Lunenburg	James C. Hunt	17	2	do Mon., Wed., Fri.	7 p.m.
Bridgewater	Middlefield	James Newcomb	20	1	Monday, Thursday	9 a.m.
Mount Unishe	Rawdon	W. C. Casey	14	2	Thursday	8 a.m.
Digby	Phane's Cove	Charles Chute	8	2	Monday, Thursday	6 a.m.
Brown's Brook	Parrsboro'	Charles Chute	14	2	do do in connection	
Maitland	Shubenacadie	Hiram Brown	12	1	Friday	12 noon
Grand River	St. Peters & Fouchie, &c.	Lorin Lynch	20	6	Daily in connection with mail	
		John Kyte	45	2	to Grand River, Tues., Fri.	5 a.m.
				1	to Fouchie, Fri.	5 a.m.

Brunswick Division, during the Year ended 30th June, 1873.—Continued

ARRIVAL		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday.....	8 p.m....		\$ cts.		
do	5 a.m....	Steamer	4000 00	May 20th, 1873.	Season of Navigation.
Intercolonial Railway.....		Vehicle	50 00	July 1st, 1872 ...	Four years.
do		do	156 80	June 1st, 1873 ..	do
Monday Wednesday	7.30 p.m.	do	573 00	March 1st, 1873.	do
Tuesday, Saturday	5 p.m....				

DIVISON.

Friday	10.30 a.m.	Vehicle	68 00	July 1st, 1872 ..	Four years.
Semi-daily.....	½ hour ..	do	193 00	do ..	do
Daily	2 p.m....	do	1658 00	do ..	do
Wednesday	8 a.m....	do	19 00	do ..	do
Monday, Wed., Fri....	11 a.m..	do	195 00	do ..	do
Tuesday	2 p.m....	do	143 50	do ..	do
Thursday	6 p.m....	do	117 50	do ..	do
Friday	2 p.m....	do	22 00	do ..	do
Monday, Wed., Fri....	1.30 p.m.	Horseback or vehicle..	56 00	do ..	do
do do	9 a.m....	do	120 00	do ..	do
mail trains	½ hour ..	On foot	38 00	do ..	do
do	1 hour ..	do	27 90	do ..	do
Monday, Wed., Fri....	1.30 p.m.	Horseback or vehicle..	56 00	do ..	do
do	5 p.m....	Vehicle	50 00	Aug. 1st, 1872..	do
Friday	4 p.m....	do	39 75	do ..	do
Tuesday	4.30 p.m.	do	60 00	Oct. 1st, 1872 ..	do
Monday, Saturday	1 p.m....	do	180 00	do ..	do
do Thursday	12.30 p.m.	do	134 40	do ..	do
do do	11 a.m..	do	470 00	do ..	do
do Friday	10 a.m..	do	180 00	do ..	do
Thursday	11 a.m..	do	76 00	do ..	do
Friday	10 a.m..	Boat and vehicle	16 66	do ..	do
with mail	4½ hours.	Vehicle	240 00	do ..	do
Tuesday	12 noon ..	do	64 00	do ..	do
Friday	8 a.m....	Horseback or vehicle..	27 40	do ..	Two years 6 months
Thursday	12.30 p.m.	Vehicle	112 00	do ..	Four years.
Tuesday, Thurs., Sat.	9 a.m....	do	280 00	do ..	do
To connect with steamer.		Coach drawn by 4			
Monday, Wed., Fri....	7 p.m....	horses.....	2096 00	do ..	Three years.
do Thurs	1 p.m....	Vehicle	200 00	do ..	Four years.
Thursday	12 noon ..	do	150 00	do ..	do
Monday, Thurs	9 a.m....	do	103 00	do ..	do
with steamer.....		By boat	100 00	do ..	Two years.
Friday	2.30 p.m.	Vehicle	65 00	do ..	Four years.
train	4 hours..	Two-horse vehicle	398 00	do ..	Three years.
Tuesday, Friday.....	10 a.m..	Vehicle	120 00	do ..	Four years.
Friday	4 p.m....				

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From.	To				Days.	Hours.
Cross Roads, Country Harbor	Goshen	Alexander Gunn	10	1	Wednesday	6 a.m..
Pictou, P.O.	Pictou Wharf	William McDonald	1/2	12	Semi-daily in connection with	
Antigonishe	West side of Loch- abar	Donald McMillan	20 1/2	2	Monday, Wednesday.	12 noon ..
Meagher's Grant..	Musquodoboit Har- bor	Timothy Archibald....	14	1	Wednesday	1 p.m..
Halifax	Sheet Harbor and Marie Joseph ..	do	112	{ 3	to Sheet Harbor, Mon., Wed., Frid.	6 a.m..
				{ 2	to Marie Joseph, Mon., Wed.	6 a.m..
Arichat	Discoose	Simon Martell	7	3	Monday, Wed., Fri..	1.30 p.m
do	Grandique	George Lafford	7	6	Daily	4 a.m..
Annapolis	Stoddarts	George E. Bishop	31	1	Tuesday	8 a.m..
Bayfield	Pomquet Forks ..	John McKinnon	5	1	Friday	10 a.m..
Big Lorraine.....	Sydney and Cata- lone	Nicholas H. Martin...	31	{ 1	Big Lorraine, Mon...	6 a.m..
Halifax, P. O.	Richmond Termi- nus	F. W. Fishwick	1	{ 2	Catalone, Mon., Thurs.	6 a.m..
					In connection with all mail trains ..	
Englishtown.....	New Campbelton and Cross Roads, Boularderie	Donald McAskill	11	{ 1	to Cross Roads, Bou- larderie, Wednesday	8 a.m..
				{ 2	New Campbelton, Monday, Wednesday	8 a.m..
Oxford, P. O.	River Philip.....	Oliver Fillmore	15	6	Daily, in connection with mail	
Acadia Mines, P.O.	Acadia Mines Sta- tion	John McSween	2	12	Semi-daily, do	do
Amherst	Amherst Point....	R. W. Chipman	4	3	Monday, Wed., Fri.,	in connec
Maccan, P. O.	Lower Cove	S. E. Freeman	15	6	Daily, do	do
do	Nappan	do	2	3	Monday, Wed., Fri.,	do
Athol	River Philip	C. C. Schruman	21	3	do do	do
Acadia Mines ...	do Debert	Amos Fontaine	13	6	Daily, in connection with mail	
Folly Lake, W. O.	Folly Lake Station	Alonzo McCullock	1 1/2	12	Semi-daily, do	do
Folly Mountain ..	Londonderry	Henry McLean	6	1	Wednesday, do	do
Minudie	River Hebert	John Moffatt	7	3	Monday, Wed., Fri..	6 p.m..
River Debert, P.O.	River Debert Sta- tion	Philip Fulmore	1	12	Semi-daily, in connection with	
				{ 1	Tuesday, do	do
Acadia Mines	Thompson's Mills.	Edwin L. Purdy	27	{ 2	Wednesday, Sat.	1 p.m..
Athol, P. O.	Athol Station	Jepthah Elderkin	1/2	12	Semi-daily, in connection with	
River Philip, P.O.	River Philip Sta- tion	W. C. Phillips	2	12	do do	do
Barrington	Clyde River	John K. Hogg	22	3	Monday, Wed., Fri.,	in connect
Port Felix	l'orbay	Joseph Boudrot	15	1	Tuesday	7.30 a.m
Hopewell, W. O. .	Hopewell Station.	John Gunn	1/2	12	Semi-daily, in connection with	
Nelly Road	South Mountain ..	Mrs. Nancy Rutherford	10	1	Friday	1 p.m..
La Have Cross Roads	Lunenburg and Kingsbury	James C. Hunt	35	{ 2	Lunenburg, Mon. Ths.	6 a.m..
				{ 3	Kingsbury, Mon	6 a.m..
Athol	Parraboro'	George Smith	23	3	Monday, Wed., Fri.,	8 a.m..
Blanchard's Road.	New Glasgow	John Webster	15	1	Friday	2 p.m..
Pomquet Forks ..	Tracadie	Archibald McDougall.	15	1	Wednesday	8 a.m..
Gore	Mosherville	John Anthony	17	1	Tuesday	7 a.m..
Oxford	Pugwash	Charles E. McNutt	19	1	Friday	6 a.m..
Rivert Debert ...	Truro	Charles R. Pearson	31	3	Tuesday, Thurs, Sat.,	in connec
Port Caledonia ..	Sydney	Thomas S. Lindsay	30	3	Monday, Wed., Fri.,	10 a.m..
Acadia Mines	Stoddarts	George Lafford	7	6	Daily	4 a.m..

Scotia Division, during the Year ended 30th June, 1873.—Continued.

ARRIVAL.		Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended Duration of Contract.
Days.	Hours.				
Wednesday	8 a.m.	Vehicle	38 00	Oct. 1st, 1872	Four years.
Mailtrains	¼ hour	do	100 00	do	do
Monday, Wednesday	4 p.m.	do	187 00	do	do
Wednesday	4 p.m.	do	80 00	do	do
Tuesday, Thurs., Sat.	11 a.m.	} do	1596 20	do	do
do do	7 p.m.				
Monday, Wed., Fri.	3 p.m.	do	100 00	do	do
Daily	5.30 a.m.	do	580 00	do	do
Tuesday	3 p.m.	do	131 32	do	do
Friday	11 a.m.	do	31 80	do	do
Monday	1 p.m.	} do	339 96	do	do
do Thursday	9 a.m.				
	¼ hour				
Wednesday	12 noon	} do	116 00	do	
Monday, Wed. train	10 a.m.				
	3 hours	do	240 00	Nov. 11th, 1872.	Four years 51 days
do	¼ hour	Horseback or vehicle	250 00	do	do
tion with mail train	¼ hour	Ft., horsebk., or vehicle	100 00	do	do
do do	3 hours	Vehicle	575 00	do	do
do do	¼ hour	Ft., horsebk., or vehicle	190 00	do	do
do do	4½ hours	Vehicle	299 00	do	do
train	3 hours	do	350 00	do	do
do	¼ hour	On foot	20 00	do	do
do	1½ hours	Horseback or vehicle	40 00	do	do
Monday, Wed., Fri.	7.30 p.m.	Vehicle	100 00	do	do
mail train	¼ hour	On foot	20 00	do	do
do	6 hours	} Vehicle	300 00	do	do
Wednesday, Saturday	7 p.m.				
mail trains	¼ hour	Foot or vehicle	100 00	do	do
do	¼ hour	Vehicle	200 00	do	do
tion with mail trains	4½ hours	do	230 00	Jan. 1st, 1873.	Four years.
Tuesday	12 noon	Ft., horsebk., or vehicle	60 00	do	do
mail trains	¼ hour	On foot	55 00	do	do
Friday	3 p.m.	Vehicle	39 00	do	do
Monday, Thursday	1 p.m.	} do	235 00	do	do
do	8 a.m.				
do Wed., Friday	12.30 p.m.	do	308 00	do	do
Friday	5 p.m.	do	64 00	do	do
Wednesday	11 a.m.	do	90 00	do	do
Tuesday	11 a.m.	do	75 00	do	do
Friday	10 a.m.	do	75 00	do	do
tion with mail trains	6 hours	do	250 00	do	do
Monday, Wed., Fri.	3 p.m.	do	584 00	do	do
Daily	10 a.m.	do	600 00	Feb. 1st, 1873.	do

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From.	To				Days.	Hours.
Grand Anse	Grandique	Barbara McPherson	3	6	Daily	9 a.m.
Reserve Mines	Sydney	John O'Callaghan	12	3	Monday, Thurs., Sat.	6 a.m.
Waverley	Windsor Junction	John Lingley	3	6	Daily, in connection with mail	
Pugwash	Thompson's Mills	James R. Lamy	20	6	do do	do
Cheverie	Newport	Joseph C. Lake	17½	3	Monday, Wed., Fri.	6 a.m.
Boularderie	Grove's Point and Little Bras d'Or.	Murdoch McDonald	20	2	Thursday	12 noon
				3	Grove's Point, Tues., Thurs., Saturday	12 noon
New Glasgow	Sherbrooke	Thomas McDonald	56	6	Daily, in connection with mail	
Canning	Scott's Bay	Gurden B. Forsyth	31	2	Monday, Wed., in connection	
Newport	Walter	Timothy Parker	16½	3	do do Fri.	6 a.m.
Brookfield	Pleasant River	W. T. Waterman	8	3	do do Sat.	10 a.m.
Chesley's Corner	Morton's Corner	Elkanah Lohnes	8	1	do in connection with mail	
Lochside	Red Islands	John McVicars	7	2	Tuesday, Fri. do	do
Eastville	Upper Steviacke	James R. Ellis	7	1	Monday	do
Elmsdale	Gay's River	James McHeffy	11½	1	do	do
Gay's River	Little River, Mid. Musquodoboit	do	12	1	do	do
Sherbrooke	Wine Harbor	David Suttis	13	6	Daily	10 a.m.
Jackson's	West Branch, River Philip	Michael Chapman	6	3	Monday, Wed., Fri., in connection with mail	
Indian Harbor	Wine Harbor	David Suttis	5	3	do do	8 a.m.
Digby	North Range Corner	Issac J. White	10	1	Saturday	9 a.m.
Port Mulgrave	Sand Point and Steep Creek	Henry Gosbie	11	2	to Steep Creek, Thurs. Saturday	6 a.m.
				1	to Sand Point, Thurs.	6 a.m.
Greenville, W. O.	Greenville Crossing	Allan G. Purdy	40	3	Monday, Wed., Fri., in connection with mail	
Round Hill, W. O.	Round Hill Station	Charles E. Spurr	300	12	Semi-daily, in connection with mail	
Tusket, P. Q.	Tusket Forks	John B. Porter	15	1	Wednesday, do	do
Jordan Bay	Sheburne	James T. Hines	22	3	Monday, Wed., Fri.	9 a.m.
Englishtown	North River Bridge	Donald Montgomery	15	2	Tues, Fri., in connection with mail	
Paradise, P. O.	Railway Station	W. F. Morse	3	12	Semi-daily, do	do
Amherst	Amherst Hill	R. W. Chipman	6	3	Monday, Tues., Fri.	9 a.m.
Chester	Windsor	C. A. Brain	32	2	Tuesday, Friday, in connection with mail	
North River Bridge	St. Ann's	Murdoch McDonald	5	2	Wednesday, Friday	7 a.m.
St. Ann's	South Gut of St. Ann's	Donald Morrison	8	2	do do	6 a.m.
Carso	Ghysbore	George W. Scott	32	6	Daily, in connection with mail	

Scotia Division, during the Year ended 30th June 1873.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	9.30 a.m.	Horseback or vehicle..	\$ cts. 265 00	Jan. 1st, 1873..	Four years.
Monday, Thurs., Sat.	8 a.m.	Vehicle	156 00	March 1st, 1873..	do
train	1 hour ..	On foot	100 00	April 1st, 1873..	do
do	4 hours..	Vehicle	447 00	do ..	do
Monday, Wed., Friday.	9 a.m.	do	336 00	do ..	do
Tuesday, Thursday	4 p.m.	} do	274 00	do ..	do
do do Sat	1 p.m.				
train	10 hours..	Vehicle drawn by not less than 2 horses....	1580 00	do ..	do
with mail train	6 hours..	Vehicle	116 00	do ..	do
Monday, Wed., Fri.	9 a.m.	do	259 00	do ..	do
do do Sat	12 noon ..	do	60 00	do ..	do
do	2 hours..	do	29 40	do ..	do
Tuesday, Friday	2 hours..	do	71 00	do ..	do
Monday	2 hours..	do	52 00	do ..	do
do	2½ hours..	do	40 00	do ..	do
do	2½ hours..	do	40 00	do ..	do
Daily	12.30 p.m.	do	288 00	do ..	do
Monday, Wed., Fri.	1½ hour...	{ do	48 90	do ..	do
do do	9 a.m.	do }	39 00	do ..	do
Saturday	11 a.m.	do }	55 00	do ..	do
Thursday, Saturday	7 a.m.	} Horseback or vehicle..	£90 00	do ..	do
do	8 a.m.				
tion with mail train	¼ hour ..	On foot	20 00	do ..	do
mail train	¼ hour ..	do	24 00	do ..	do
do	2½ hours..	Vehicle	78 00	May 1st, 1873..	do
Returning in 5 hours		do	185 00	do ..	do
Tuesday, Fri.	3 hours..	do	79 12	do ..	do
train	¼ hour ..	On foot	40 00	do ..	do
Monday, Tues., Friday ..	11 a.m.	Horseback or vehicle..	150 00	do ..	do
with steamer	7 hours..	Vehicle	370 00	do ..	do
Wednesday, Friday	8.30 a.m.	On foot	53 00	do ..	do
do do	8.30 a.m.	do	76 00	do ..	do
do	5½ hours..	Vehicle	1030 00	June 1st, 1873..	do

REPORT No. 5.—Report of New Contracts entered into

PROVINCE OF

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From.	To.				Days.	Hours.
Fort Garry	Palestine	Charles Tait	97	1	Monday	7 a.m.
Oak Point	Poplar Point	L. Laronie	27	fortnly	Thursday	7 a.m.
					Sunday	4 p.m.
					Tuesday	4 p.m.

PROVINCE OF

Barkerville	New Westminster	F. J. Barnard	485	1	Summer	Sunday	6 a.m.
do	Yale	F. J. Barnard	386	1	Winter	Saturday	6 a.m.
					Fortnly	Sunday	3 a.m.
Burrard Inlet	New Westminster	W. R. Lewis	9	6	Daily	Monday	6 a.m.
Cache Creek	Okanagan	F. J. Barnard	116	week ly	Summer	Wednesday	
Okanagan	Okanagan Mission				Winter	Saturday	
					Fortnly.	do	
			35	mon thly	do		
Cache Creek	Okanagan	Alexander Vance	116	1	Summer	In connection with mails to	
Okanagan	Okanagan Mission				Winter		Fortnly
			35	mon thly			
Chilliwack	Wharf	J. McCutcheon		4		In connection with steamer to	
Clinton	Lillooet	A. Ferguson	47	1	Summer	In connection with mails to	
					Winter		
					Fortnly		
Esquimalt	Victoria	J. W. Williams	3	12	Daily		9.30 a.m. 2 p.m. 11 a.m. 4 p.m.
Hope	Kootenay	James Wardle	342	Once in 2 mos.		In connection with mails to	
Kootenay	New Westminster	John Johnson	51	Once in 4 mos.		Forty-eight days allowed for	
Lytton	Nicola Lake	J. Clapperton	47	fort nly	Tuesday		7 a.m.
do	Nicola Lake	W. A. Mickle	40	fort nly	Sunday		8 a.m.
Maple Bay	Somenos	A. R. Kier	7	2		In connection with mails to and	
Metchoson	Victoria	John Parker	25	1	Monday		10 a.m.
					Tuesday		1 p.m.

during the Year ended 30th June, 1873.—Continued.

MANITOBA

ARRIVAL,		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday	12 noon ...	Vehicle	\$ 1000 00	July 1st, 1872...	Four years.
Wednesday	12 noon ...				
do	12 noon ...				
Monday.....	12 noon ..	Horseback or vehicle..	150 00	October 1st, 1872	do

BRITISH COLUMBIA.

		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday	8 p.m....	Vehicle or horseback..	per mth. 1800 00	Sept. 1st, 1872..	Seven months.
do	8 p.m....				
do	12 noon ..				
Friday	12 noon ..	Four-horse passenger stage.....	22000 00	April 1st, 1873..	Four years.
Daily	11 a.m. ...	Vehicle	500 00	do do ..	do
do	5 p.m....				
Tuesday .....	.....	do	per mth. 275 00	August 1st, 1872.	Eight months.
Friday .....	.....			
Saturday .....	.....			
do .....	.....	Horseback.....			
and from Yale .....	.....	Horseback or vehicle..	2000 00	April 1st, 1873..	Four years.
and from New Westminster .....	.....	Foot	per week 1 00	Sept. 1st, 1872.	During pleasure.
.....				
and from Yale.....	.....	Horseback or vehicle..	1250 00	April 1st, 1873.	Four years.
Daily	{ 11.30 a.m. 4.30 p.m. 10 a.m. ... 2.30 p.m. }	Vehicle	374 00	do do ..	do
.....				
and from Yale.....	.....	Foot or horseback ...	per trip 300 00	do do ..	do
the round trip .....	.....	do ..	per trip 300 00	August 1st, 1872	Eight months.
Monday	6 p.m....	do	per mth. 40 00	July 1st, 1872...	Nine do
Wednesday	6 p.m....				
Monday	6 p.m....				
Wednesday	6 p.m....	do ..	480 00	April 1st, 1873..	Four years.
from Victoria .....	.....			
.....	.....	do	100 00	do do ..	do
Tuesday	6 p.m....	Vehicle	200 00	do do ..	do
Monday	3 p.m....				

REPORT No. 5.—Report of New Contracts entered into in British

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.		
From	To				Days.	Hours.	
New Westminster.	Yale	Fleming & Parsons.	100	2	Summer Fortnly	Wednesday, Saturday	7 a.m....
	do					Yale; (winter only)	F. J. Barnard	100	fortnly	Monday, Friday	7 a.m....
Omineca	Quesnelle	J. A. Gardner	350	monthly		In connection with mails to and	
do	Quesnelle	R. Sylvester	350	9 trips per ann.		In connection with mails to	
Saanich	Victoria	J. W. Williams	24	1		Wednesday	4 p.m. ...
Sooke	Victoria	M. Muir	26	1		Monday	8 a.m. ...
do	Victoria	M. Muir	26	1		Tuesday	8 a.m. ...
	Victoria	M. Muir	26	1		Monday	8 a.m. ...
	Victoria	M. Muir	26	1		Tuesday	8 a.m. ...

Columbia, during the Year ended 30th June, 1873.—*Concluded.*

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Monday, Friday	7 p.m....	} Steamboat	3600 00	April 1st, 1873..	Two years.
Wednesday, Saturday ..	7 p.m....				
from Victoria .....	.....	} Canoe or horseback....	per trip 150 00	do do ..	Four years.
.....				
from Yale .....	.....	} Foot or horseback	per trip 190 00	August 1st, 1872.	Eight months.
.....				
and from Yale .....	.....	.....	per trip 300 00	April 1st, 1873.	Four years.
Wednesday	2 p.m....	} Vehicle	250 00	April 1st, 1873..	Four years.
do	8 p.m....				
Tuesday	4 p.m....	} Horseback	300 00	August 1st, 1872.	Eight months.
Wednesday	4 p.m....				
Tuesday	4 p.m....	} Horseback or vehicle..	300 00	April 1st, 1873..	Four years.
Monday	4 p.m....				

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors in Canada beyond the sum originally stipulated in their respective Contracts, during the year ended 30th June, 1873, with the reasons for the same; and of all orders made by the Department whereby additional expense is or will be incurred beyond the original Contract price, on any Land or Water Route specifying in each case the route to which the order relates, the name of the Contractor, the original service provided by the Contract, the original price, the date of the order for additional service required, and the additional allowance therefor.

LONDON DIVISION.

ROUTE.		Name of Contractor.	Original service provided by Contract.		Original Price.	Additional Service Required.	Additional allowance therefore per Annum.	Date of commencement of additional service and allowance.
From	To		Length of Route.	No. of trips per week.				
Beamville	Candasville	J. A. McQueen	16 Miles.	2	148 00	One additional trip per week	74 00	February 1, 1872.
Brooksdale	Embro	J. McKay	5	2	65 00	do	32 50	July 1, 1872.
Canning	Paris Station	R. McDonald	5	6	140 00	Three miles additional travel to serve Falkland tri-weekly	50 00	January 1, 1873.
Frome	St. Thomas	J. Cole	7½	3	100 00	One and a quarter mile additional travel to serve the Frome Post Office	16 66	October 1, 1872.
Kinglake	Vienna	J. Featherston	6	2	42 00	One mile additional travel on removal of Kinglake Post Office	7 00	do
Point Abino	Sherkston	B. P. Snider	5	2	48 00	One additional trip per week	24 00	August 1, 1872.

TORONTO DIVISION.

Balsam	Myrtle	Reuben Hurlbut	5	6	150 00	One and a half miles additional travel—to serve Glenmajor Post Office	45 00	May 1, 1873.
Egerton	Mount Forest	John Hunter	16	1	84 00	One additional trip per week	81 00	June 1, 1873.
Falkenburg	Ullswater	James Gaffney	14	2	per trip. 1 75	Extension of route to Bracebridge, involving eight miles additional travel	per trip 1 00	August 1, 1872....
Fleeherton	Mesford	John Benson	27	2	270 00	One mile additional travel on removal of Kinbley P.O.	10 00	July 1, 1872.

Gormley.....	Unionville.....	Frederick Eckardt	11	3	237 00	Three additional trips per week.....	213 00	August 1, 1872.
King.....	Nobleton.....	John Weller.....	7	6	220 00	One mile additional travel on removal of King Creek Post Office.....	31 42	January 1, 1873.
Port Perry.....	Scugog.....	James Sweetman.....	7½	1	52 00	One additional trip per week.....	48 00	October 1, 1872.
Vasey.....	Waverley.....	John Mayes.....	3½	1	30 00	do.....	22 00	do

KINGSTON DIVISION.

Dunvegan.....	McPhee's Corners.....	D. McMillan.....	13	3	136 00	Courier required to await at McPhee's Corners, the arrival of the L'Orignal and R. R. Courier passing north, having formerly exchanged only with Courier passing south.....	20 00	April 1, 1873.
Hamlet.....	Perth.....	M. Stanley.....	9	2	89 00	One half mile additional travel rendered necessary, owing to the opening of new post office at Allan's Mills.....	4 44	Sept. 1, 1872.
Smith's Falls.....	South Elmsley.....	James Corbet.....	7	3	100 00	Three additional trips per week.....	100 00	May 1, 1873.

CHIEF INSPECTOR'S DIVISION.

Manotick.....	Long Island Locks.....	John Tyghe.....	2	3	125 00	Service re-arranged so as to give Courier two miles additional travel.....	6 85	July 1, 1872.
do.....	Manotick Station.....		3½						6
Bristol.....	North Bristol.....	William Shirley.....	5	1	25 00	One additional trip per week.....	23 00	do

MONTREAL DIVISION.

Cedars.....	St. Dominique.....	P. Poirier.....	7½	2	60 00	One additional trip per week.....	30 00	April 1, 1873.
Clarenceville.....	Noyan.....	C. Stewart.....	3	3	40 00	A mile and a half additional travel on opening of Miranda Post Office.....	20 00	October 1, 1872.
Coaticook.....	Drew's Mills.....	A. K. Fox.....	5	1	37 00	do.....	44 00	April 1, 1873.
Compton.....	St. Edwige.....	F. Courtemanche.....	10	1	36 00	do.....	36 00	January 1, 1873.
Georgetown.....	Smith's Mills.....	W. Paige.....	10½	6	299 00	One mile additional travel to serve Apple Grove Post Office.....	8 00	April 1, 1873.
Kingsbury.....	Melbourne.....	G. Williamson.....	6	2	50 00	do.....	25 00	January 1, 1873.
Lambton.....	Robinson.....	Thomas Leonard.....	35	3	649 00	Three additional trips per week between Stornoway and Robinson.....	450 00	April 1st, 1873.
La Presentation.....	St. Hyacinthe.....	A. Millet.....	6	2	52 00	One additional trip per week.....	26 00	November 1, 1872.
St. Valentin.....	St.ottville.....	Frs. Hétiér.....	3		80 00	One and a half mile on opening of Belle Alodie Post Office.....	40 00	do

REPORT No. 6.—Report of Allowances made to Mail Contractors in Canada, &c.—Continued.

QUEBEC DIVISION.

Bessimis.....	Mille Vaches.....	W. S. Church.....	45	Fort-nighlyly 2	140 00	Service made weekly	140 00	March 1, 1873.
Chapman.....	Inverness.....	Andrew Johnston.	13		88 00	Five miles additional travel to serve Millfield Post Office.....	70 00	January 1, 1873.
Deauville.....	St. Patrick's Hill	J. C. Stevens.....	8	3	100 00	Three additional trips per week.....	100 00	April 1, 1873.
Lebarre.....	Roberval.....	LeurentBoudreault	33	2	116 00	One additional trip per week.....	104 00	August 1, 1872.
LeBeauce.....	St. Bernard.....	Michel Roulier.....	10	1	32 00	Two do.....	58 00	do
Les Escoumains.	Mille Vaches.....	W. S. Church.....	18	Fort-nighlyly	75 00	Service made weekly.....	75 00	March 1, 1873.
Levis.....	Quebec.....	HernánégildeMar-tin	1	12	238 00	One additional trip per day.....	119 00	May 15, 1873.
do.....	Sub-office on Hill	François Bertrand	3	12	50 00	do.....	25 00	do
Maple Grove.....	Samborn.....	Thomas Hurley.....	11	2	82 00	One additional trip per week.....	38 00	November 1, 1872.
Nicolet.....	St. Monique.....	Henry Beaudry.....	8	3	66 00	do.....	64 00	June 1, 1873.
Quebec.....	Three Rivers.....	R. G. Lesjoe.....	84	6	1990 00	Six miles additional travel, owing to closing of Bridge over Jacques Cartier River; during winter (i.e. from 14th December to 9th April) the mail followed the ordinary route.....	137 84	October 1, 1872.
Rivière Ouelle..	R. R. Station.....	Nazaire Anctil.....	5	12	149 76	Five miles additional travel to serve Coteau Rivière Ouelle Post Office.....	149 76	June 1, 1872.
St. Augustin.....	Ste. Catherine.....	Paul Ouvrard.....	12	2	92 00	One additional trip per week.....	38 00	July 1, 1872.
St. Brigitte des Saules.....	St. Zéphirin ..	Narcisse Rivet.....	16	1	66 00	Two do.....	114 00	June 1st, 1873.
St. Ferdinand d'Halifax.....	Somerset.....	Joseph Prince.....	17	3	116 00	Three miles additional travel to serve the Maple Grove Post Office.....	20 48	August 1, 1872.

NOVA SCOTIA DIVISION.

Annapolis.....	Liverpool.....	James Ritchie.....	68	3	1397 72	Three additional trips for six months of the year.....	688 28	July 1, 1872.
Beddeck.....	Englishtown.....	D. Morrison.....	19	2	129 60	One mile additional travel to serve W. O. Bad-deck River.....	10 00	September 1, 1871.
Concord.....	Glenarry Station	T. A. Marshall.....	22	2	125 00	Two and a half miles additional travel to serve W. O. Pleasant Valley.....	28 00	May 1, 1873.
Canso.....	Guysboro.....	G. W. Scott.....	32	3	540 00	Three additional trips per week.....	520 00	June 1, 1873.

NEW BRUNSWICK DIVISION.

Baie Verte	Murray's Corner	John T. Murray ..	15	2	70 00	Four miles additional travel to serve Spence W. O.	41 60	May 1, 1873.
Cocaigne	Scovill's Mills ..	William Johnston ..	7	2	56 00	Two and a half miles additional travel to serve Guesgan W. O.	20 00	April 1, 1873.
Cody's	Springfield	Charles Little	8	1	23 92	Ten miles additional travel to serve Cody's W. O.	29 90	October 15, 1872.
Collina Corner ..	Elgin	James Gifford	10	1	50 00	Two and a half miles additional travel to serve Pleasant Vale W. O.	10 00	August 1, 1872.
Gagetown	Mouth of Nerepis	S. Cameron	45	2	488 00	One additional trip per week to serve Upper Hamstead (41 miles)	222 50	May 1, 1873.
Grandique	Poiriers	Fidèle Legere	2	1	12 00	Four miles additional travel to serve Lougeois River W. O.	8 00	do
Grand Falls	Undine	James White	9	1	49 00	Three miles additional travel to serve Salmon Mills	16 00	February 15, 1873.
Norton Station ..	Springfield	William Kollier	8	3	100 00	One and a half miles additional travel to serve Midland, W. O.	18 75	August 1, 1873.
Stockville	Upper Stockville.	Arthur Dixon	4	3	78 40	Three additional trips per week	78 40	June 1, 1873.

MANITOBA DIVISION.

Eagle's Nest	Lower Fort Garry	Jos Monkman	11	1	94 00	One additional trip per week	94 00	September 1, 1872.
Fort Garry	Palestine	Charles Tait	97	1	1000 00	One mile additional travel to serve St. Charles Post Office	10 00	do

WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

[REPORT No. 6.—A.]

REPORT of Curtailment of Expenses in existing Contracts, effected by the Post Office Department, in the London Division, during the year ended 30th June, 1873, specifying, in each case, the Route to which the curtailment relates, the name of the Contractor, the original Service provided by the Contract, the original price, the reason for the curtailment, the amount of reduction in price, and the date from which the curtailment took effect.

LONDON DIVISION.

Route.		Name of Contractor.	Original Service provided by Contract.		Original Price.	Reason of Curtailment.	Reduction made in allowance per annum.	Date of Commencement of reduction
From	To		Length of Route	Number of trips per week				
Canning.....	Paris Station....	R. McDonald.....	Miles. 8	6 & 3	\$ 190 00	Falkland Post Office closed—Route shortened three miles.....	\$ 50 00	1st February, 1873.
Dashwood.....	Exeter.....	Wm. Reynolds....	8½	3	92 00	Connection between Dashwood and Sarepta discontinued—Route shortened three miles.....	78 00	1st July, 1872.
Lynedoch.....	Oakland.....	R. Power.....	52	6	775 00	Service of Gravelotte discontinued—Route shortened two miles.....	40 00	1st Nov., 1872.

CHIEF INSPECTOR'S DIVISION.

Pembroke.....	Sand Point.....	James Harvey....	49	6	935 00	Reduced travel of seven miles, by extension of Railway to Renfrew.....	141 74	9th Dec., 1872.
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QUEBEC DIVISION.

Metis.....	Riv. du Loup...	J. B. Martin....	98	6	3200 00	The Intercolonial Railway having been opened between Rivière du Loup and Trois Pistoles, the latter place was made the starting point of the Mails for Metis: route thus shortened 25 miles.....	846 54	7th Dec., 1872.
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NOVA SCOTIA DIVISION.

Pugwash.....	Truro.....	James Blair & Son <small>Agents</small>	52	3	850 00	Connection between Pugwash and Tatamagouche discontinued, shortening the route 22 miles...	360 00	11th Nov., 1872.
Amherst.....	Parrsboro.....	George Smith....	36	3	460 00	Connection between Amherst and Athol discontinued, shortening the route 12 miles.....	152 00	do
Pugwash.....	River Philip...	W. Chapman.....	24	3	67 00	Connection between Oxford and River Philip discontinued—Route shortened five miles...	13 00	do
West Chester...	Wallace River...	Geo. L. Purdy....	6	2	166 00	Route made to terminate at Greenville, and thus shortened nine miles.....	97 00	1st Nov., 1872.

NEW BRUNSWICK DIVISION.

Bele Verte.....	Shediac.....	Wm. Carpenter...	30	3	300 00	Route shortened three miles—the Bele Verte Post Office having been attached to the Au-Lac and Port Elgin route.....	20 00	1st July, 1872.
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WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

REPORT No. 7.

REPORT of all Fines and Deductions from the pay of Contractors, in Canada, for failures to deliver the Mails, or for any other cause, shewing the name of the Contractor, the nature of the offence, the route on which it occurred, the amount of fine, the time when it was imposed, and whether the fine has been remitted, and for what cause, during the year ended 30th June, 1873.

LONDON DIVISION.

Route.		Name of Contractor.	Nature of Offence.	Date of Fine.	Amount.	Whether remitted, and for what cause
From	To					
Brantford	G. W. R. Station	Jonathan Hale	Arriving too late with mails at Station	17th April, 1873	\$ 1 00	Remitted, first of fence.
Canfield	Port Robinson	Benj. Sutherland	do at Canfield	26th June, 1873	1 00	Not remitted.
Chatham	Wallaceburg	Thomas Kinney	do at Wallaceburg, on several occasions	24th June, 1873	2 00	do
Dennville	Railway Station	John McNeal	Missing connection with train west	18th Mar., 1873	2 00	do
do	do	do	do	9th April, 1873	2 00	do
do	Port Dover	L. B. Wolmsbee	do at Port Dover	14th Mar., 1873	2 00	do
do	do	do	do	9th April, 1873	2 00	do
Ions	Morpeth	Thomas Luton	Allowing mail to be injured by exposure to weather	14th Sept., 1872	5 00	Remitted, first of fence.
Kingsville	Oxley	Andrew Wigle	Missing an entire trip to and from Oxley	26th June, 1873	1 00	Not remitted.
Lynsdoch	Oakland	Robert Power	Courier intoxicated, and abusive to Postmasters on the route	11th Sept., 1872	5 00	do
Paris	Railway Station	J. Robinson, Junr.	Missing mail trains	13th & 15th, Jan., 1873	2 00	do
do	do	do	do	11th June, 1873	1 00	do
Paris Station	Simcoe	J. L. Chadwick	Leaving Paris station without mail for Simcoe	18th Mar., 1873	1 00	Remitted, first of fence.
do	do	and P. Hagar	Allowing mails to be injured by exposure to rain	April 8th, 1873	1 00	Not remitted.
Strathroy	Wisbeach	Thomas Thompson	Omitting to serve Wisbeach and other offices	23rd, Dec. 1872	2 00	Remitted, first of fence.
do	do	do	Contractor drunk on duty. Mails taken out of his charge by Postmasters, and special courier employed.	8th, April 1873	2 00	Not remitted.

TORONTO DIVISION.

Beards	Station	W. H. Crosby	Failure to meet train on 12th July, 1872	18th July, 1872	2 00	Not remitted.
Bessebridge	Orillia	J. P. Cockburn	Mails of 21st June delayed at Washago	7th July, 1873	5 00	do
Bonte	Milton	J. & J. Marshall	Failure to put mails on train, 2nd December, 1872	4th Dec., 1872	2 50	do
Dundas	Sheffield	Edwin Moore	Courier intoxicated in charge of mails, 16th July, 1872	17th July, 1872	2 50	do
Markham	Station	A. J. Wootton	do missed trains, 12th and 13th February, 1873	20th Feb., 1873	2 50	do
do	do	do	do 4th April, 1873	8th Apr., 1873	1 00	do
Toronto	Toronto, Grey, & Bruce station.	James Jones	Failure to meet train, 13th July, 1872	15th July, 1872	2 00	do

KINGSTON DIVISION.

Almonte	Brockville and Ottawa railway station	E. Dowdall	Failure to connect with trains	22nd and 24th Oct., 1872	4 00	Not remitted.
Bellrock	Colebrook	E. Sniter	do serve the Bellrock P. O.	22nd Apr., 1873	1 00	do
Brighton	Campbellford	W. Wade	do connect with train at Brighton	11th Dec., 1872	2 00	do
Keansville	Napanee	W. Grange	Courier intoxicated while on duty	2nd Nov., 1872	2 00	do
do	Mountain Grove	W. H. Kennedy	Failure to go through with mails to Ganley	30th June, 1873	2 00	do
do	Marysville	J. Schermerhorn	do do Kingsford, on several occasions, between 22nd March and 5th June, 1873	.....	5 00	do
Kingston	Cape Vincent, N. Y.	R. Hinekley	Failure to call for mails at Kingston, until 8 p.m., too late to connect with train at Cape Vincent	4th Feb., 1873	1 00	do
Martintown	Rivière Raisin	A. McVean	Failure to connect with train	17th Jan., 1873	2 00	do
do	do	do	do do	13th Mar., 1873	5 00	do
Peterboro'	Midland railway station	T. Eastland	do do convey mails to P. O. from train	15th Mar., 1873	2 00	do
do	do	do	do do	18th Mar., 1873	3 00	do
do	do	do	Delay in delivering mails at Post Office	21st Mar., 1873	2 00	do

MONTREAL DIVISION.

Perthier	Montreal	M. Archambeault	Failure to serve Lavalrie on 20th and 22nd July	22nd July, 1872	3 00	Not remitted.
Carillon	Vaudreuil station	C. Proux	do cross with mail from Point Fortune to Carillon, night of 18th April, 1873	22nd Apr., 1873	1 00	do

REPORT No. 7.—Report of all Fines imposed, and Deductions from the pay of Contractors, &c.—Continued.

QUEBEC DIVISION.

Route.		Name of Contractor.	Nature of offence.	Date of Fine.	Amount	Whether Remitted and for what cause.
From	To					
Levis	Three Rivers	R. G. Lajoie	Allowing mails to get wet	31st Aug., 1872	2 00	Not remitted.
do	do	do	do	7th Sept., 1872	2 00	do
do	do	do	do	9th Sept., 1872	2 00	do
do	do	do	Delay to mail from Three Rivers to Levis	8th, 9th, 11th Jany., 1873	5 00	do
do	do	do	do	23rd and 25th April, 1873	4 00	do
do	do	do	do	18th June, 1873	4 00	do
do	Riviere du Loup	J. Bte. Martin	Neglect to call at Cacouna Post Office.	4th July, 1872	4 00	do
do	do	do	Allowing mail to get wet	3rd and 4th Aug., 1872	3 00	do
do	Trois Pistoles Post Road	do	Delay to mails from Trois Pistoles to Metis.	10th and 11th Jany., 1873	5 00	do
Quebec	Three Rivers	R. G. Lajoie	Allowing mails to get wet	26th and 27th July, 1872	3 00	do
do	do	do	do	30th and 31st Aug., 1872	2 00	do

NOVA SCOTIA DIVISION.

New Glasgow	Sydney	Thomas S. Lindsay	Repeated failures to keep contract time	14th May, 1873	20 00	Not remitted.
Halifax	Shelburne	Andrew King	do	20th July, 1872	12 00	do
do	do	do	do	2nd Aug., 1872	20 00	do

NEW BRUNSWICK.

Bathurst	Chatham	W. M. Kelly	Using one horse vehicle instead of two-horse vehicle	31st Jan., 1873.	1 00	Not remitted.
do	do	do	Delays and irregularities during quarter	29th Mar., 1873.	50 00	do
do	do	do	Neglecting to convey Newcastle mail	17th June, 1873.	1 00	do
do	do	do	Delays in conveyance of mails	27th June, 1873.	1 00	do
do	Dalhousie	S. McGregor	Loss of mail bag	27th June, 1873.	2 00	do
Osnabbeilton	do	A. Fraser	Conveying mails by one-horse instead of by two-horse vehicle	31st Jan., 1873.	1 00	do
do	do	do	Detention of mails at Dalhousie	10th Mar., 1873.	2 00	do
do	do	do	Falling to keep contract time	9th June, 1873.	1 00	do
do	do	do	do	16th June, 1873.	2 00	do
do	Shediac	W. M. Kelly	Allowing Newcastle mail to get wet	8th Oct., 1872.	5 00	do
do	do	do	Using one-horse vehicle instead of two-horse vehicle	31st Jan., 1873.	1 00	do
do	do	do	General delay and irregularity between Shediac and Richibucto	16th Jan., 1873.	50 00	do
do	do	do	Falling to keep contract time	28th Jan., 1873.	5 00	do
Chipman	Gagetown	D. Lawson	Missing one trip with the mail	26th Feb., 1873.	5 00	do
Clare's Island	do	George F. Nevers	Delays of mails, en route	28th Mar., 1873.	2 00	do
Fredricton	Woodstock	Thos. B. Dunphy	Failure to deliver Canterbury mail	28th Sept., 1872.	2 00	do
do	do	do	do Lower Prince William mail	8th Oct., 1872.	2 00	do
do	Marysville	do	Missing one trip with the mail	2nd Jan., 1873.	1 00	do
Gagetown	Oromocto	A. P. True	do three trips	15th Jan., 1873.	9 00	do
Fredericton	Shediac	J. Sullivan	Courier intoxicated while on duty	31st Mar., 1873.	2 00	do
do	do	do	Neglecting to convey mail to station	14th Dec., 1872.	5 00	do
do	Railway station	George Ross	Falling to keep contract time	24th Apr., 1873.	1 00	do
Narrows	Springfield	P. Rogers	Loss of Way mail bag	19th May, 1873.	1 00	do
Oromocto	Russegornis	F. A. McLean	Missing one trip with the mail	16th Jan., 1873.	1 00	do
do	Waasis	do	Neglecting to serve Box No. 13	21st Oct., 1872.	1 00	do
St. John	Street letter-boxes	John Keatley	do No. 12	13th Dec., 1872.	3 00	do
do	do	do	do convey mail to station	23rd Sept., 1872.	1 00	do
do	Railway stations	do	do	14th Dec., 1872.	2 00	do
do	do	do	do	16th Jan., 1873.	1 00	do
do	do	do	do mails from station	25th Jan., 1873.	1 00	do
do	do	do	do	24th Feb., 1873.	1 00	do
do	do	do	do	29th Mar., 1873.	1 00	do
do	do	do	do	20th June, 1873.	1 00	do
Sheffield	Upper Gaspercaux	T. P. Upton	Failing to make five trips during quarter	19th Apr., 1873.	5 00	do

REPORT No. 8.

List of Post Offices established in Canada during the Year ended 30th June, 1873

ONTARIO AND QUEBEC.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Allan's Mills	Burgess, North	Lanark, S. R.	O William Allan	1st September, 1872.
Angeline	Ange Gardien	Rouville	Q Onésime Roisvert	1st February, 1873.
Apple Grove	Stanstead	Stanstead	Q John G. Christie	1st April, 1873.
Ballantyne's Station	Pittsburg	Frontenac	O John Hysop	1st December, 1872.
Bardsville	Monck	Muskoka	O Charles Bard	1st August, 1872.
Batchewana	Fisher	Algoma	O W. J. Scott, Jun.	do
Bayview	St. Vincent	Grey, E. R.	O Whitney Wait.	1st February, 1873.
Belle Alodie	St. Valentin	St. John's	Q Ambroise Messier	1st November, 1872.
Braeside	McNab	Renfrew, S. R.	O S. W. G. Heptinstall	1st October 1872.
Cambria	St. Columbin	Argenteuil	Q William Stuart	1st July, 1872
Cameron town	Charlottenburg	Glengarry	O Andrew Cameron	1st March, 1873.
Chapman	Hungerford	Hastings, E. R.	O Alex. Chapman	1st February, 1873.
Chaudière Mills	St. Jean Chrysostôme	Lévis	Q Antoine Lemieux	1st July, 1872.
Cheddar	Cardiff	Peterborough, E. R.	O Edward Bates	1st January, 1873.
Clandeboye	Huntley	Carleton	O Robert McKinlay	do
Clarina	Grapby	Shefford	Q Nazaire Giroux	1st April, 1873.
Connaught	Winchester	Dundas	O Patrick Gordon	1st February, 1872.
Coteau Rivière				
Ouelle	Rivière Ouelle	Kamouraska	Q E. M. A. Boucher	1st June, 1873.
Dunby	Durham	Drummond	Q John R. Reece	1st November, 1872.
Dillonton	Bolton	Brome	Q George Cairns	1st December, 1872.
Drysdale	Stanley	Huron, S. R.	O Robert Drysdale	1st April, 1873.
Dwyer's Hill	Goulburn	Carleton	O A. T. Rothwell	1st October, 1872.
East Hawkesbury				
(re-opened)	Hawkesbury, East	Prescott	O Michael Maneely	1st February, 1873.
Edgely	Vaughan	York, W. R.	O John Barnes	1st December, 1872.
Edina	Chatham	Argenteuil	Q William Tomalty	1st July, 1872.
Elm Bank	Toronto	Peel	O John Trueman	1st April, 1873.
Emerson	Ernestown	Brome	Q N. P. Emerson	1st January, 1873.
Ernestown Station	Ernestown	Lennox	O Samuel Smith	1st February, 1873.
Esquimaux Point		Saguenay	Q D. B. McGie	1st August, 1872.
Essex Centre	Colchester	Essex	O Thomas Rush	1st May, 1873.
Falding	Foley	Muskoka	O Matthew Rankin	1st February, 1873.
Gibraltar	Collingwood	Grey, E. R.	O John Glen	1st October, 1872.
Glastonbury	Chatham	Argenteuil	Q William Tomalty	1st July, 1872.
Glen Major	Uxbridge	Ontario, N. R.	O Edward Major	1st May, 1873.
Grand Vallée		Gaspé	Q Louis Fournier	1st August, 1872.
Greenfield	Kenyon	Glengarry	O Alexander McDougall	1st June, 1873.
Hinch	Camden, East	Addington	O William Hinch	1st May, 1873.
Hopefield	Radcliffe	Renfrew, S. R.	O Joseph Daly	1st July, 1872.
Kepler	Kingston	Frontenac	O Isaac J. Coggan	1st April, 1873.
Kirkdale	Durham	Drummond	O William Burrett	do
Knowlton Landing	Pottou	Brome	Q J. F. Tuck	1st July, 1872.
Largie	Dunwich	Elgin, W. R.	O Allen McPherson	1st February, 1873.
Lotus	Maaevers	Durham, E. R.	O David Bingham	do
Layton	Brook	Ontario, N. R.	O John Sornberger	1st May, 1873.
Magpie		Saguenay	Q Peter Skelton	1st August, 1872.
Marsville	Carafraux	Wellington, C. R.	O William McCormack	1st May, 1873.
Mascouche	Mascouche	L'Assomption	Q J. O. Lamarche	1st August, 1872.
M a y n a r d (re-opened)	Angusta	Grenville, S. R.	O Charles Birks	1st May, 1873.
Michael's Bay	Tekermagh	Algoma	O Robert A. Lyon	1st November, 1872.
Midland	Tay	Simcoe, N. R.	O T. B. Gladstone	do 1872.
Millfield	Inverness	Megantic	O Thomas McKenzie	1st January, 1873.
Miranda	St. Thomas	Miranda	O Benjamin Scott	1st August, 1872.
			O S. B. Derick	1st October, 1872.

REPORT No. 8.—List of Post Offices established in Canada during the Year ended 30th June, 1873.—Continued.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Mitchell's Bay	Dover, East	Kent	O Seth Turner	1st December, 1872.
Montmorency Falls	Beauport	Quebec	Q Joseph Cazeau	1st April, 1873.
Montmorin	Morin	Terrebonne	Q Joseph Belisle	do
Moorefield	Maryborough	Wellington, N. R.	O Henry Mandsley	1st November, 1872.
Mount Loyal	Rawdon	Montcalm	Q Thomas Swift	1st December, 1872.
Natashquan		Saguenay	Q C. A. Deschamps	1st August, 1872.
Newcombe	Hagerman	Muskoka	O Arthur Millin	1st February, 1873.
Nissouri (re-opened)	West Zorra	Oxford N. R.	O Archibald McBrayne	1st March, 1873.
Nouvelle	Nouvelle	Bonaventure	Q Archibald Kerr	1st July, 1872.
Ohsweken	Tuscarora	Brant, S. R.	O James Styres	1st June, 1873.
Osaka	Hope	Durham, E. R.	O David Gordon	1st April, 1873.
Palmer's Rapids	Raglan	Renfrew, S. R.	O H. F. McLachlin	1st August, 1872.
Perm	Mulmur	Simcoe, S. R.	O Paul Gallagher	do
Red Rocks		Algoma	O Robert Crawford	1st October, 1872.
Reedsdale	Inverness	Megantic	Q Dr. James Reed	1st September, 1872.
Rimington	Madoc	Hastings, N. R.	O John Rimington	1st July, 1872.
Rivière aux Vaches	Deguire	Yamaska	Q Edouard Côté	1st January, 1873.
Rochesterville	Nepean	Carleton	O Leander Booth	do
St. Cyrill	Kenogomi	Chicoutimi	Q Jean Deschenes	1st July, 1872.
St. Elie	Caxton	St. Maurice	Q Otis Chamberlin	do
St. James's Park (sub)	Westminster	Middlesex, E. R.	O John Taylor	1st August, 1872.
St. Moise	Cabot	Rimouski	Q George Blais	1st June, 1873.
Ste. Perpetue	Ste. Perpetue	Nicolet	Q Onesime Rousseau	1st July, 1872.
St. Prime	Ashuapmouchouan	Chicoutimi	Q Rev. E. Auclair	1st October, 1872.
Seaton	York	York, W. R.	O Allan Orr	1st July, 1872.
Seely	Brunel	Muskoka	O Obadiah Seely	1st September, 1872.
Sheldrake		Saguenay	Q John Collas	1st August, 1872.
Sherwood Spring	Yonge	Leeds, S. R.	O James Simpson	1st May, 1873.
Sidney Crossing	Sidney	Hastings, W. R.	O N. R. Vandervoort	1st January, 1873.
Spence	Spence	Muskoka	O F. W. Ashdown	1st September, 1872.
Speyside	Esquering	Halton	O Robert McPherson	1st April, 1873.
Springbrook	Rawdon	Hastings, N. R.	O Joshua Green	1st May, 1873.
Stisted	Walsingham	Norfolk, S. R.	O Moses M. Harris	1st March, 1873.
Stroud	Iunifil	Simcoe, S. R.	O Thomas Webb	1st May, 1873.
Sydenham Mills	Sydenham	Grey, N. R.	O Peter Quance	do
Uphill	Dalton	Victoria, N. R.	O Joseph Calhoun	1st September, 1872.
Upper Bedford	Stanbridge	Missisquoi	Q N. C. Martin	1st August, 1872.
West Clayton	Alborough	Elgin, W. R.	O Duncan McKeMop	1st January, 1873.
Willowgrove	Oneida	Haldimand	O Hugh Stewart	1st August, 1872.
Victoria Road Station	Carden	Victoria, N. R.	O Michael Heaphy	1st May, 1873.
Villette	Hereford	Compton	Q Farrel McConney	1st March, 1873.

NOVA SCOTIA.

Amherst Hill, W. O		Cumberland	Daniel Pugsley	1st May, 1873.
Antigonishe Harbour, W. O		Antigonishe	John Chisholm	1st June, 1873.
Barronsfield W. O		Cumberland	William Baker	1st February, 1873.
Belle Isle, W. O	Granville	Annapolis	Valentine Troop	1st May, 1873.
Berwick Station, W. O		Kings	S. J. Nichols	do
Blanchard Road, W. O		Pictou	Donald Ross	1st January, 1873.
Boisdale Chapel, W. O		Cape Breton	Michael McIntyre	1st October, 1872.

REPORT No. 8.—List of Post Offices established in Canada during the Year ended 30th June, 1873.—*Continued.*

Name of Post Office.	Township or Parish.	Electoral Division.	Postmaster.	Date of Establishment.
Brown's Brook, W.O.		Cumberland	Hiram Brown	1st November, 1872.
Bucklaw, W.O.		Victoria	Malcolm McLeod	1st January, 1873.
Cambridge Station, W.O.		Kings	John C. Neiley	1st August, 1872.
Cariboo Cove, W.O.		Cape Breton	Malcolm Ferguson	1st June, 1873.
Condon Settlement, W.O.		Kings	W. McConnell	1st August, 1872.
Dalhousie East, W.O.		do	Mrs. Melissa Sterratt	1st July, 1872.
Duncan, W.O.		Lunenburg	Daniel Duncan	1st May, 1873.
Eel Lake, W.O.		Yarmouth	Leon Porter	1st June, 1873.
Factory Dale, W.O.		Kings	Robert R. Ray	1st September, 1872.
Gardiner Mines, W.O.		Cape Breton	William Routledge	1st May, 1873.
Harmony, W.O.		Kings	Austin Spinney	1st August, 1872.
Havelock, W.O.		Digby	John G. Nowlan	1st November, 1872.
Hebb's Cross, W.O.		Lunenburg	Johnson Manning	1st May, 1873.
Hunter's Mountain, W.O.		Victoria	John McDonald	1st April, 1873.
Jackson, W.O.		Cumberland	William Jackson	do 1873.
Jackson Road, W.O.		Kings	Alexander Nichol	1st August, 1872.
Kewstoke, W.O.		Inverness	Alexander McQuain	1st July, 1872.
Kingsbury, W.O.		Lunenburg	Edward Mossman	1st January, 1873.
Lake George, W.O.		Kings	A. P. Hudgens	1st August, 1872.
Lake Road, W.O.		Cumberland	Gains Lewis	1st November, 1872.
Laugill's, W.O.		Lunenburg	J. S. Laugill	1st July, 1872.
Lawrence Factory, W.O.		Cumberland	Charles Lawrence	1st April, 1873.
Littlewood, W.O.		Shelburne	James Littlewood	1st June, 1873.
Lorway Mines, W.O.		Cape Breton	James Corbett	1st June, 1873.
Maccan, W.O.		Cumberland	Robert Roach	1st November, 1872.
McLellan's Mountain, W.O.		Pictou	Donald Fraser	1st February, 1873.
Middleboro, W.O.		Cumberland	Cyprien Ballard	1st May, 1873.
Mossman's Grant, W.O.		Lunenburg	James Mossman	1st June, 1873.
Oak Park, W.O.		Shelburne	Nehemiah N. Adams	do
Preston Road, W.O.		Halifax	J. S. Griffin	1st July, 1872.
Reserve Mines, W.O.		Cape Breton	John McDonald	1st March, 1873.
Romans Valley, W.O.		Guysboro	Patrick Rogers	1st July, 1872.
Smithfield, W.O.		do	J. W. Archibald	1st June, 1873.
Southampton, W.O.		Cumberland	Michael L. Tucker	1st March, 1873.
Spring Hill Mines, W.O.		do	H. S. Ross	1st February, 1873.
Sugar Loaf, W.O.		Victoria	George Wilkie	1st March, 1873.
Thompson's Mills, P.O.		Cumberland	Joseph Jones	1st February, 1873.
Tusket Forks, W.O.		Yarmouth	Simeon Gardner	1st June, 1873.
Upper Pereaux, W.O.		Kings	J. S. Newcomb	1st April, 1873.
Wellington, W.O.		Yarmouth	Jacob Landers	1st June, 1873.
West Merigonishe, W.O.		Pictou	James McDonald	1st January, 1873.
West Newdy Quoddy, W.O.		Halifax	Michael O'Leary	1st June, 1873.

REPORT No. 8.—List of Post Offices established in Canada during the Year ended 30th June, 1873.—*Continued.*

NEW BRUNSWICK.

Name of Post Office.	Township or Parish.	Electoral Division.	Postmaster.	Date of Establishment.
Aldouane, W.O.		Kent	F. Daigle	16th June, 1873,
Anderson, W.O.		Westmoreland	A. Simpson	1st do
Avondale, W.O.		Carleton	J. E. McCready	15th August, 1872.
Bay du Vin Mills, W.O.		Northumberland	J. Graham	15th May, 1873.
Bourgeois, W.O.		Kent	J. Bourgeois	1st do
Breadalbane, W.O.		Restigouche	J. McMillan	1st February 1873.
Cains River, W.O.		Northumberland	Mrs. C. A. Murdoch	15th May, 1873.
Carsonville, W.O.		Kings	J. McLeod	1st June, 1873.
Centre Village, W.O.		Westmoreland	Timothy Copp	do
Chapman, W.O.		Westmoreland	B. Chapman	1st May, 1873.
Church Point, W.O.		Northumberland	W. M. Salter	1st March, 1873.
Clinch's Mills, W.O.		Charlotte	C. F. Clinch	15th August, 1872.
Codys, W.O.		Queens	C. F. Cody	15th October, 1872.
Forest City, W.O.		York	W. R. Cully	1st August, 1872.
French Lake, W.O.		Sunbury	A. H. Smith	1st September, 1872.
Galley, W.O.		Kent	S. Daigle	1st January, 1873.
Guegan, W.O.		Kent	M. Guegan	1st April, 1873.
Juvenile Settlement W.O.		Sunbury	A. Graham	1st October, 1872.
Kincardine, W.O.		Victoria	— Taylor	1st June, 1873.
Little Ridge, W.O.		Albert	Benjamin Bray	1st August, 1872.
Midland, W.O.		Kings	W. M. Case	do
Mill Cove, W.O.		Queens	Nancy Sparks	do
Mount Pleasant, W.O.		Kings	M. Jenes	1st June, 1873.
Nerepis Station, W.O.		do	D. McKenzie	1st January, 1873.
Oakham, W.O.		Queens	J. W. Starkey	15th October, 1872.
Painsec Settlement, W.O.		Westmoreland	E. Babin	1st May, 1873.
Pemberton Ridge, W.O.		York	C. B. McKensey	1st August, 1872.
Pleasant Vale, W.O.		Albert	R. A. Colpitts	do
Point Sapin, W.O.		Kent	A. Mezerall	15th April, 1873.
Prosser Brook, W.O.		Albert	D. Beaman	1st August, 1872.
Read, W.O.		Westmoreland	E. Read	1st April, 1873.
Richibucto Village, W.O.		Kent	U. Breaux	1st September, 1872.
St. Anthony, W.O.		do	C. Dionne	1st May, 873.
St. Mary's, W.O.		do	O. LeBlanc	1st August, 1872.
St. Paul's, W.O.		do	P. Bellevous	1st June, 1873.
South Rockland, W.O.		Westmoreland	R. A. Chapman	do
Spence, W.O.		do	George Spence	1st May, 1873.
Urquhart's, W.O.		Kings	A. Urquhart	1st August, 1872.
Upper Hampstead, W.O.		Queens	R. G. Cameron	do
Whitney, W.O.		Northumberland	J. Russell	do
Waterside, W.O.		Albert	G. Cuenan	do
Wellington, W.C.		do	W. Beatty	1st February, 1873.
Whittier's Ridge, W.O.		Charlotte	M. Whittier	1st April, 1873.

REPORT No. 8.—List of Post Offices established in Canada during the Year ended 30th June, 1873.—*Continued.*

MANITOBA.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Indian Mission	Marquette.....	Rev. J. Mulvihill...	1st October, 1872.
Oak Point.....	do	William Clarke.....	do

BRITISH COLUMBIA.

Somenos	Westminster	Archibald H. Kerr..	1st April, 1873.
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WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

REPORT No. 8,—A.

LIST of Post Offices closed in Canada during the year ended 30th June, 1873.

ONTARIO AND QUEBEC.

Name of Office.	Electoral District.	Postmaster.	Date of Discontinuance.	Reason of Discontinuance.
Bangor	Ontario, S. R. . . .	O John Percy	1st April, 1873	Upon resignation of Postmaster no suitable person was found to succeed him.
Bingham Road	Haldimand	O W. S. Kelly	1st February, 1873	Closed temporarily for want of a Postmaster.
Burleigh	Peterboro, E. R. O	James Golborne	1st December, 1872	Upon resignation of Postmaster no suitable person was found to succeed him.
Coleridge	Wellington, N. R. O	J. W. Trueman	1st April, 1873	do do
Croton	Bothwell	O J. H. Johnston	do	Office no longer required.
East Hawkesbury	Prescott	O Mrs. G. Grout	1st December, 1872	Upon resignation of Postmaster no suitable person was found to succeed him.
Glenlyon	Bruce	O William Hay	1st April, 1873	Closed temporarily for want of a Postmaster.
L'Anse St. Jean	Quebec	Q Janvier des Gagnes	1st January, 1873	Expense of serving this office, seemed to be out of proportion to the accommodation afforded by it.
La Tortue	Laprairie	Q J. B. Remillard	1st September, 1872	Upon resignation of Postmaster no suitable person was found to succeed him.
Lisgar	Peel	O Saml. Alexander	1st April, 1873	do do
Madrid	Renfrew, S. R. . . .	O Wm. Gallagher	1st January, 1873	do do
Maynard	Grenville, S. R. . . .	O Rev. W. Browne	1st December, 1872	do do
Mortlake	York, E. R.	O A. Thompson	1st September, 1872	do do
Mount Irwin	Peterboro, W. R. O	O C. Irwin	1st December, 1872	No longer required.
Nissouri	Oxford, N. R. . . .	O Joseph Hewes	1st January, 1873	Closed temporarily for want of a Postmaster.
Otter Creek	Bruce, S. R.	O Edmund Savage	1st October, 1872	Upon resignation of Postmaster no suitable person was found to succeed him.
Pointe au Chene	Argenteuil	Q Archd. Cameron	1st February, 1873	do do
Poland	Lanark, N. R. . . .	O Moses Poal	1st January, 1873	do do
Scotch Block	Halton	O M. s. T. McCall	1st April, 1873	No longer required on opening of new Post Office at Speyside
Stisted	Norfolk, S. R. . . .	O James Fry	1st January, 1873	Temporarily closed for want of a Postmaster.
Taylorholme	Russell	O Charles Taylor	1st December, 1872	do do
Verschoyle	Oxford, S. R. . . .	O John Dynes	1st January, 1873	Upon resignation of Postmaster no suitable person was found to succeed him.
Walpole Island	Kent	O James Johnson	do	do do

NOVA SCOTIA.

Long Point, W. O.	Kings	H. J. Ogilvie	31st Dec., 1872	Office no longer required.
Lower Maccan, W. O.	Cumberland	David Hoeg	1st February, 1873	Superseded by new Way Office at Maccan.
Maccan Intervale, W. O.	do	W. F. Harrison	1st March, 1873	Superseded by new Way Office at Southampton.

REPORT No. 8, A.—List of Post Offices closed in Canada during the year ended 30th June, 1873.—*Concluded.*

Name of Office.	Electoral District.	Postmaster. *	Date of Discontinuance.	Reason of Discontinuance.
Wayside, W.O. ...	Cumberland.....	John Power ...	1st July, 1872 ...	Office ceased to be necessary when railway works were completed.
Gold Mines, Mount Uniacke, W.O.	Hants.....	Hugh Hackett..	do ...	When the mines were abandoned, office was no longer required.

NEW BRUNSWICK.

Aboushagan Road.	Westmoreland	R. Towse.....	1st June, 1873 ...	Further maintenance of the office considered unnecessary
Canning	Queens	C. Estabrooke ..	4th Nov., 1872....	do do
Chamcook, W.O....	Charlotte.....	J. Cunningham.	1st July, 1872.....	Upon resignation of Postmaster, no suitable person was found to succeed him.
Digdeguash.....	do	C. Raynor... ..	10th Feb., 1873 ...	The Postmaster being unable to continue in charge of the office, and no one being found to succeed him the office was closed.
Mascarene.....	do	H. Dick.....	do	do do
Napan	Northumberland	A. Campbell....	31st Dec., 1872....	Further maintenance of the office considered unnecessary
New Zealand	York.....	D. E. Bewer....	15th January, 1873	Upon resignation of Postmaster, no suitable person could be found to take charge of the office.
Tabucintac River.	Gloucester.....	Thos. A. Harris.	18th October, 1872.	The Postmaster being unable to continue in charge of the office, and its further maintenance being considered unnecessary it was closed.

JOHN McMILLAN,
Post Office Inspector.

REPORT No. 8.—B.

REPORT of New Post Routes established in Canada during the year ended
30th June, 1873.

LONDON DIVISION.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Berne	Drysdale	3	2½	1st April, 1873.
Bothwell	Sutherland's Corners	3	4	1st January, 1873.
Bowood	Fernhill	2	4	1st February, 1873.
Clachan	Duart	6	8	1st January, 1873.
Clifton	E. and O. R. Station	12	½	1st February, 1873.
Comber	Stoney Point	3	6	1st April, 1873.
Constance	Harlock	2	4	1st August, 1872.
Cromarty	Farquhar	6	3	1st January, 1873.
Dashwood	Offa	3	5	1st July, 1872.
Dutton	Eagle	6	4	1st January, 1873.
Falkland	Paris	3	3	do
Fort Erie	Niagara	6	30½	do
Gravelotte	Lyn-doch	2	8	1st November, 1872.
			Round trip.	
Hamilton	Street Letter Boxes	18	6	do
Largie	Wallacetown	1	7	1st February, 1873.
Lieury	Moray	3	4	1st July, 1872.
do	West McGillivray	3	2	do
London	Lester's	18	1	1st August, 1872.
do	Petersville	6	1	do
do	St. James's Park	6	1	1st July, 1872.
Lumley	Stewart's Corners	3	2½	1st January, 1873.
Mitchell's Bay	Oungah	2	8	1st December, 1872.
Niagara	Railway Station	12	½	1st January, 1873.
Ohswéken	Onondaga	3	5	1st June, 1873.
Park Hill	Springbank	2	9	1st January, 1873.
Plattsville	Washington	6	2½	1st April, 1873.

TORONTO DIVISION.

Argyle	Station	6	½	1st January, 1873.
Balsam	Glen Major	6	1½	1st May, 1873.
Bolsover	Station	6	4	1st January, 1873.
Bracebridge	Ziska	2	5	1st October, 1872.
Carden	Station	3	2	1st January, 1873.
do	Uphill	1	9	1st September, 1872.
Carlsruhe	Neustadt	6	4	1st October, 1872.
Cherrywood	Whitevale	3	3½	1st January, 1873.
Coboconk	Station	12	½	do
Collingwood	Gibraltar	1	10	1st October, 1872.
Craigvale	Stroud	12	1	1st May, 1873.
Dunbarton	Rouge Hill	6	2	29th August, 1872.
Dunkeld	Station	6	½	1st September, 1872.
Edgely	do	2	2	1st December, 1872.
Elizabethville	Osaca	3	3	1st April, 1873.
Elmbank	Richview	6	1½	do
Glenarm	Hartley	2	3½	1st January, 1873.
Hockley	Mono Mills	2	5	1st December, 1872.
Kilmanagh	Mono Road Station	3	3	1st January, 1873.
Kirkfield	Station	12	½	do
L'Amaroux	Agincourt Station	3	4	1st September, 1872.
Luther	Station	6	½	1st January, 1873.
Mansfield	Perm	3	2	do

REPORT No. 8, B—Report of New Post Routes established in Canada during the Year ended 30th June, 1873.—Continued

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Mary Lake	Seely	1	7	1st September, 1872.
Meaford	Station	12	1	25th November, 1872.
Michael's Bay	Manitowaning	Summer weekly Winter tri-mthly	21	1st November, 1872.
Midland	Penetanguishene Road			
Mildmay	Station	12	$\frac{1}{4}$	12th August, 1872.
McKellar	Newcombe	1	12	1st February, 1873.
Normanton	Station	12	$\frac{1}{4}$	3rd December, 1872.
Paisley	do	12	$\frac{1}{2}$	1st September, 1872.
Red Rocks	Thunder Bay	Winter monthly	75	1st December, 1872.
Saugeen	Station			
Seaton	Yorkville	3	$1\frac{1}{4}$	1st July, 1872.
Sydenham Mills	Woodford	1	6	1st May, 1873.
Walkerton	Station	12	$1\frac{1}{2}$	12th August, 1872.
Waldemar	do	6	$\frac{3}{4}$	1st January, 1873.

KINGSTON DIVISION.

Ballantynes Station	Grand Trunk Railway	2	$\frac{1}{2}$	1st December, 1872.
Bath	do do	12	$3\frac{3}{8}$	1st January, 1873.
Belleville	Sidney Crossing	2	$6\frac{1}{4}$	1st January, 1873.
Brockville	Sherwood Spring	1	8	1st May, 1873.
Camerontown	Grand Trunk Railway	12	$\frac{1}{10}$	1st March, 1873.
do	Summerstown	6	$3\frac{1}{10}$	1st June, 1873.
Cheddar	Paudash	1	6	1st January, 1873.
Connaught	Winchester	2	5	1st February, 1873.
Demorestville	Picton	6	9	1st April, 1873.
Elphin	McDonald's Corners	1	6	do
Glastonbury	Kaladar	1	$4\frac{1}{2}$	1st July, 1872.
Greenfield	Loch Garry	3	4	1st June, 1873.
Hinch	Newburgh	2	6	1st May, 1873.
Lapum	Wilmur	2	2	1st July, 1872.
Melrose	Shannonville	1	$5\frac{1}{2}$	1st August, 1872.

OTTAWA DIVISION.

Almonte	Clandeboye	2	6	1st January, 1873.
do	West Huntley	3	8	1st November, 1872.
Angers	Buckingham Wharf	3	6	1st July, 1872.
Braeside	Railway Station	12	$\frac{1}{10}$	1st October, 1872.
Brudenell	Castile	1	$1\frac{1}{10}$	1st January, 1873.
Carp	Elm	3	3	1st October, 1872.
Castleford	Railway Station	6	2	9th December, 1872.
Masham	Wakefield	2	8	1st January, 1873.
Ottawa	Robesterville	6	$1\frac{1}{2}$	do
Pakenham	Panmure	6	20	1st October, 1872.
			Round trip.	
Palmer Rapids	Rockingham	1		8	1st September, 1872.
Renfrew	Railway Station	12	$\frac{1}{3}$	9th December, 1872.
South March	Stittsville	6	15	1st October, 1872.
Renfrew	Ross	6	12	9th December, 1872.

REPORT No. 8, B.—Report of New Post Routes established in Canada during the Year ended 30th June, 1873.—*Continued.*

MONTREAL DIVISION.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Angeline	Clarina	2	4	1st April, 1873.
do	Railway Station	12	$\frac{1}{5}$	1st February, 1873.
Britonville	St. Sauveur	3	7	1st January, 1873.
Dalesville	Edina	1	6	1st July, 1872.
Dillonton	Perdubs	3	2	1st December, 1872.
Dunham	Stanbridge, East	6	6	1st May, 1873.
Hunterstown	Ste. Elie	3	4	1st July, 1872.
Mille Isles	St. Jérôme	2	12	do
Rivière aux Vaches	St. Guillaume d' Upton	3	$11\frac{1}{2}$	1st February, 1873.
St. Lin	Terrebonne	6	17	1st July, 1872.
Sherbrooke	Mass. Valley Railway Station	12	$\frac{1}{4}$	1st January, 1873.
Sherrington	Railway Station	6	$2\frac{1}{2}$	do

QUEBEC DIVISION.

Cacouna	Railway Station	12	3	1st July, 1872.
Chaudiere Mills	do	6	$3\frac{1}{2}$	do
Coteau Rivière Ouelle	Rivière Ouelle	12	5	1st June, 1873.
Inverness	Reedsdale	3	4	1st September, 1872.
Isle Vert	Railway Station	12	1	7th December, 1872.
Roberval	St. Prime	1	10	19th October, 1872.
St. Arsene	Viger	3	6	1st July, 1872.
Ste. Monique	Ste. Perpetue	1	8	do
St. Patrick's Hill	Warwick	6	$5\frac{1}{2}$	8th February, 1873.

NEW BRUNSWICK DIVISION.

Aldouane	McLeod's Mills	1	4	16th June, 1873.
Bairdville	Kincardine	3	3	1st do
Bay du Vin Mills	Upper Bay du Vin	1	5	21st do
Blackville	Cains River	1	6	15th May, 1873.
Blissville	Juvenile Settlement	1	6	1st October, 1872.
Burnt Church	Church Point	2	3	18th July, 1872.
Carsonville	Sussex Vale	1	14	1st May, 1873.
Chapman	Great Shemogue	1	5	do
Coat's Mills	St. Paul's	1	8	do
Codys	East Scotch Settlement	1	10	15th October, 1872.
Duprey	Galley	1	8	1st January, 1873.
French Lake	Rusagornis	1	3	1st September, 1872.
Great Shemogue	Centre Village	1	9	1st June, 1873.
Gueguan	St. Anthony	1	$5\frac{1}{2}$	1st May, 1873.
Kingston, Kent	Richibucto Village	1	7	1st September, 1872.
Kouchibouguac	Point Sapin	1	20	15th April, 1873.
Little River	Prosser Brook	1	4	1st August, 1872.
Meadow Brook	Painsec Settlement	1	2	1st May, 1873.
Moncton	Riverside	2	34	1st December, 1872.
Narrows	Springfield	1	12	1st January, 1873.
do	White Cove	1	11	do
McDonald's Point	Wickham	1	$5\frac{1}{2}$	do

REPORT No. 8, B. —Report of New Post Routes established in Canada during the Year ended 30th June, 1873.—Continued.

PROVINCE OF NOVA SCOTIA.

ROUTE.		Number of trips per week.	Distance in Miles.	Date of Establishment.
From	To			
Riversdale, W. O.	Riversdale Station	12	$\frac{1}{3}$	1st July, 1872.
Aylesford	Harmony	1	18	1st August, 1872.
Cambridge Station	Condon Settlement	1	9	do
Brown's Brook	Farrsboro	1	12	1st October, 1872.
Pugwash	Thompson's Mills	6	17	1st November, 1872.
Acadia Mines	River Debert Station	6	13	do
Thompson's Mills	Wallace	6	20	do
River Debert, P. O.	River Debert Station	12	1	do
Folly Lake	Railway Station	3	$\frac{1}{4}$	do
Acadia Mines, P. O.	Acadia Mines Station	12	2	do
River Philip	River Philip Station	12	2	do
Athol, P. O.	Athol Station	12	$\frac{1}{2}$	do
Reserve Mines	Sydney	3	12	1st March, 1873.
Jackson's Road	West Branch, River Philip	3	6	1st April, 1873.
Round Hill, W. O.	Round Hill Station	12	300 yds	do
Greenville, W. O.	Greenville Station	3	40 yds	do
Tusket Forks	Tusket Forks	1	12	1st May, 1873.

PROVINCE OF MANITOBA.

Oak Point	Poplar Point	Frtntly	37	1st October, 1872.
Palestine	Portage la Prairie	1	38	1st April, 1872.

PROVINCE OF BRITISH COLUMBIA.

Cache Creek	Okanagon	Summer weekly, Winter Frtntly.	116	14th August, 1872.
Okanagon	do Mission				35	do
Clinton	Lillooet	Summer weekly, Winter Frtntly.	47	1st April, 1873.
Lytton	Nicola Lake				47	1st July, 1872.
Maple Bay	Somenos	2	7	1st March, 1873.
Sooke	Victoria	1	26	1st August, 1872.

WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

REPORT No. 8.—C.

REPORT of all Post Routes discontinued in Canada during the year ended 30th June, 1873, shewing in the case of each Route discontinued, the reason of the proceeding.

LONDON DIVISION.

ROUTE.		Dis- tance in Miles.	No. of trips per week.	Date of Discontinuance.	Reasons for Discontinuance.
From	To				
Alvinston	Aughrim	5	3	1st Jan., 1873	Aughrim served from Bothwell instead.
Atherton	Delhi	3	2	1st Nov., 1872	Atherton do Lyndoch do
Brinsley	McGillivray	4	2	1st July, do	Brinsley do Lisleury do
Co'lstrean	Fernhill	4	2	1st Feb., 1873	Fernhill do Bowood do
Croton	Florence	4	2	1st April, 1873	Croton Office closed.
Exeter	Farquhar	7	2	1st Jan., 1873	Farquhar served from Carronbrook instead.
do	Lansley	7	1	do	do do do
Nairn	Springbank	7	2	do	Springbank do Park Hill do
Shetland	Sutherland's Corners	6	2	do	Sutherland Corners served from Bothwell.
Washington	Wolverton	4	3	do	Service of Wolverton from Drumbo, rendering this connection un-
		3	6	1st April, 1873	necessary.
Woodslee	Comber	9	3	do	Comber and "Middle Road" route made to terminate at Stoney Point, so as to make connection with Railway Post Office on Great Western Railway.

TORONTO DIVISION.

Balsam	Claremont	3½	6	1st July, 1872	Balsam obtaining its service from Myrtle, on the Whitby and Port Perry Railroad, the connection with Claremont became unnecessary.
Cambray	Carden	19	2	1st Jan., 1873	Superseded by Carden and Victoria Road Station and Glenarn and Woodville.
Cape Rich	Wharf	¾	12	1st Sept., 1872	Cape Rich served from Meaford all the year round.
Carden	Kirkfield	7	1	1st Jan., 1873	Superseded by Carden and Station.
Cherrywood	Dunbarton	3½	3	do	Cherrywood served from Whitevale.
Churchville	Lisgar	4	2	1st Oct., 1872	Lisgar Post Office closed.
Claudo	Kilmangh	3½	3	1st Jan., 1873	Kilmangh served from Mono Road Station.
Clifford	Walkerton	17	6	12th Aug., 1872	Wellington, Grey and Bruce Railway extended to Walkerton.

REPORT No. 8, C.—Report of all Post Routes discontinued in Canada during the year ended 30th June, 1873, shewing in the case of each Route discontinued, the reason of the proceeding.—Continued.

ROUTE.		Dis- tance in Miles.	No. of trips per week.	Date of Discontinuance.	Reason of Discontinuance.
From.	To.				
Collingwood	Thorbury	13	6	12th Sept., 1872	Northern Railway extended to Thornbury.
Dumblane	Burgoyne	5	6	2nd Dec., 1872	Dumblane served from Paisley, on extension of Wellington Grey, and Bruce Railroad to that.
Dunbarton	Station	0½	12	2nd Aug., 1872	Dunbarton served from Rouge Hill.
Ellengowan	Walkerton	12	6	1st Sept., 1872	Ellengowan served from Paisley.
Fenelon Falls	Rosedale	7	3	1st Jan., 1873	Rosedale served from Cobocook.
Gowanstown	Wallace	4	3	1st Oct., 1872	The connection between these two offices was found to be unnecessary.
Hereward	Luther	4½	2	1st Jan., 1873	Luther obtaining its service from the Toronto, Grey and Bruce Railway, this portion of the Garafraxa and Tarbert route was no longer necessary
Hockley	Loretto	6	3	1st Dec., 1872	Hockley served from Mono Mills, under the Mono Mills and Relessey Contract, instead of from Loretto.
Kirkfield	Woodville	15	2	1st Jan., 1873	Superseded by railway service.
L'Amareux	Thornhill	7	3	1st Sept., 1872	L'Amareux served from Agincourt Station instead.
Leith	Wharf	0½	6	do	Leith served from Owen Sound all the year round.
Luther	Waldemar	3	2	1st Jan., 1873	Waldemar served from Toronto, Grey and Bruce Railway.
Meaford	Thorbury	9	6	26th Nov., 1872	Northern Railway extended to Meaford.
do	Wharf	0½	12	1st Sept., 1872	Meaford served by railway.
Mount Irwin	Bobcaygeon Road	4	1	1st Jan., 1873	Mount Irwin Post Office closed.
Prince Albert	Reglan	5	6	1st July, 1872	On opening of railway to Prince Albert, this portion of the Whitby and Port Perry route was no longer necessary.

KINGSTON DIVISION.

Gemley	Ompah	9	1	31st Jan., 1873	Portion of McDonald's Corners and Vennachar route no longer necessary; route extended from Ardoch to Vennachar via Gemley.
Lancaster	Sumnerstown	6	3	31st May, 1873	Superseded by new route between Camerontown and Sumnerstown.
Pictou	Peterson's Ferry	13	6	31st March, 1873	Superseded by Napanee and Pictou service via Demorestville and North Port.

OTTAWA DIVISION.

Angers	Buckingham	7	1st July, 1872.....	Angers served from Buckingham Wharf.
Antrim	Panmure	5	1st Oct., 1872.....	Panmure do Pakenham.
Chap.	West Huntley	12	1st Nov., 1872.....	West Huntley do Almonte.
Castile	Madrid	6	1st Jan., 1873.....	Castile do Brudenell.
Masham	Rupert	7	do	This was a section of the Masham and North Wakefield route, discontinued on change of service, by which Masham was served from Wakefield.
Ottawa	Pakenham	36	1st Oct., 1872.....	Intermediate Offices served from Stittsville and Pakenham.
Renfrew	Sand Point	15	9th Dec., 1872.....	Renfrew served by railway.
Ross	do	19	do	This was a section of the Pembroke and Sand Point route, discontinued on extension of railway to Renfrew.

MONTREAL DIVISION.

Abbotsford	St. Pio	5	1st April, 1873.....	This was a section of the Granby and St. Pio route, discontinued on remodelling of mail service between Granby, Abbotsford, and Milton.
Barrington	Sherrington	5	1st Jan., 1873.....	Superseded by Sherrington and Railway Station.
Brittonville	Lakefield	10	do	Frikonville and St. Sauveur.
Drummondville	St. Zephirin	15	1st Sept., 1872.....	This connection not required on establishment of daily mail between La Baie and St. Zephirin.
Lakefield	Mille Isles	7	1st July, 1872.....	Superseded by Mille Isles and St. Jérôme.
St. Anne des Plaines	St. Lin	10	do	do St. Lin and Terrebonne.
St. Damase	St. Hyacinthe	7½	do	St. Damase attached to the St. Hyacinthe and St. Pio daily route, which was thereby increased two miles in length.

QUEBEC DIVISION.

Cap Santé	Les Escureils	3	14th Dec., 1872.....	Les Escureils served by Quebec and Three Rivers Courier.
Chicoutimi	Murray Bay	85	1st July, 1872.....	Route discontinued unnecessary.
L'Anse St. Jean	do	48	1st Jan., 1873.....	Service discontinued on closing of L'Anse St. Jean Post Office.
St. Modeste	Viger	4	1st July, 1872.....	Viger now served from St. Arsene.
Rivière du Loup	Trois Pistoles Post Road	31	7th Dec., 1872.....	Service discontinued on opening of Intercolonial Railway.

NEW BRUNSWICK.

Port Egin	Port Egin	2	1st July, 1872.....
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REPORT No. 8, C.—Report of all Post Routes discontinued in Canada during the year ended 30th June, 1873, showing in the case of each Route discontinued, the reason of the proceeding.—*Continued*

NOVA SCOTIA.

Route.		Dis- tance in Miles.	No. of trips per weeks.	Date of Discontinuance.	Reason of Discontinuance.
From	To				
Pineo Village.....	Sharp's Bridge.....	3	3	31st July, 1872....	Superseded by Mail service between Cambridge Station and Condon Settlement.
Amherst	Truro	67	6	9th Nov., 1872....	Superseded by introduction of Postal Cars on Intercolonial Railway.
Arthur Gold Mines	Hamilton's Corner	7	2	30th June, 1873....	Found to be unnecessary.
Mills Village	Port Medway	5	3	do	Route made daily from Liverpool to Port Medway.

WILLIAM WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from or loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTERS.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Rev. G. R. Salter.	Brantford	July 1..	\$ 25	Rev. H. H. Mead.	St. Catharines	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
J. F. Orkney	Quebec	do 2..	47 75	J. P. Clark & Co.	Montreal	do	do	do
J. A. Mongeau.	Longueuil	do 5..	20 00	J. Ledoux	Beloeil	Stated to have been received without contents.	do	do
J. Ostigny	St. Jean Baptiste de Rouville.	Sept. 24..	44 00	do	do	Only \$7 stated to have been received.	Registered.	These abstractions were committed by the Assistant Postmaster at Beloeil. Amounts made good partly by him, and partly by Postmaster.
Mlle. L. Hudson.	St. Anne la Poca-tière.	July 8..	8 00	Louis Turgeon	St. Gervais	Stated to have been received without contents.	do	Case still under investigation.
S. F. Robinson	Oshawa	do 8..	5 00	James Drew	Toronto	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
S. G. Moore	Economy	do 22..	50 00	John F. Crowe	Halifax, N. S.	Stated to have been received without contents.	Registered	Enquiry unsuccessful. No evidence to account for alleged discrepancy.
D. M. Ray	Dudswell	do 23..	1 00	Whiting & Co.	Montreal	Stated not to have been received by person addressed.	do	The Postmaster at Sherbrooke having failed to continue the registration of this letter, made good contents.
L. E. Parker & Co.	East Hatley	do 25..	25 00	Clough, Robinson & Co.	Lennoxville	do	Not	No trace, owing to want of registration.
.....	Invermay	do 25..	10 00	Jas. F. Sharp	London, Ont.	do	Registered	The Postmasters at Watford and London upon whom the responsibility for the loss of this letter seemed to rest, jointly made good contents.
Thomas Prevost.	Salmon Falls	do 30..	10 00	Mrs. T. Prevost	St. Bernard	do	do	Case still under investigation.

REPORT No 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from or loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Rev. J. McCaul	Melbourne.	1872.	\$ cts.	Montreal		Stated not to have been received by person addressed.	Registered	Supposed to have been stolen by a Mail Clerk, who was afterwards dismissed.
do	do	July 31..	4 75	Miss Balfour	Montreal			
do	do	do 31..	30 00	R. J. Brodie	do			
do	do	do 31..	6 00	G. D. Dickson	Belleville			
Wm. Ayst.	Almira.	do	5 00	Downie Bros.	Napanee	do	do	The Postmaster at Unionville having failed to continue registration, made good contents.
do	do	Aug. 1..	23 00	Fitch & Ely	Toronto			
E. Chapleau	Terrebonne	do	17 00	Goucher Tellmisse	Montreal	do	Not	No trace owing to want of registration.
John Ford	Cartwright	do	50 00	Frank Smith & Co.	Toronto	do	do	do
Mrs. Hector Brydges Adams.	Mount Brydges.	do 7..	7 00	Dr. Wm. Williams	London, England	Only \$5 stated to have been received.	Registered	In consequence of improper treatment of this letter at Mount Brydges' Office, Postmaster made good amount.
J. A. Phelan	Cornwall	do 8..	11 00	Mrs. A. R. Geddes	Galt.	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
Mrs. A. Simpson	Sault St. Marie.	do 14..	20 00	F. G. Simpson	Toronto	do	do	do
H. S. Scott	Toronto	do 21..	25 00	W. Cumner	Newton Brook	do	do	do
Mr. Chipman	Cacoma.	do 21..	9 00	Mrs. J. Langlois	Quebec	do	do	do
W. Thompson	Madoc	do 21..	49 00	W. Best	Burrill's Rapids	Only \$39 stated to have been received.	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.
Mrs. Boireau	Ste. Anne B. de l'Isle.	do 23..	1 00	Miss Beckles	Montreal	Stated not to have been received by person addressed.	Not	No trace owing to want of registration.
Rev. Mr. Fenwick.	Metis	do 24..	6 00	James Martin	do	Only \$4 stated to have been received.	Registered	Case still under investigation.
Mrs. Langlois	Toronto	do 24..	1 00	Dr. J. B. Selby	do	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
Wm. Lawrence.	Amherst	do 27..	29 00	Alex. Cook	Halfway River	Stated to have been received without contents.	Registered	The Postmaster at Amherst, upon whom the responsibility for the loss of this letter seemed to rest, made good its contents.

J. A. Crawford	Clayton	do	28	44 50	James Munro	Lanark	do	do	No money ever enclosed. The sender having been convicted of a fraudulent attempt to obtain money, was sentenced, under the Larceny Act, to six months' imprisonment.
G. McBean	Rivière Raisin	do	29	U.S. cv. 20 00	A. G. McBean	Montreal	do	Not	No trace, owing to want of registration.
R. A. Bowen	Cornwall	do	31	6 00	Wilson & Co.	Toronto	do	Registered	A clerk in the Toronto Post Office, upon whom the responsibility for the loss of these letters seemed to rest, made good their contents.
Wm. Trenholm	Prescott	do	31	40 00	J. G. Hodgins	do	do	do	No trace, owing to want of registration.
G. Thompson	Travelling P. O. Union Station, Toronto.	do	31	30 03	Mrs. G. Thompson	Montreal	do	Not	No trace, owing to want of registration.
G. Chesnut	Rosseau	do	1	3 00	Mrs. Chesnut	Hamilton	do	do	do
John Walker	Toronto	do	1	5 00	John Walker	Drayton	do	do	do
Richard Barker	Woodstock, Ont.	do	1	7 00	Mr. Richard	Guelph	do	do	do
John Grant	Napanee Mills	do	2	5 50	George Grant	Bellrock	do	Registered	Carelessness in the treatment of this letter having been proved against the Postmaster at Napanee Mills, he was held responsible, and made good contents.
G. H. Wiggins	Eglington, Ireland	do	3	£10 stg.	Mary Wiggins	Windsor	do	do	Letter mis-delivered by Postmaster at Windsor, who made good contents.
G. Charbonneau	Hamilton	do	2	7 00	Mrs. G. Charbonneau	Montreal	do	Not	No trace, owing to want of registration.
Thomas Laidlaw	Lindsay	do	2	5 00	Miss C. Laidlaw	Toronto	do	do	do
J. R. Prayn	Napanee	do	4	33 00	J. R. Gordon	Montreal	do	do	do
G. Tomlinson	Almonte	do	6	49 50	G. Robertson & Son.	Kingston	do	Registered	Investigation failed to show that this letter had been tampered with while in charge of Post Office. Reason to suppose that no more than amount received had been originally enclosed.
James Croskery	Lanark	do	9	22 00	Peter Kilpatrick	Perth	do	do	Enquiry unsuccessful. No evidence to account for alleged discrepancy
A. McCallum	Bothwell	do	13	122 00	Canadian Bank of Commerce.	Hamilton	do	do	Investigation failed to show that this letter had been tampered with while in charge of Post Office.
J. M. Hallett	Sussex	do	14	195 00	Stephens & Figg nrs.	St. John	do	Not	No trace, owing to want of registration.
H. Connecher	Black Point	do	17	75 00	Daniel & Boyd	do	do	Registered	The Postmaster at Bathurst having omitted to continue registration, made good contents.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from or loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Wm. Brown	Hamilton	1872.	\$ cts.	Wm. Adams	Toronto	Stated not to have been received by person addressed.	No	No trace, owing to want of registration.
S. Boyce	Quebec	do 20	12 00	G. R. Boyce	Montreal	do	do	do
John Smith	P.O. box, Baggage Car, G.T.R. Railway.	do 23	41 00	Thorn, Parsons & Co.	Toronto	do	do	do
Wm. Hartley	Toronto	do 23	4 00	Mrs. Hartley	Montreal	do	do	do
C. huire Plante	St. Laurent d'Orleans.	do 26	15 00	Frudent Blais	Beaulieu	do	do	do
	Greenbank	do 27	28 00	W. G. Rawbone	Toronto	do	do	The Postmaster at Greenbank having omitted to register this letter as directed, made good contents.
R. H. Thornton	Hamilton	do 28	30 30	Jacob Finch	Falkenburg	do	do	No trace, owing to want of registration.
Laura Dublin	Toronto	do 28	8 00	Lot Allen	Wellington Sq.	do	do	do
A. Guenette	Weedon	Oct. 2	12 00	Dme. Vve. Racicot	Montreal	do	do	do
Mr. Brownlee	Brookville	do 4	10 00	Thos. Brownlee	do	do	do	do
Thomas Lawson	Barrie	do 4	3 52	Rev. S. Rose	Toronto	do	do	The Postmaster at Barrie, having omitted to register this letter as requested, made good contents.
Bryan, Ewart & Murray	Toronto	do 4	1 98	A. W. Barnard	London	do	do	No trace, owing to want of registration.
Crawford & McPherson	Mc Bondhead	do 5	90 00	W. J. Shaw	Toronto	do	do	The investigation in this case seeming to show that the abstractions were committed at the Bondhead office, the Postmaster made good contents and afterwards resigned.
D. A. & L. Jones	do	do 12	250 00	Jno. McDonald & Co.	do	Only \$79 stated to have been recvd.	Registered	
Crawford & McPherson	do	do 22	169 00	Walker & Evans	do	Only \$235 stated to have been recvd.		
G. Metcalf	Pingal	do 5	16 00	J. R. Thompson	London	Only \$159 stated to have been recvd.	Not	No trace, owing to want of registration.
						Stated not to have been received by person addressed.		

John Zaeger	Wellesley	Oct. 7	7 00	Mr. Hayes	Stratford	do	Not	do	
Miss McDermitt	Hamilton Station	do 8	10 00	Dani. McDermitt	Care of Station Master, Warkenton.	do	do	do	
Mrs. Ann Lee	Kilbride	do 8	10 00	J. Collins	Milton	do	Registered	The Postmaster at Milton, upon whom the responsibility for the loss of this letter appeared to rest, made good contents.	do
Robert Murray	Quebec	do 8	25 00	Capt. N. Duchesnay	Montreal	do	Not	No trace, owing to want of registration.	do
Joseph Glass	Kingston	do 10	35 00	C. E. Wolverton	Grimsby	Only \$25 stated to have been received.	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.	do
J. M. Patterson	Cayuga	do 14	20 00	Eli J. J. Peters	Verona	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.	do
A. W. Storey	do	do 16	43 00	Mrs. Patterson	Beamsville	Only \$23 stated to have been received.	Registered	Reason to suspect dishonesty at the Cayuga office in the first two of these cases, but no positive proof obtainable. The third case having evidently occurred there, the Postmaster made good the amount stolen, and was afterwards dismissed.	do
G. A. Gibson	do	do 18	20 00	T. B. Stewart	Hamilton	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.	do
Geo. McDonald	Crosshill	Dec. 17	147 00	Thos. Saunders & Co.	do	Only \$37 stated to have been received by person addressed.	Registered	The Postmaster at Millbank, upon whom the responsibility for the loss of this letter appeared to rest, made good contents.	do
G. W. Abrams	Gananoque	Oct. 17	11 00	Gordon Fraser	Millbank	Stated not to have been received by person addressed.	do	Enquiry unsuccessful. No evidence to account for alleged discrepancy.	do
Mrs. W. S. Patton	Montmagny	do 22	75 00	J. G. McDonald	Kingston	Only \$35 stated to have been received.	do	No trace, owing to want of registration.	do
Union Bank	Quebec	do 22	60 00	Mrs. H. Bennett	Dartmouth	Stated not to have been received by person addressed.	do		do
A. P. Letendre	Rimonski	do 10	16 00	Mrs. M. Skelton	New York				
Miss E. De Launay	Quebec	do 18	150 00	Canadian Bank	Sarnia				
J. Stephenson	do	do 25	50 00	Commerce	Quebec				
Wm. St. Laurent	Constantinople	Nov. 20	6 00	Mad. Ad. De Launay	Montreal				
J. J. Lapierre	Quebec	do 26	2 00	Quebec Bank	Three Rivers				
G. Choquette	Hotel Station	Dec. 1	\$15 stg.	Mrs. G. St. Laurent	Quebec				
Chas. Côté	St. Paul's Bay	do 23	4 00	Dlle. H. Lapierre	Montreal				
Rev. Mr. McCap d'Espoir	Donald	do 26	4 00	Mrs. Frs. Lapointe	Quebec				
Mrs. St. Nizier	Leauzon	do 26	18 54	Rev. Mr. Bolduc	do				
Rev. Mr. Mailley	Letarrière	do 11	20 00	Mrs. Giroux	Montreal				
L. Roy	Detroit, Mich.	do 25	1 14	Rev. Mr. Bolduc	Quebec				
Mr. Dick	Chateau Richer	1873.	10 00	Mrs. H. Roy	do				
		Feb. 3	12 00	Hamel Frères	do				

These letters are supposed to have been stolen by a clerk in the Quebec office, who, upon a warrant being issued for his arrest, absconded.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	All Agents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
W. W. Hall	Quebec	1873	\$ cts.	W. B. Hall	Leeds	Stated not to have been received by person addressed.	Not	These letters are supposed to have been stolen by a Clerk in the Quebec office, who, upon a warrant being issued for his arrest, absconded.
J. Grace	Batiscan	3.	15 00	Charles Langlois	Quebec			
Rev. Mr. Hallé	St. André	8.	1 80	Rev. Mr. Bolduc	do			
Dr. Badaeu	Three Rivers	11.	4 00	Louis Berthelot	do			
Mr. Eckart	Toronto	14.	25 00	J. F. Peachy	do			
C. Dubsberger	Murray Bay	15.	30 00	Rev. Mr. Cazeau	do			
Rev. Mr. La-gueux	St. Jean Port Joli	15.	12 00	do	do			
Rev. T. Doucet	Ste. Héloïse	19.	2 00	do	do			
Rev. A. Fafard	St. Urbain	21.	10 00	do	do			
Rev. F. Brunet	St. Sophie	21.	2 00	do	do			
F. Montzambert	Quebec	18.	8 00	S. Brahad	Montreal	Stated not to have been received by person addressed.	do	No trace, owing to want of registration.
Hon. Mr. Dickey	Amherst	Oct. 26.	30 00	A. E. Dickey	Toronto			
W. H. Jagger	Travelling P.O., Huron T. Railway, Toronto	do	5 00	George Reynolds	Hamilton	do	do	do
J. J. Evans	Shetiack	do	2 00	J. A. Bowes	Sackville	do	do	do
N. Parker	St. Andrews	do	16 00	Dingee Scribner	St. John	do	do	do
Dlle. A. Fortin	Terrebonne	Nov. 4.	1 30	F. Fortier	Montreal	Stated to have been received without contents	do	Enquiry unsuccessful. No evidence to account for alleged discrepancy
W. Reed	Hamilton	do	2 00	Wm. Reed	Toronto	Stated not to have been received by person addressed.	do	No trace, owing to want of registration.
Miss Jane Le-cours	Walmer	do	4 00	Mary Brown	Valcartier	Stated to have been received without contents	Registered	Abstraction committed in Valcartier office. Postmaster made good contents.
J. J. Specht	Montegan River	do	15 00	Mrs. J. S. Specht	Specht's Cove	Only \$10 stated to have been received.	Not	Enquiry unsuccessful. No evidence to account for alleged discrepancy
Isai Lemay	Montreal	do	30 00	Isai Lemay	St. Edouard	Only \$20 stated to have been received.	Registered	do
R. Walton	Peterboro'	do	33 65	Saml. Trees & Co.	Toronto	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.

Name	Address	Date	Amount	Sender	Location	Status	Remarks
Mrs. R. Mason	Indiana	1872		Frederic Sedley	Windsor-Ont	do	do
Thomas Giroux	Port Sarnia	Nov. 11	20 00	Rev. J. Richard	Chateau Richer	do	do
	Toronto	do 12	5 00	Mrs. W. Ramsay	Chatham	do	do
Harry Perkins	Belleville	do 12	3 00	Sarah Perkins	Montreal	do	do
	St. John	do 16	10 00	Wm. Hazen	Alexandria	do	do
Archdeacon Patton	Belleville	do 18	40 00	H. B. Patton	Toronto	do	do
	Guelph	do 18	20 00	Wm. Carrier	Ottawa	do	do
C. H. Carrier	Dickens	do 18	12 00	Miss Jane Foxton	Toronto	Registered	Enquiry unsuccessful. No evidence to account for alleged discrepancy
Alice Foxton	Metapediac	do 19	8 00	Mrs. A. Kelly	St. John's	Not	No trace, owing to want of registration.
James Kelly	Sarnia	do 23	20 00	J. Symms	Toronto	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.
James Copeland	Trenton	do 23	45 50	Am. Charlebois	Valleyfield	Not	No trace, owing to want of registration.
A. Charlebois	Morrisburgh	do 25	15 00	Miss M. Macklin	Ingersoll	Registered	Enquiry unsuccessful. No evidence to account for alleged discrepancy
John Macklin	Beauharnois	do 26	6 00	James Shearer	Montreal	do	No trace, owing to want of registration.
	Hamilton	do 27	10 00	Rev. R. W. B. Greene	Byng Inlet	Registered	The mail containing these letters was lost in a storm near Byng Inlet and never recovered.
James Smith	Owen Sound	do 29	1 85	P. Nicholson	Bruce Mines	do	The Postmaster at St. Bazile, upon whom the responsibility for the loss of this letter seemed to rest, made good contents.
	St. Bazile	do 29	35 00	J. Derochers	St. Felix de Valois	do	No trace, owing to want of registration.
J. Derochers	Peterboro	do 29	5 25	Mrs. Jas. Sidey	Cobourg	Not	No trace, owing to want of registration.
James Sidey	Belleville	do 3	2 50	A. Holden	Montreal	do	do
Hannah Davey	River Charlotte	Dec. 6	18 00	Orran Smith	Fredericton	Registered	A mail contractor, upon whom the responsibility for the loss of this letter appeared to rest, made good contents.
J. Chalmers	Paradise	do 7	11 37	R. R. Andrews	Halifax, N. S.	Not	No trace, owing to want of registration.
Lizzie B. Freeman	St. John	do 7	50 00	Hillman Guptill	Lower Horton	Registered	Case still under investigation.
Hillman Guptill	St. Simon de Rimouki	do 10	24 00	McSaghey and Dolbec	Quebec	do	Enquiry unsuccessful. The mail package in which this letter was enclosed, is not recorded as having been received at the Quebec Post Office.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each Department.
				Name.	Place.			
		1872.	\$ cts.					
James Smith	Beauharnois	Dec. 15.	10 00	G. P. Borrie	Montreal	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
D. Watson	Wyoming	do 17.	40 00	E. R. Cooper	Oil Springs	do	Registered	The mail package stated by the Postmaster at Wyoming to have contained this letter is said by the Postmaster at Oil Springs not to have reached his hands. Enquiry unsuccessful.
Do Mrs. Fluke	Sarnia	do 18.	5 00	Samuel Fluke	Bruce	do	Not	The Postmaster at Sarnia, having omitted to register this letter as requested, made good contents.
Hon. H. Aylmer	Melbourne	do 19.	2 00	J. A. Aylmer	Montreal	do	do	No trace, owing to want of registration.
Jno. Scott	Campbellville	do 19.	16 05	S. H. Lister	Nassagwiweya	Only \$12 stated to have been received.	Registered	Investigation failed to show that letter was tampered with while in charge of Post Office.
L. Hawn	O s n a b r u c k Centre.	do 26.	2 00	James Spencer	Toronto	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
A. McArthur	Kingston	do 28.	10 00	Miss C. B. McArthur	Martintown	do	Registered	Letter having been re-directed to Cornwall was there mis-delivered. Contents made good by Postmaster.
Stephen Bryden	Albion	do 30.	15 75	Robertson & Son	Toronto	do	Not	No trace, owing to want of registration.
Jno. Kelso	Paisley	do 30.	25 00	J. Campbell & Son	do	Only \$20 stated to have been received.	Registered	Investigation failed to show that letters had been tampered with while in charge of Post Office.
do	do	do 30.	25 00	Robert Wilkes	do	do		
Wm. J. Spencer	P. O. Car. Welland Railway.	do 31.	2 50	Jas. Spencer	do	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
J. Currie	Ottawa	1873. Jan. 2.	30 00	Mrs. J. Currie	Montreal	do	do	do

George Haddon.	Dalhousie	do	2.	262 00	Cassils & Cameron	Montreal	Only \$102 stated to have been received.	Not	Cases still under investigation.
James Reid	do	do	6.	147 00	J. A. Hall	do	Only \$47 stated to have been received.	Registered	
J. A. Nerge	Crosspoint	do	15.	90 79	Hodgson, Murphy & Sumner	do	Only \$4.79 stated to have been received.	Not	
John Ridley	Pickering	do	4.	10 00	William Peart	New Durham	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
W. F. Cutten	Amherst	do	6.	100 00	J. B. Reed	Dorchester	do	do	do
F. Robitaille	Lachine	do	7.	10 00	F. Robitaille	St. Joseph de Levis	do	Registered	The Postmaster at Lachine, upon whom the responsibility for the loss of this letter seemed to rest, made good its contents.
J. Scott	Halifax, N. S.	do	7.	28 00	John McKinnon	Montreal	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
Jane Ewing	Toronto	do	7.	8 00	W. Cameron	Peterboro'	do	do	do
Robert Bryden	Guelph	do	8.	30 00	J. Bryden, jun.	New Aberdeen	do	do	do
J. E. Barry	Les Escoumains	do	9.	8 00	R. Morgan	Quebec	do	do	do
W. E. Poaps	O s a b r u c k Centre.	do	11.	108 30	J. P. Wisner	Prescott	do	Registered	Destroyed by fire which consumed the Farran's Point Office on 12th January, 1873.
W. Hobson	Waupoos	do	17.	3 00	Rev. S. Rose	Toronto	do	Not	No trace, owing to want of registration.
Miss M. S. McDonald	Alexandria	do	20.	16 10	Miss Rawson	Montreal	do	do	do
Station Master at Cowansville	Travelling P. O. at Cowansville	do	20.	40 00	J. C. Baker	do	do	do	do
G. S. Yearly	Bracebridge	do	25.	8 00	Mrs. Emma Thrall	Toronto	Only \$4 stated to have been received.	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.
Mrs. McGinnis	St. John's	Jan. 28.	1873.	16 00	Miss E. McGinnis	Montreal	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
W. Walker	Bracebridge	Nov. 3.	1872	25 00	C. & W. Walker	Toronto	do	do	do
E. Hooper	Arthur	Dec. 31.		28 00	W. G. Rawbone	do	do	do	do
W. G. Alderson	Baden	Jan. 24.	1873.	2 50	A. Piddington	do	do	do	do
C. F. Mansell	Kingston	do	27.	20 00	Mrs. Mansell	do	do	do	do
C. W. Robinson	Travelling P. O. Barrie	do	29.	18 00	J. P. Wagner	do	do	do	do
Jno. Crozier	Orangeville	do	11.	50 28	Cleverden & Coombe	do	do	do	do
P. Longan	Ottawa	Feb. 8.		2 00	Jno. Bramley	Hochelega	do	do	No trace, owing to want of registration.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from and loss of Letters containing Money sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTERS.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each Department.
				Name.	Place.			
		1873.	\$ cts.					
Jas. Crawford	Cromarty	Feb. 8.	50 00	Dobie & Curry	Toronto	Only \$45 stated to have been received	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.
J. Morrison	Moore	do 8.	2 50	Globe Printing Co	do	Stated not to have been received by person addressed.	do	The Postmaster at Sarnia, having omitted to continue registration, made good contents
W. Rimball	Wilkesport	do 4.	10 00	M. Masuret & Co.	Sarnia	do	do	Supposed to have been stolen from Sarnia Post Office. Postmaster accordingly made good contents
¹² D. Graham	Ottawa	do 5.	25 00	K. D. Graham	Montreal	do	Not	No trace, owing to want of registration
Miss Bigelow	Buckingham	do 7.	23 00	Mrs. H. Bigelow	Cushing	do	Registered	The Postmaster at Buckingham, upon whom the responsibility for the loss of this letter appeared to rest, made good contents
Mrs. W. N. Mair	Omemee	do 7.	45 15	Robertson & Son	Kingston	Only \$15.15 stated to have been received	do	Enquiry unsuccessful. No evidence to account for alleged discrepancy.
Hon. Judge Casault	Rivière du Loup County Temiscouata.	do 7.	20 00	Thomas Andrews	Quebec	Stated not to have been received by person addressed.	do	No trace, owing to want of registration.
D. Shoff & Co.	Sarnia	do 7.	50 00	Jas. Walker	Hamilton	do	do	The Postmaster at Sarnia, having omitted to register as requested, made good contents.
D. Vaughan	St Martin's	do 7.	20 00	Geo. F. Everitt	St. John	do	do	No trace, owing to want of registration.
Miss M. Seton	Quebec	do 9.	3 00	Thomas Seton	Rimouski	do	do	do
James Muir	Travelling P. O. Huron Trunk R. Toronto.	do 11.	5 00	James McCreen	Ingersoll	do	do	do
W. H. Auger	Guelph	do 11.	18 00	Samuel Auger	Elora	do	do	do
O. Abbott	Magog	do 12.	28 11	M. Dixon	Lineboro'	Only \$12 stated to have been received	Registered	Enquiry unsuccessful. No evidence to account for alleged discrepancy.

Miss Caron.....	Quebec.....	do 14..	5 00	Wm. Notman....	Montreal.....	Stated not to have been received by person addressed.	Not.....	No trace, owing to want of registration.
J. R. Echart....	Travelling P. O. Grand T. E., Toronto.	do 15..	33 35	Mrs. Echart.....	Quebec.....	do	do	do
P Kearney.....	Roxton Falls....	do 17..	100 00	McLaren & Co....	Montreal.....	Stated to have been received without contents.	Registered	This abstraction appeared to have been committed at the Acton Vale Office, and the Postmaster therefore made good the amount
S. S. Bourgeois.	Bellivous Village	do 20..	80 00	Thos. R. Jones...	St. John.....	Stated not to have been received by person addressed.	Not.....	No trace, owing to want of registration.
C. S. Wilson....	Picton.....	do 27..	3 00	Daily Globe.....	Toronto.....	do	do	do
J. A. Defoy....	Quebec.....	do 28..	4 00	Mrs. Jos. Defoy..	Montreal.....	do	do	do
Mrs. Oliver....	Toronto.....	Mar. 1..	8 00	Miss Oliver.....	Ottawa.....	do	do	do
George Rogers..	Frankford.....	do 3..	105 60	Hubbard Mason...	Toronto.....	do	Registered.	Enquiry unsuccessful. Letter disappeared from Toronto Post Office.
F. X. Belanger.	Quebec.....	do 4..	2 00	A. Lechevallier..	Montreal.....	do	Not.....	No trace, owing to want of registration.
H. G. Payson...	Westport.....	do 4..	8 00	Hall & Fairweather	St. John.....	do	do	Case still under investigation
P. S. Woods....	Brampton.....	do 6..	40 00	Wm. Warwick....	Toronto.....	do	do	Letter posted for registration; but the Assistant Postmaster having failed to register it, the Postmaster made good contents.
Jno. Elliot.....	Moncton.....	do 11..	25 00	J. & A. McMillan	St. John.....	do	do	No trace, owing to want of registration.
Mrs. Burgess...	Kingston.....	Mar. 11..	44 81	Hodgson & Boyd...	Toronto.....	Only \$24.81 stated to have been received	Registered	Investigation failed to show that letter had been tampered with while in charge of Post Office.
C. Legge & Co..	Montreal.....	do 15..	60 00	Commissioner of Patents.	Ottawa.....	Stated to have been received without contents.	do	Enquiry unsuccessful. No evidence to account for alleged discrepancy
John Mann.....	Brantford.....	do --..	3 50	Rev. S. Rose.....	Toronto.....	Stated not to have been received by person addressed.	Not.....	No trace, owing to want of registration.
H. Portelance..	Travelling P. O., Belcell Village Station.	do 17..	10 00	H. Portelance....	St. Sauveur....	do	do	do
W. A. Worth....	Travelling P. O., Waterloo.	do --..	17 00	W. G. Cowrie....	Granby.....	do	do	Supposed to have been lost through the carelessness of a Mail Clerk, who was held responsible and made good contents.
H. P. Huff.....	Cressy.....	do 20..	3 00	Rev. S. Rose.....	Toronto.....	do	do	No trace, owing to want of registration.
P. J. Clarke....	Corseath.....	do 21..	15 00	Forsyth, Hart & Co.	Halifax, N.S. ...	Stated to have been received without contents.	Registered	Enquiry unsuccessful. No evidence to account for alleged discrepancy

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1873, of the abstraction from and loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Mrs. Julia James Cornwall	.....	1873. Mar. 25..	\$ cis. 13 00	Frank R. Patch	Montreal.....	Stated not to have been received by person addressed.	Not.....	No trace, owing to want of registration.
D. H. Bastedo	Ingersoll	do 27	16 00	Mrs. Fraser	Toronto.....	do	do	do
Wm. Green	Halifax, N.S.	do 29	20 00	Mrs. Greenwood	do	do	do	do
Miss Oliver	Toronto	April 1..	5 75	Miss Oliver	Ottawa.....	do	do	do
Hy. W. Eddis	Fort Perry	do 4..	3 00	Mrs. Eddis	Toronto.....	do	do	do
George Tweedy	Cherry Valley	do 15..	3 00	Hon. Geo. Brown	do	do	do	do
D. Abel	Fort Dover	do 20..	3 00	J. M. Simon	Galt.....	do	do	do
W. E. Brunel	St. Roch de Quebec	do 22..	120 00	John Robbin & Co.	Wethersfield.....	do	do	do
S. Gilbert	Walsh	do 26..	6 00	Thomas Gilbert	Hartford.....	do	Registered	Letter stolen from Hartford Office. Contents made good by Postmaster.
T. W. George	Amherst	do 29..	2 00	Globe Printing Co.	Toronto.....	do	Not.....	No trace, owing to want of registration.
G. J. Morgan	Osnabruck Centre.	May 1..	56 00	Mrs. John Rupert	Madoc.....	do	Registered	The Postmaster at Osnabruck Centre having neglected to preserve registration, made good contents Enquiry unsuccessful. No evidence to account for alleged discrepancy
Miss E. Clark	Camden	do 1..	4 34	Charles Bourne	Montreal.....	Stated to have been received without contents.	do	do
Mrs. R. Smith	Maynooth	do 3..	10 00	Mrs. Airth	Renfrew.....	do	do	Case still under investigation.
Mr. McFarlane	Farnham Centre	do 7..	15 00	Mrs. R. Grant	New Aberdeen..	Stated not to have been received by person addressed.	Not.....	No trace, owing to want of registration.
Geo. J. Gagon	Seaforth	do 11..	50 00	Robert F. Gagon	Toronto.....	do	do	do
Thomas Bennett	New Glasgow	do 13..	60 00	Mulholland and Baker.	Montreal.....	do	do	The Postmaster at New Glasgow having omitted to register this letter as directed, made good contents.
James Lawson	Quebec	do 20..	12 00	D. Lawson	Toronto.....	do	do	No trace, owing to want of registration.

Alex. Jacques	Ottawa	Mar. 23	10 00	Mrs. A. Jacques	Toronto	Stated not to have been received by person addressed.	Not	No trace, owing to want of registration.
R. J. Moffatt	Salisbury	do 26	20 00	Daniel & Boyd	St. John	do	do	do
H. O'Meara	Ottawa	do 22	5 00	Miss L. Rury	Chamblly Basin	do	do	do
S. Marceau	St. Roch de Quebec	May	4 00	Dlle. E. Marceau	Les Escoumains	do	Registered	Contained in Mail from Murray Bay for Tadoussac; lost in River Saguenay, on 21st May. Subsequently recovered, and amount handed to addressee.
T. McCarthy	Fredericton	June 2	6 00	Rankin & Sons	St. John	do	Not	No trace, owing to want of registration.
R. J. Moffatt	Salisbury	do	14 00	J. Vassie & Co.	do	do	do	do
B. Hadley	Yale, (on steamboat)	do 3	85 00	Bank of British Columbia	Victoria	do	do	do
W. Isaac	Rowmanton	do	2 00	Mr. Beatty	Toronto	do	do	do
Carbary & Routh	Quebec	do 4	25 00	Mrs. N. Carbray	Montreal	do	do	do
R. Ross	Mail Clerk upon steamer <i>Peeries</i>	do 5	10 00	F. Lowe & Co.	do	do	do	do
Mrs. Dewdney	Hope	do 8	20 00	Mrs. O'Reilly	Victoria	do	do	do
B. Burland	St. Johns	do 9	13 00	J. T. Ostell	Montreal	do	do	do
John Fetterley	Morrisburg	do 10	10 00	B. Halden	Toronto	do	do	Case still under investigation.
	Niagara	do 11	20 00	James Graham	Leesville	do	do	No trace, owing to want of registration.
Mr. Pryce	G.W. Ry. Station London	do 12	5 00	Mrs. Pryce	Toronto	do	do	do
Edwd. Haeschley	Travelling P.O., Welland Ry.	do 14	45 00	McLelan & Craig	do	do	do	do
A. W. Brain	Toronto	do 16	12 00	Miss A. W. Brain	Montreal	do	do	do
Joseph McQueen	do	do 19	1 00	John McQueen	Warminster	do	do	do
C. Lappin	South Bolton	do 26	30 00	Reuter & Kreuse	Montreal	do	Registered	The Postmaster at Knowlton having failed to preserve registration, made good contents.
S. P. Irwin	Aurora	do	13 00	R. Spratt	Toronto	do	Not	No trace, owing to want of registration.

For Recapitulation, see next page.

RECAPITULATION.

Classification of Cases.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed ; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office		119
2. Letters contained in mail packages stated not to have reached offices for which they were intended ; cause of failure not discoverable	2	
3. Letters lost, embezzled, or misdelivered in the Post Office, the contents of which were made good by the officer responsible	19	7
4. Letters the contents of which (or a portion thereof) were lost or stolen and afterwards made good by the officer responsible.....	12	
5. Letters the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the discrepancy	22	2
6. Letters supposed to have been stolen from the Post Office	6	32
7. Letters accidentally destroyed while in course of post.....	3	
8. Cases still under investigation	8	3
	72	163

WM. WHITE,
Secretary.

A. CAMPBELL,
Postmaster-General.

REPORT No. 10.

SHOWING the Money Order Offices in operation at any time within the year ended 30th June, 1873; the County wherein each Office is situated; the number and amount of Orders Issued and Paid; the Amount of Commission arising therefrom at each Office respectively, and the proportion allowed as compensation to the Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Acton	Halton	137	4,758 53	27 90	46	2,108 57	13 39
Acton Vale	Bagot	21	1,318 16	7 10	14	640 63	3 58
Adelaide	Middlesex	38	1,711 11	9 20	15	492 86	4 85
Ailsa Craig	Huron	96	3,712 57	21 05	77	2,274 78	9 57
Albion	Peel	195	10,574 78	58 95	47	2,225 62	27 78
Aldboro'	Elgin	32	2,039 47	10 80	5	105 14	5 14
Alexandria	Glengarry	36	1,960 11	10 70	24	1,646 28	7 80
Allendale	Simcoe	83	4,822 83	26 50	10	378 00	13 36
Allenford	Bruce	30	1,477 65	8 30	11	714 81	3 71
Almonte	Lanark	257	10,685 58	59 80	101	5,775 71	30 64
Amherstburg	Essex	253	9,980 49	58 25	85	4,129 09	28 33
Angus	Simcoe	35	2,228 83	12 00	25	1,326 30	7 33
Appleton	Lanark	12	209 67	1 35	3	70 00	0 57
Arkona	Lambton	112	6,547 53	35 95	24	552 48	17 19
Arkwright	Bruce	30	1,451 82	8 25	17	968 05	3 80
Arnprior	Renfrew	75	3,153 32	18 05	40	1,887 26	10 09
Arthur	Wellington	257	10,495 69	59 95	75	5,936 09	27 10
Arva	Middlesex	12	337 59	2 00	5	231 23	0 84
Athlone	Simcoe	19	999 14	5 45	1	100 00	2 57
Aultsville	Stormont	34	1,200 33	6 90	14	514 27	3 05
Aurora	York	69	2,636 96	15 40	126	6,272 06	8 32
Aylmer, Q.	Ottawa	151	8,032 84	44 80	30	1,476 32	21 39
Aylmer, O.	Elgin	183	10,152 13	56 50	122	5,638 75	27 72
Ayr	Waterloo	318	10,291 76	60 65	184	9,637 50	26 77
Baden	do	41	1,496 64	8 85	27	768 24	3 89
Baileboro'	Durham	5	211 54	1 25	4	169 85	0 77
Baltimore	Northumb'land.	232	14,247 94	78 60	8	317 85	35 89
Barrie	Simcoe	279	8,845 76	53 40	323	12,368 53	34 90
Bath	Acadungton	184	8,955 73	49 10	34	1,341 26	22 45
Bayfield	Huron	247	7,706 70	44 50	46	1,619 67	20 48
Beachburg	Renfrew	46	1,938 58	11 05	9	193 03	5 53
Beachville	Oxford	237	8,120 02	48 80	42	2,074 06	21 24
Beamsville	Lincoln	169	5,719 44	33 30	71	3,183 76	15 48
Beauharnois	Beauharnois	67	3,073 49	18 00	33	1,063 42	8 62
Beaverton	Ontario	62	3,511 11	19 60	51	2,203 26	10 74
Bécancour Station.	Mégantic						
Bedford	Missisquoi	28	1,035 02	6 15	46	2,693 95	2 82
Belleville	Hastings	588	17,837 13	107 95	636	20,075 30	61 10
Bell Ewart	Simcoe	5	141 51	0 85	14	379 26	0 50
Bell's Corners	Carleton	55	2,432 29	14 60	8	267 24	6 23
Berlin	Waterloo	237	8,450 36	51 35	319	14,426 16	23 31
Berthier (en haut)	Berthier	209	11,885 38	64 25	46	2,549 13	29 81
Bethany	Durham	51	3,024 24	16 20	27	746 87	7 74
Blairton	Peterboro'	47	1,198 24	7 39	5	193 36	3 90
Bluevale	Huron	37	2,057 18	11 70	21	1,250 36	5 35
Blyth	Huron	47	2,951 63	16 05	33	1,091 13	7 73
Bobcaygeon	Victoria	662	40,699 41	226 85	64	2,832 65	103 92
Bondhead	Simcoe	37	2,159 02	11 60	34	1,526 65	6 57
Bothwell	Kent	247	8,938 72	52 45	83	3,091 43	23 41
Bowmanville	Durham	363	12,079 95	70 15	356	14,370 66	36 95
Bracebridge	Victoria	160	7,507 10	42 30	201	9,227 30	32 65
Bradford	Simcoe	121	5,128 06	23 60	62	3,071 43	17 69
Brampton	Peel	217	7,802 26	45 70	342	17,208 98	24 26
Brantford	Brant	760	22,926 26	138 00	1,081	44,133 95	70 36

REPORT No. 10.--Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.--Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bridgewater	Hastings	45	1,590 06	9 45	10	248 03	4 16
Brigham	Brome	64	1,663 07	10 25	2	57 47	4 25
Bright	Oxford	90	3,841 90	22 55	15	584 44	10 23
Brighton	Northumb'land	45	1,844 40	10 75	61	1,671 16	5 27
Brockville	Leeds	253	8,884 77	51 95	452	18,201 62	35 43
Brompton Falls	Richmond	3	150 79	0 85			0 42
Brooklin	Ontario	169	5,366 69	31 95	38	1,422 21	14 73
Brougham	do	24	1,282 58	7 20	26	1,047 52	3 28
Buckingham	Ottawa	46	2,045 52	11 30	10	394 79	5 31
Burford	Brant	139	7,699 13	41 95	26	1,009 93	19 31
Bryson	Pontiac	25	425 86	3 10	8	329 20	1 69
Brussels	Huron	140	7,322 10	40 45	66	3,076 06	19 77
Cacouna	Témiscouata	43	1,738 39	10 05	28	1,587 32	4 35
Caistorville	Lincoln	7	202 30	1 25	5	295 00	0 57
Caledon	Peel	15	652 85	3 85	14	651 06	1 84
Cambray	Victoria	87	3,751 33	21 60	3	33 07	9 84
Campbellford	Northumb'land	137	6,837 38	38 85	57	2,504 14	18 83
Canfield	Haldimand	30	1,655 13	9 45	24	1,088 87	4 28
Cannington	Ontario	122	5,092 40	28 80	45	1,909 26	14 76
Carillon	Argenteuil						
Carleton Place	Lanark	229	14,067 58	75 25	42	2,188 88	36 51
Carronbrook	Perth	73	4,121 37	22 70	14	495 65	10 88
Castleton	Northumb'land	20	1,187 48	6 50	22	929 60	2 96
Cayuga	Haldimand	722	35,563 90	198 00	126	5,288 44	93 11
Chambly Canton	Chambly	69	2,854 23	16 15	16	598 25	8 58
Chatham	Kent	711	20,149 05	121 60	595	25,496 02	67 13
Chatsworth	Grey	11	429 00	2 50	24	1,206 43	1 54
Chelsea	Ottawa	77	6,425 82	32 95	3	179 50	18 74
Chicoutimi	Chicoutimi	10	619 60	3 40	14	867 05	1 55
Chippawa	Welland	191	5,737 98	33 80	167	9,749 59	15 25
Claremont	Ontario	28	1,976 92	10 30	15	851 70	6 14
Clarence	Russell	32	2,135 86	11 60	6	237 31	5 67
Clarke	Durham	4	240 75	0 85	6	228 40	0 71
Clarksburg	Grey	189	9,170 49	52 15	23	1,002 90	25 38
Clearville	Kent	357	22,781 06	117 55	18	1,003 08	56 94
Clifford	Wellington	175	9,481 78	52 55	51	1,922 33	24 47
Clifton	Welland	303	9,000 65	55 45	162	4,954 69	31 72
Clinton	Huron	285	11,312 17	64 95	234	10,653 97	36 54
Coaticook	Stanstead	24	848 49	4 90	53	2,114 23	5 16
Cobourg	Northumb'land	396	9,866 85	61 40	441	15,689 58	36 15
Colborne	do	233	8,840 79	50 70	84	2,154 93	22 56
Coldwater	Simcoe	122	6,978 97	38 10	26	1,375 56	17 74
Collingwood	Simcoe	307	12,158 69	70 20	188	7,606 48	41 50
Colpoys Bay	Bruce	42	2,223 94	12 30	26	1,057 25	5 90
Columbus	Ontario	82	6,333 54	33 38	16	697 50	16 23
Clomber	Essex	16	946 65	5 05	20	1,329 35	2 45
Compton	Compton	165	10,123 22	54 85	24	1,275 89	26 65
Conestogo	Waterloo	13	740 17	4 20	15	375 61	1 86
Consecon	Prince Edward	100	2,235 66	13 75	9	438 87	5 75
Cookshire	Compton	146	10,727 44	56 60	15	713 91	27 17
Clover Hill	Simcoe	2	62 75	0 40	1	6 00	0 43
Cookstown	do	60	2,350 87	13 20	15	650 64	6 68
Cooksville	Peel	19	847 33	4 70	4	97 10	2 21
Cornwall	Stormont	156	4,561 67	27 00	107	5,213 18	13 65
Cornwall	Lambton	61	1,966 81	11 70	9	322 18	4 91
Coteau Landing	Soulanges	12	681 99	3 80	4	63 82	1 74
Cornwall	Missisquoi	84	2,416 90	15 15	27	1,400 35	6 29
Cornwall	Simcoe	37	1,520 98	8 80	9	223 59	4 33
Credit	Peel	23	1,232 91	6 65	9	261 44	3 15
Creemore	Simcoe	129	5,215 58	30 35	21	446 92	13 43
Cumberland	Russell	45	2,055 46	11 75	16	1,056 00	5 23
Danville	Richmond	106	2,329 31	14 85	44	1,896 31	6 52

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Delaware	Middlesex	93	4,467 79	25 80	37	1,268 20	13 15
Delhi	Norfolk	155	8,192 20	44 90	18	1,021 95	21 54
Delta	Leeds	41	3,033 50	15 90	11	515 69	7 73
Dickinson's Land	Stormont	35	2,283 75	12 00	10	275 65	5 84
Douglas	Renfrew	8	427 65	2 40	4	167 50	1 07
Drayton	Wellington	118	6,385 98	35 10	49	2,072 44	17 54
Dresden	Kent	252	14,365 24	77 65	63	3,156 92	36 80
Drumbo	Oxford	21	1,277 75	3 80	47	2,777 67	3 34
Drummondville, O	Welland	313	10,422 34	62 00	67	2,221 64	28 15
Drummondville, Q	Drummond	13	362 09	1 85	7	228 79	96
Duart	Kent	33	2,065 52	11 20	19	1,302 72	5 37
Dunbar	Dundas	23	1,334 10	7 30			3 33
Dunbarton	Ontario	37	2,223 36	12 40	21	1,374 50	6 22
Dundas	Wentworth	273	8,441 14	50 65	354	12,936 78	30 49
Dungannon	Huron	176	10,789 66	58 85	21	993 65	27 04
Dunham	Missisquoi	30	1,382 14	7 65	8	343 20	4 13
Dunnville	Haldimand	239	8,027 02	47 60	91	3,258 44	21 74
Duntroon	Simcoe	1	100 00	50			25
Durham	Grey	677	32,542 68	182 80	189	7,828 36	85 68
Easton's Corners	Grenville	5	397 25	2 10	13	859 25	99
Eganville	Renfrew	63	3,365 32	20 85	16	617 51	10 51
Egmondville	Huron	23	949 27	5 65	9	414 35	2 50
Elora	Wellington	317	9,722 59	59 05	181	6,951 23	29 19
Embro	Oxford	267	12,320 26	68 65	40	1,163 22	32 83
Erin	Wellington	26	1,194 22	6 70	32	1,055 93	3 34
Etobicoke	York	18	748 09	4 20	12	232 12	2 23
Exeter	Huron	243	14,699 13	79 45	80	3,558 39	43 16
Farmersville	Leeds	14	1,033 38	5 50	11	414 92	2 62
Fenelon Falls	Victoria	193	9,334 13	52 35	38	1,446 88	24 70
Fergus	Wellington	271	10,017 20	58 80	149	5,501 95	28 30
Fingal	Elgin	113	6,290 62	35 40	61	3,209 47	16 31
Flesherton	Grey	96	4,308 40	23 85	30	1,712 26	11 35
Florence	Lambton	184	10,803 65	59 05	43	1,979 70	28 62
Fonthill	Welland	735	45,570 38	232 75	42	2,736 18	109 12
Forest	Lambton	139	6,493 35	36 50	44	2,351 40	18 72
Fort Erie	Welland	580	19,326 26	100 60	133	5,100 25	50 95
Frankfort	Hastings						
Franklin Centre	Huntingdon	6	116 50	80	12	886 01	28
Frelighsburg	Missisquoi	17	632 76	3 85	10	213 50	2 25
Galt	Waterloo	392	10,505 71	63 70	734	25,920 22	36 75
Gananoque	Leeds	223	7,504 04	44 75	103	4,109 87	20 54
Garafraxa	Wellington	109	4,504 64	25 45	19	697 71	11 72
Garden Island	Frontenac	10	436 69	2 50	9	386 00	1 32
Gaspé Basin	Gaspé	88	4,461 02	24 5	13	599 15	12 11
Georgetown	Haltou	280	14,600 73	82 10	194	6,620 33	39 22
Georgeville	Stanstead						
Georgina	York	132	5,221 86	29 45	20	991 67	13 49
Glenallan	Wellington	224	7,463 54	43 00	17	793 19	18 94
Glencoe	Middlesex	47	1,441 15	8 80	57	1,731 34	8 23
Goderich	Huron	515	20,715 21	119 30	410	14,992 17	59 60
Grafton	Northumberland	117	6,258 81	33 35	28	1,006 42	16 68
Granby	Shefford	36	1,433 55	8 25	29	1,297 76	4 35
Greenwood	Ontario	16	1,160 40	6 20	5	189 72	1 23
Grenville	Argenteuil	38	1,381 40	8 40	15	853 68	3 57
Grimsby	Lincoln	61	2,529 88	14 60	91	3,513 43	7 87
Guelph	Wellington	532	16,744 43	101 10	1,073	45,452 21	64 8
Hagersville	Haldimand	50	2,898 66	15 85	37	1,562 68	9 6
Hamilton		1,563	47,309 48	280 45	6,564	309,086 73	
Haliburton	Peterboro'	36	1,502 10	8 35	36	1,506 79	4 10
Hampton	Durham	130	6,293 35	35 00	23	1,311 45	16 64
Hanover	Grey	65	2,880 46	16 50	34	1,176 88	7 56

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Harriston.....	Wellington.....	200	10,691 69	58 60	108	4,580 92	28 66
Hastings.....	Peterboro'.....	56	2,243 08	12 45	13	625 98	6 20
Hatley.....	Stanstead.....	84	3,765 69	21 80	5	233 50	9 44
Hawkesbury.....	Prescott.....	24	616 12	3 75	31	2,021 76	10 16
Hawkesville.....	Waterloo.....	28	1,484 26	8 35	15	431 54	3 82
Hemmingford.....	Huntingdon.....	5	82 48	65	21	1,220 43	36
Henryville.....	Iberville.....	10	645 50	3 40			1 69
Hespeler.....	Waterloo.....	31	1,638 72	9 20	31	1,132 35	5 01
Hillsburgh.....	Wellington.....	22	1,399 76	7 65	8	358 70	3 60
Holland Landing.....	York.....	6	355 00	1 85	11	452 52	1 13
Hollen.....	Wellington.....	22	1,014 93	5 60	9	521 61	2 85
Hull.....	West Ottawa.....	125	5,810 84	32 05	21	1,187 57	15 15
Huntingdon.....	Huntingdon.....	80	3,378 36	18 75	23	647 69	9 53
Ingersoll.....	Oxford.....	334	12,279 14	71 30	718	34,818 62	40 84
Inverhuron.....	Bruce.....	57	3,663 48	19 70	10	425 44	9 15
Invermay.....	do.....	33	1,026 16	6 10	25	1,081 91	1 92
Inverness.....	Megantic.....	62	2,404 84	13 75	26	916 79	6 97
Iroquois.....	Dundas.....	71	1,770 02	11 20	21	733 10	4 78
Jarvis.....	Haldimand.....	94	5,140 12	28 45	45	2,776 68	15 25
Joliette.....	Joliette.....	134	9,932 43	52 50	15	571 67	25 05
Jordan.....	Welland.....	71	3,424 37	19 25	8	399 87	8 54
Kamouraska.....	Kamouraska.....	215	9,807 58	54 60	39	1,527 17	24 51
Kazubazua.....	Ottawa.....	2	20 00	15	1	11 71	07
Keene.....	Peterboro'.....	101	4,338 48	23 98	24	1,214 72	11 19
Kemptville.....	Bruce.....	98	5,155 06	28 45	30	1,243 44	14 02
Kincardine.....	Bruce.....	232	9,260 14	53 70	218	11,304 92	26 66
King.....	York.....	34	1,073 26	6 20	13	675 21	4 19
Kingston.....	Frontenac.....	869	25,000 44	151 00	1,008	41,970 05	.....
Kingsville.....	Essex.....	212	11,001 63	61 20	56	2,928 07	27 76
Kippen.....	Huron.....	1	27 00	20			44
Kirkfield.....	Victoria.....	138	10,687 81	56 00	6	337 15	27 04
Klineburg.....	York.....	10	473 08	2 65	11	97 90	1 25
Knowlton.....	Brome.....	36	1,617 91	9 35	16	479 56	8 24
Komoka.....	Middlesex.....	17	530 60	3 05	22	1,287 95	1 87
Lachine.....	Jacques Cartier.....	17	435 48	3 00	18	472 58	1 83
Lachute.....	Argenteuil.....	76	4,155 71	22 45	23	1,195 89	10 12
Lacolle.....	St. John's.....	74	3,806 22	21 90	14	401 90	9 96
Lanark.....	Lanark.....	218	12,407 04	67 15	15	961 07	31 40
Laprairie.....	Laprairie.....	41	2,965 56	15 70	120	1,008 75	7 44
L'Assomption.....	L'Assomption.....				9	636 00	06
Leamington.....	Essex.....	513	31,487 04	169 85	64	3,709 05	78 91
Leeds.....	Megantic.....	25	1,011 07	6 00	10	407 44	3 09
Lefroy.....	Simcoe.....	12	706 75	3 85	17	789 00	2 18
Lennoxville.....	Richmond.....	92	2,158 02	14 00	74	2,641 33	8 95
Leslie.....	York.....	29	949 40	5 65	52	634 22	3 06
Lévis.....	Lévis.....	25	900 53	5 30	26	934 47	2 50
Lindsay.....	Victoria.....	435	15,982 79	92 90	434	21,096 44	48 92
Listowel.....	Perth.....	510	25,803 50	144 00	128	6,248 44	73 16
Lloydtown.....	York.....	5	350 60	1 85	13	593 70	1 34
London.....	Middlesex.....	1,787	44,409 98	283 75	3,019	111,174 82	.....
Longueuil.....	Chamblay.....	3	101 85	60	2	31 00	25
Longwood.....	Middlesex.....	59	3,038 53	16 80	25	880 63	8 57
L'Original.....	Prescott.....	225	11,559 91	63 25	32	1,486 10	30 25
Loughboro'.....	Frontenac.....	54	3,247 40	17 45	3	195 42	6 45
Lotbinière.....	Lotbinière.....						
Lucan.....	Huron.....	153	8,652 39	47 70	65	2,769 52	22 23
Lucknow.....	Bruce.....	472	24,735 19	137 30	122	5,721 17	63 75
Lyn.....	Leeds.....	41	1,674 96	9 55	59	2,815 40	4 37
Lynden.....	Wentworth.....	56	2,975 96	15 65	12	328 84	7 49
Lynedoch.....	Norfolk.....	101	7,520 96	42 90	18	586 76	19 06
Madoc.....	Hastings.....	279	9,820 33	52 90	42	1,600 30	24 87

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Magog	Stanstead	91	3,586 65	21 10	9	350 65	9 41
Manchester	Ontario	16	635 08	3 55	8	294 05	1 73
Manilla	Victoria	46	1,843 60	10 35	26	1,146 20	5 22
Mansonville	Potter	89	4,668 69	26 25	6	218 00	11 66
Maple	York	14	878 34	4 65	8	457 65	2 41
Markdale	Grey	75	4,236 95	23 50	14	752 05	10 60
Markham	York	74	5,074 57	27 10	75	2,874 48	15 52
Martintown	Glengarry	2	110 00	60	6	250 90	27
Massawippi	Stanstead	9	460 16	2 65	1	7 00	1 17
Matane	Rimouski	3	250 00	1 30			86
Matapedia	Bonaventure	108	6,424 53	34 25	7	128 50	28 77
Maxwell	Grey	63	2,352 94	13 45	12	340 45	5 90
McGillivray	Huron	44	1,727 41	9 70	13	461 20	4 61
Meadowvale	Peel	16	1,018 12	5 80	9	508 50	1 90
Meaford	Grey	443	23,478 27	129 35	105	5,169 34	62 39
Melbourne	Richmond	43	1,697 58	9 45	28	918 38	7 12
Merrickville	Grenville	126	8,503 03	45 30	22	958 35	22 71
Mildmay	Bruce	73	3,411 80	19 40	10	120 18	8 55
Milford	Prince Edward	31	892 65	5 05	17	574 90	2 08
Millbank	Perth	37	2,269 27	12 35	24	1,043 15	6 54
Millbrook	Durham	291	14,395 66	80 40	62	2,549 20	37 16
Mille Roches	Stormont	4	130 10	75	6	359 32	33
Milton	Halton	398	26,886 01	142 25	137	6,918 58	68 02
Milverton	Perth	20	717 98	4 40	5	112 00	1 81
Minden	Peterboro'	380	19,558 15	107 85	49	2,195 32	49 65
Mitchell	Perth	188	8,037 23	46 20	152	6,976 14	27 59
Mohawk	Brant	39	2,665 45	14 60	12	658 56	2 50
Mono Mills	Simcoe	20	1,077 83	5 95	24	618 78	2 79
Montmagny	Montmagny	26	1,036 03	6 00	28	626 76	2 57
Montreal	Hochelaga	1,557	59,595 10	340 20	11,826	532,353 82	
Moore	Lambton	87	4,433 57	24 55	30	1,145 18	12 44
Morpeth	Kent	77	4,513 68	24 50	41	1,644 01	11 44
Morrisburg	Dundas	52	1,622 97	8 85	50	1,801 63	5 00
Morrison	Wellington	33	1,467 40	8 05	26	1,592 33	3 81
Morton	Leeds	29	2,310 93	12 15	5	356 33	5 79
Mount Brydges	Middlesex	59	2,717 17	15 25	20	761 56	7 02
Mount Elgin	Oxford	3	147 22	90	3	119 00	1 13
Mount Forest	Grey	483	16,643 60	97 65	177	6,794 76	44 62
Mount Vernon	Brant	9	280 71	1 65	2	12 25	70
Murray Bay	Charlevoix	56	3,369 48	17 95	63	2,671 54	8 41
Nairn	Middlesex	9	439 25	2 50	18	613 91	1 52
Nanticoke	Haldimand	77	4,564 05	25 30	5	168 52	11 42
Napanee	Lennox	229	9,267 92	52 10	283	8,729 17	27 58
Napier	Middlesex	65	3,305 73	18 55	23	975 37	8 53
Napierville	Napierville	105	6,035 10	33 40	6	72 31	16 11
Nassagwiweya	Halton	94	4,037 07	22 60	25	1,334 01	9 85
Neustadt	Grey	42	2,933 75	16 15	12	718 90	7 75
Newboro'	Leeds	86	3,983 16	21 95	24	1,563 07	10 29
Newburgh	Addington	173	7,508 32	42 95	18	796 46	19 02
Newbury	Middlesex	56	2,871 28	16 10	32	1,087 36	8 59
Newcastle	Durham	164	4,113 88	25 55	174	7,114 63	12 47
New Dundee	Waterloo	16	1,012 65	5 45	6	356 50	2 53
New Edinburgh	Russell	21	993 96	5 45	10	231 75	3 88
New Hamburg	Waterloo	43	2,766 34	15 30	78	3,756 48	7 33
New Market	York	136	4,156 35	24 40	154	5,895 10	13 96
Niagara	Lincoln	300	13,020 79	74 85	121	5,217 70	36 17
Nicolet	Nicolet	106	7,447 88	39 15	21	608 77	18 60
Normanton	Bruce	191	10,958 31	59 40	61	2,210 04	27 89
North Augusta	Grenville	45	2,746 44	14 75	3	44 40	7 02
North Douro	Peterboro'	209	12,276 41	69 55	25	929 63	32 00
North Gower	Carleton	107	8,242 34	42 55	5	330 00	20 66

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
North Port	Prince Edward.	18	851 44	4 70	6	459 26	2 25
Norval	Halton	27	1,375 08	7 80	11	323 86	3 56
Norwich	Oxford	555	29,106 19	158 00	109	6,463 89	74 53
Norwood	Peterboro'	87	2,778 67	16 00	27	1,017 39	7 35
Oakland	Brant	47	3,158 38	17 05	4	213 60	7 89
Oakville	Halton	382	14,341 80	83 80	146	4,640 42	37 46
Odessa	Addington	65	2,841 36	16 15	20	869 07	7 39
Oil Springs	Lambton	43	1,812 93	10 30	26	1,454 38	4 90
Omemeo	Victoria	153	8,463 88	46 60	25	1,070 81	21 58
Onslow	Pontiac	10	204 00	1 25	2	110 00	80
Orangeville	Wellington	265	10,241 23	60 20	129	5,249 06	28 63
Orillia	Simcoe	409	15,321 99	90 25	200	7,868 28	51 35
Ormstown	Chateauguay	27	1,848 99	10 00	12	873 65	4 76
Orono	Durham	200	11,483 07	62 20	31	1,766 26	29 84
Orwell	Elgin	40	2,024 89	11 25	5	216 60	5 42
Osceola	Renfrew	84	6,841 86	35 50	9	524 02	17 10
Osgoode	Russell	33	1,442 20	8 30	11	559 12	3 93
Oshawa	Ontario	440	14,357 16	82 30	597	30,886 30	50 44
Ottawa		1,593	51,581 59	304 20	1,164	44,908 11	.....
Otterville	Oxford	409	21,952 07	120 85	18	748 17	54 99
Owen Sound	Grey	365	11,808 49	69 55	465	18,870 49	36 84
Paisley	Bruce	253	14,599 18	79 20	130	6,193 40	41 19
Pakenham	Lanark	65	3,241 12	17 95	18	872 82	9 56
Palermo	Halton	29	1,192 85	6 90	22	956 19	3 11
Paris	Brant	301	7,997 75	49 40	229	8,654 13	25 93
Parkhill	Middlesex	185	6,920 39	40 10	77	3,560 42	18 37
Parry Sound	Dist. of Algoma	129	6,538 72	36 30	41	2,218 43	18 07
Paspebiac	Bonaventure	149	10,087 51	53 40	10	326 45	26 90
Patterson	York	10	301 25	1 95	37	1,837 95	1 03
Pembroke	Renfrew	299	10,549 69	61 65	77	3,374 02	33 32
Penetanguishene	Simcoe	84	4,822 13	25 70	60	3,632 12	12 38
Percé	Gaspé	74	1,798 55	10 90	8	156 75	5 03
Perth	Lanark	140	4,323 95	26 60	168	8,084 21	15 39
Peterboro'	Peterboro'	420	14,283 30	84 55	366	13,534 11	51 47
Petrolia	Lambton	585	20,655 18	121 85	99	3,969 62	55 86
Philipsburg	Missisquoi				2	14 14	.....
Pickering	Ontario	18	606 85	3 70	16	801 12	1 80
Pictou	Prince Edward	440	11,634 23	71 60	172	5,895 95	30 68
Pike River	Missisquoi	7	290 12	1 60	4	77 00	72
Plantagenet	Prescott	180	11,867 28	63 35	13	728 60	29 97
Point Lévi, East	Lévis	16	503 84	2 65	7	129 80	1 93
Point St. Charles	Jacques Cartier	20	787 42	4 60	11	406 00	7 51
Portage du Fort	Pontiac	73	3,345 08	19 00	28	1,454 18	9 18
Port Burwell	Elgin	113	3,657 20	21 85	96	5,400 13	10 17
Port Carling	Victoria	6	87 70	65	2	63 00	22
Port Colborne	Welland	244	8,143 99	47 80	97	4,916 69	22 92
Port Dalhousie	Lincoln	169	7,262 99	41 60	25	861 45	19 90
Port Dover	Norfolk	349	17,212 22	93 85	84	3,560 11	44 56
Port Hope	Durham	730	21,348 21	127 85	454	16,341 04	64 65
Port Perry	Ontario	185	6,157 82	36 55	117	5,646 34	17 73
Port Robinson	Welland	173	13,114 28	69 25	27	705 05	33 67
Port Rowan	Norfolk	135	6,794 70	37 45	48	1,854 05	20 70
Port Ryerse		19	765 87	4 50	3	122 00	1 90
Port Stanley	Elgin	85	3,148 95	18 10	87	2,668 41	9 13
Prescott	Grenville	475	16,757 77	99 10	121	4,181 72	46 93
Preston	Waterloo	52	1,634 56	9 60	61	1,813 71	4 55
Princeville	Grey	64	3,643 14	19 55	20	487 17	9 31
Prince Albert	Ontario	90	2,741 99	15 85	21	992 52	8 26
Princeton	Oxford	191	6,298 15	37 35	28	1,089 19	15 91
Ruslinch	Wellington	147	8,737 80	46 25	10	446 91	22 64
Quebec	Quebec	852	30,529 21	176 70	1,261	54,954 61	.....
			306				

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Ratho	Oxford	32	2,229 60	12 00	1	17 75	7 65
Renfrew	Renfrew	127	3,705 84	21 35	33	1,379 89	11 39
Richmond, Q.	Richmond	89	2,588 14	15 90	43	1,551 62	10 40
Richmond, O.	Carleton	29	1,812 23	9 30	8	456 25	4 71
Richmond Hill	York	137	5,967 92	33 35	65	2,436 96	17 95
Ridgetown	Kent	129	5,902 50	33 50	42	1,596 85	15 08
Rimouski	Rimouski	113	7,348 26	39 40	35	1,877 45	21 12
River David	Yamaska	1	32 63	20	4	147 88	08
Riversdale	Bruce	111	4,903 54	28 40	18	565 73	12 34
Rivière du Loup (en bas)	Temiscouata	44	2,246 97	12 40	37	2,006 33	5 95
Rivière du Loup (en haut)	Maskinongé	77	4,403 59	23 50	7	420 65	11 00
Robinson	Compton	2	152 30	80	11	372 78	89
Rockingham	Renfrew	37	1,713 70	9 40	6	405 30	4 55
Rock Island	Stanstead	167	7,184 04	40 80	8	373 12	17 98
Rockwood	Wellington	93	3,418 99	19 80	40	1,467 11	9 12
Rodgerville	Huron	19	1,378 62	7 40	15	1,017 24	4 31
Rondeau	Kent	233	12,805 22	69 80	71	3,830 09	33 02
Rosemont	Simcoe	35	1,766 64	9 70	12	581 75	4 85
Roxton Falls	Shefford	1	28 56	20	8	185 54	07
St. Andrew's	Argenteuil	108	6,736 74	36 60	47	2,417 57	18 34
St. Anne de la Pociatière	Kamouraska	22	988 15	5 65	17	477 84	2 46
St. Athanase	Iberville	19	333 17	2 30	1	100 00	85
St. Catharine's	Lincoln	665	20,955 38	125 30	1,187	48,294 85	68 74
St. Cesaire	Rouville	118	1,124 36	9 55	7	149 90	2 79
St. Christophe	Arthabaska	76	3,411 61	19 05	35	985 56	8 52
St. Croix	Lotbinière	16	699 50	3 96	15	571 00	1 74
St. Eustache	Two Mountains	17	1,385 56	7 30	20	953 42	3 45
St. Ferdinand	Megantic						
St. George	Brant	67	3,288 35	18 50	43	1,464 55	8 71
St. Hugues	Bagot				2	62 00	
St. Hyacinthe	St. Hyacinthe	30	1,392 72	8 10	108	3,464 73	4 53
St. Jacob's	Waterloo	204	11,662 66	63 45	24	688 15	29 15
St. Jean Chrysostôme	Chateauguay	75	4,353 94	23 85	9	374 18	11 07
St. Jerome	Terrebonne	176	8,680 10	48 30	4	160 12	21 71
St. John's	St. John's	56	1,241 37	7 55	99	5,000 96	4 10
St. Mary's	Perth	292	11,726 27	68 05	241	8,911 51	34 25
St. Paul's Bay	Charlevoix	7	384 25	2 05	1	34 50	95
St. Polycarpe	Soulanges	4	355 00	1 80	2	70 00	89
Ste. R-mi	Napierville	40	2,192 74	11 95	15	334 54	5 51
St. Roch	Quebec (city)	45	1,834 84	10 60	20	1,164 95	5 04
St. Sauveur	Quebec (banlieu)				4	169 00	06
St. Scholastique	Two Mountains	11	613 70	3 60	9	342 16	1 54
St. Thérèse de Blainville	Terrebonne	10	604 41	3 40	3	135 00	1 50
St. Thomas	Elgin	510	17,549 80	103 70	383	12,593 04	65 03
St. William's	Norfolk	11	179 41	1 25	8	156 47	44
Sandwich	Essex	129	6,018 21	23 60	47	1,529 93	16 87
Sarnia	Lambton	374	12,065 94	71 00	372	12,965 12	42 64
Saugeen	Bruce	221	10,470 66	59 25	82	4,292 70	27 50
Scarboro'	York	25	920 61	5 10	31	2,657 68	2 69
Schomberg	York	8	286 05	1 85	25	1,270 72	58
Scotland	Brant	119	7,628 68	40 55	26	1,355 09	19 11
Seaforth	Huron	303	15,757 05	87 60	155	7,252 01	45 75
Selkirk	Haldimand	97	5,263 80	29 55	37	2,994 61	13 24
Seneca	do	564	31,154 13	169 45	97	3,275 78	20 73
Severn Bridge	Victoria	7	91 86	60	4	156 15	24
Shakespeare	Perth	47	1,758 66	10 30	11	422 80	4 79

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.*	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Shannonville.....	Hastings.....	48	2,646 40	15 25	10	419 29	6 99
Sharon.....	York.....	13	796 43	4 35	10	533 15	1 99
Sherbrooke.....	Richmond.....	219	5,190 29	32 95	200	8,598 96	23 92
Simcoe.....	Norfolk.....	499	13,966 53	85 90	256	10,940 17	38 62
Singhampton.....	Grey.....	57	4,170 26	21 80	13	611 40	10 51
Smith's Falls.....	Lanark.....	648	46,733 81	243 55	78	4,772 98	112 35
Smithville.....	Lincoln.....	403	24,394 71	131 30	27	1,152 86	61 16
Sombra.....	Lambton.....	53	3,473 78	18 90	26	1,588 03	9 00
Somerset.....	Megantic.....	6	394 84	2 20	3	187 21	97
Sorel.....	Richelieu.....	86	2,488 31	14 95	76	2,542 14	7 15
South Quebec.....	Lévis.....	31	1,049 55	6 10	26	935 07	3 32
Sparta.....	Elgin.....	26	1,099 40	6 20	37	2,555 90	3 44
Spencerville.....	Grenville.....	15	656 61	3 60	15	605 77	1 83
Springford.....	Oxford.....	105	5,941 97	32 40	2	57 70	14 91
Stanford.....	Arthabaska.....	4	154 97	95	9	327 72	37
Stanstead.....	Stanstead.....	99	2,991 42	17 40	47	2,206 75	10 47
Stayner.....	Simcoe.....	117	6,262 57	34 30	76	3,049 30	17 84
Stirling.....	Hastings.....	97	6,280 85	34 00	24	776 44	17 00
Stoney Creek.....	Wentworth.....	35	1,517 13	8 75	10	372 75	3 81
Stouffville.....	York.....	55	3,324 52	17 95	31	1,428 53	9 02
Strabane.....	Wentworth.....	33	1,485 82	8 60	19	1,036 78	4 07
Staffordville.....	Elgin.....	10	523 16	3 00	17	1,039 35	1 44
Stratford.....	Perth.....	396	12,515 22	73 85	341	13,215 92	49 01
Strathroy.....	Middlesex.....	277	8,277 38	49 95	311	10,594 46	24 75
Strutsville.....	Peel.....	129	5,650 06	31 65	32	1,432 51	14 76
Sutton.....	Brome.....	6	233 95	1 50	2	56 82	85
Sweetsburg.....	Missisquoi.....	46	2,186 23	12 75	14	528 05	5 49
Sylvan.....	Middlesex.....	3	256 25	1 40	3	63 40	64
Tadousac.....	Saguenay.....				1	30 00	
Tamworth.....	Addington.....	33	1,283 16	7 45	7	406 18	3 30
Tara.....	Bruce.....	33	1,596 51	9 05	19	391 23	4 26
Tavistock.....	Perth.....				15	838 05	
Teeswater.....	Bruce.....	116	5,807 27	32 15	61	3,302 60	15 24
Terrebonne.....	Terrebonne.....	20	1,185 97	6 40	61	3,846 14	3 02
Thamesford.....	Oxford.....	7	473 09	2 60	18	1,033 58	1 18
Thamesville.....	Kent.....	123	6,188 76	34 65	40	1,329 11	17 01
Thornhill.....	York.....	18	1,122 04	6 15	18	921 51	3 52
Thorold.....	Welland.....	167	7,350 46	42 00	122	4,477 89	21 49
Three Rivers.....	St. Maurice.....	200	8,593 78	49 00	126	4,580 04	24 00
Thurso.....	Ottawa.....	12	552 19	3 25	8	399 25	2 23
Tilbury, East.....	Kent.....	2	148 45	80	11	760 68	43
Tilsonburg.....	Oxford.....	310	14,860 11	84 15	126	5,415 20	40 03
Tiverton.....	Bruce.....	48	2,753 75	14 90	11	558 95	7 11
Toronto.....	York.....	2,992	77,943 29	468 70	16,577	710,328 07	
Tottenham.....	Simcoe.....	7	492 00	2 55			1 35
Trenton.....	Hastings.....	75	3,268 55	18 80	73	3,033 83	9 73
Tullamore.....	Peel.....	31	1,312 34	7 70	19	1,337 50	3 29
Ulverton.....	Drummond.....	15	717 21	4 30	3	53 00	2 27
Union.....	Elgin.....	39	2,903 72	15 10	13	359 52	7 31
Uxbridge.....	Ontario.....	222	7,259 68	43 40	99	3,919 52	22 34
Valleyfield.....	Beauharnois.....	65	4,139 39	22 25	14	723 14	10 61
Vanbrugh.....	Renfrew.....	93	7,364 55	38 35			18 40
Vankleek Hill.....	Prescott.....	80	5,021 31	27 20	29	1,683 83	13 21
Vienna.....	Elgin.....	657	37,633 35	203 35	66	2,791 36	94 95
Vittoria.....	Norfolk.....	130	4,114 99	24 35	40	1,758 86	10 55
Vroomantien.....	Ontario.....	10	422 25	2 30	6	213 75	1 31
Wales.....	Stormont.....	19	994 15	5 85	3	185 00	2 71
Walkerton.....	Bruce.....	572	20,241 09	118 55	282	12,339 21	53 06
Wallaceburg.....	Kent.....	209	12,725 92	69 80	47	2,448 77	32 57
Wallacetown.....	Elgin.....	81	4,893 54	26 05	31	1,751 43	13 24
Wardsville.....	Middlesex.....	260	15,195 22	83 20	48	1,979 97	38 75

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts
Warkworth	Northumberland	111	6,907 25	37 65	31	1,220 61	18 24
Warsaw	Peterboro'	67	4,277 69	23 00	7	353 11	10 70
Warwick	Lambton	40	2,298 55	12 90	12	549 04	5 99
Waterdown	Wentworth	70	2,544 92	14 55	31	1,164 08	6 64
Waterford	Norfolk	326	13,458 00	75 50	87	5,129 14	34 49
Waterloo, Q.	Shefford	22	1,117 68	6 00	23	892 21	7 87
Waterloo, O.	Waterloo	77	3,049 31	18 10	395	10,001 30	8 07
Wafford	Lambton	65	4,020 64	21 85	47	1,999 76	12 35
Welland	Welland	411	17,517 92	98 00	213	7,746 34	46 23
Welland Port.	Lincoln	134	8,371 98	44 80	18	836 25	20 99
Wellesley	Waterloo	39	2,984 97	15 35	20	1,240 12	7 66
Wellington	Prince Edward	143	5,193 75	29 50	18	862 43	13 17
Wellington Square	Halton	102	4,833 38	26 80	47	1,977 89	12 90
West Farnham.	Missisquoi	4	144 73	75	9	246 73	63
West Flamboro'. ..	Wentworth	24	831 68	4 65	9	334 65	2 40
West Winchester. ..	Dundas	44	2,706 75	14 40	15	653 32	9 54
Weston	York	74	3,373 67	19 00	54	2,775 47	9 74
Whitby	Ontario	205	6,072 04	36 70	260	9,439 10	19 61
Whitevale	do	5	328 27	1 80	7	368 65	94
Widder Station.	Lambton	74	3,314 96	18 50	44	1,833 45	9 88
Windsor	Essex	568	14,821 61	90 05	347	12,642 90	69 32
Wingham	Huron	199	8,518 56	48 45	94	4,529 77	22 20
Woodbridge	York	36	1,609 45	8 80	213	10,046 58	4 90
Woodham	Perth	9	618 00	3 35	14	1,137 15	1 88
Woodslee	Essex	41	1,604 73	9 55	7	376 05	4 15
Woodstock	Oxford	539	16,974 80	100 55	473	17,721 06	53 14
Woodville	Victoria	168	9,125 71	51 35	18	852 38	24 34
Wroxeter	Huron	340	20,920 51	113 00	74	4,722 35	53 78
Wyoming	Lambton	50	2,428 97	13 25	22	1,347 07	7 73
York	Haldimand	92	5,196 07	28 65	20	1,391 54	13 23
Yorkville	York	79	2,273 72	14 15	84	3,900 91	11 57
Zurich	Huron	118	8,737 17	45 65	20	1,294 32	21 97
		75,084	3,198,714 10	18,110 70	74,990	3,198,410 78	7,997 53

P. LESUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster General.

NOVA SCOTIA.

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year ended 30th June, 1873, in Nova Scotia; the County wherein each Office is situated; the number and amount of Orders Issued and Paid in the same; the Amount of Commission arising therefrom at each Office respectively; and the proportion allowed as compensation to the Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	183	6,639 93	38 05	368	11,637 21	16 60
Annapolis	Annapolis	363	9,481 46	57 45	224	9,548 30	23 71
Antigonish	Antigonish	454	15,784 82	91 80	297	7,969 50	39 46
Arichat	Richmond	852	39,066 85	213 50	300	11,511 22	97 67
Aylesford	King's	72	3,504 12	19 80	41	980 97	8 76
Baddeck	Victoria	334	13,404 83	75 10	195	5,410 19	33 51
Barrington	Shelburne	391	17,155 22	95 15	118	6,146 46	42 77
Bear River, West Side	Digby	115	3,893 99	22 90	49	1,697 91	9 74
Berwick	King's	80	3,440 67	18 45	58	2,415 63	8 60
Bridgetown	Annapolis	611	22,224 32	127 95	309	15,379 71	55 56
Bridgewater	Lunenburg	440	16,195 48	93 60	199	9,475 42	40 26
Caledonia Corner	Queen's	156	7,061 11	39 55	31	885 06	17 65
Canning	King's	129	4,661 74	26 65	55	1,987 79	11 65
Cape Canso	Guysborough	161	4,629 27	28 05	62	3,186 61	11 57
Chester	Lunenburg	172	7,223 07	40 25	58	1,650 52	18 06
Christmas Island	Cape Breton	35	2,314 41	12 25	20	714 36	5 79
Cow Bay	do	678	41,550 55	219 00	29	1,108 23	103 88
Cross Roads	Guysborough	31	623 32	4 05	12	476 95	1 56
Dartmouth	Halifax	40	1,617 48	9 50	57	1,386 76	4 04
Digby	Digby	371	15,348 42	86 25	127	3,892 09	38 37
Five Islands	Colchester	25	1,458 34	7 65	3	72 41	3 65
Granville Ferry	Annapolis	89	2,430 32	14 85	68	3,177 73	6 08
Great Village	Colchester	31	1,443 05	7 85	13	390 18	3 61
Guysborough	Guysborough	648	27,927 60	156 00	144	3,946 54	69 82
Halifax	Halifax	1,124	48,968 37	273 45	13,639	693,065 65	.....
Hantsport	Hants	75	3,107 35	17 70	25	738 61	7 77
Kentville	King's	242	8,361 87	48 00	137	4,905 40	20 90
Laurencetown	Annapolis	132	6,322 48	34 90	42	1,714 92	15 80
Lingan	Cape Breton	161	12,391 89	64 10	2	42 95	30 98
Little Glace Bay	do	756	45,341 11	241 35	28	1,048 90	113 35
Liverpool	Queen's	2,653	175,009 95	924 25	234	10,236 32	437 52
Locke Port	Shelburne	149	4,837 53	27 95	31	1,132 46	12 09
Londonderry	Colchester	47	1,798 30	10 20	21	777 37	4 50
Lower Horton	King's	37	2,797 07	14 95	16	313 73	6 99
Lunenburg	Lunenburg	207	7,400 22	43 40	67	2,743 36	18 50
Mabou	Inverness	278	12,671 57	70 70	66	2,112 54	31 68
Mahone Bay	Lunenburg	670	41,848 12	223 20	38	1,931 99	104 62
Maitland	Hants	102	2,788 92	17 05	21	677 56	7 07
New Glasgow	Pictou	371	11,618 88	69 30	242	8,253 24	29 05
Newport	Hants	94	3,804 62	21 35	15	497 44	9 47
Newport Landing	do	17	410 51	2 70	.....	.....	1 03
New Ross	Lunenburg	29	641 94	3 85	12	500 08	1 60
North Sydney	Cape Breton	520	24,082 92	132 60	158	7,327 73	60 21
Oxford	Cumberland	54	2,460 25	13 50	22	738 29	6 15
Parrsboro'	do	389	16,088 67	88 70	61	2,998 02	40 22
Pictou	Pictou	383	12,896 05	75 45	435	16,941 54	32 20
Pineo Village	Kings	50	2,757 36	14 70	1	6 75	6 89
Port Hastings	Inverness	266	11,473 78	65 50	54	1,747 56	28 68
do Hawkesbury	Richmond	100	3,187 93	18 65	95	3,498 23	7 97
do Hood	Inverness	269	11,394 19	63 15	75	2,827 80	28 48
do Medway	Queens	132	5,667 83	32 45	30	1,289 25	14 17

REPORT No. 10.—Showing the Number of Money Orders issued in Nova Scotia during the year ended 30th June, 1873.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Port Mulgrave.....	Guysborough....	146	4,520 44	26 90	69	3,117 73	11 30
do William's.....	King's.....	28	1,190 16	7 00	16	425 57	2 97
Pugwash.....	Cumberland....	174	6,559 22	37 35	57	2,082 42	16 39
River John.....	Pictou.....	113	6,787 02	36 90	16	819 92	16 97
do Philip.....	Cumberland....	58	2,005 78	11 90	13	322 54	5 01
Sandy Cove.....	Digby.....	36	1,526 94	8 55	11	438 07	3 81
Sheet Harbor.....	Halifax.....	9	329 69	1 95	.....	.....	0 82
Shelburne.....	Shelburne.....	554	32,412 23	174 80	97	4,674 57	81 03
Sherbrooke.....	Guysborough....	376	17,753 45	98 05	101	4,347 47	44 38
Shubenacadie.....	Hants.....	59	2,933 47	16 15	21	839 52	7 33
St. Peter's.....	Cape Breton....	250	10,097 44	56 50	62	1,641 81	25 24
Stellarton.....	Pictou.....	231	9,459 94	55 05	69	2,100 44	23 65
Sydney.....	Cape Breton....	901	39,129 39	219 90	225	8,394 50	97 82
do Mines.....	do.....	74	2,674 77	15 50	15	473 31	6 69
Tangier.....	Halifax.....	17	717 61	4 05	.....	.....	1 79
Tatamagouche.....	Colchester.....	75	3,313 98	18 60	34	1,646 98	8 28
Truro.....	do.....	338	11,350 39	66 40	533	20,659 25	28 38
Tusket.....	Yarmouth.....	53	1,291 34	8 55	10	424 59	3 23
Wallace.....	Cumberland....	216	8,544 26	48 55	50	2,315 48	21 36
West Bay.....	Inverness.....	92	2,496 03	14 25	17	623 38	6 24
West Port.....	Digby.....	69	1,271 61	8 40	34	1,634 88	3 18
Weymouth.....	do.....	115	3,116 83	18 55	112	5,597 20	7 79
Whycocomagh.....	Inverness.....	266	12,187 93	67 80	101	2,310 29	30 47
Wilmot.....	Annapolis.....	283	11,877 88	67 20	118	4,231 47	29 69
Windsor.....	Hants.....	206	7,966 94	46 30	328	11,938 07	19 91
Wolfville.....	King's.....	218	8,109 58	46 75	170	5,969 94	20 27
Yarmouth.....	Yarmouth.....	692	31,580 60	176 40	635	25,553 76	78 95
		21,420	990,324 97	5,477 05	31,316	985,692 60	1,853 21

A. CAMPBELL,
Postmaster General.

P. LE SUEUR,
Chief Superintendent.

NEW BRUNSWICK.

REPORT No. 10.—Showing the Money Order Offices in operation within the Province of New Brunswick, at any time during the year ended 30th June, 1873; the County wherein each Office is situated; the number and amount of Orders Issued and Paid in the same; the amount of Commission arising, therefrom at each Office respectively, and the proportion allowed as compensation to the Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Andover.....	Victoria.....	142	9,714 65	51 25	63	4,143 71	24 90
Baie Verte.....	Westmoreland..	127	6,250 41	35 00	45	2,367 62	23 61
Bathurst.....	Gloucester.....	439	27,071 75	144 00	91	4,193 47	212 32
Buctouché.....	Kent.....	159	8,301 93	43 80	23	645 77	29 61
Campbellton.....	Restigouche.....	200	13,364 32	71 10	6	329 00	100 54
Campo Bello.....	Charlotte.....	34	894 49	5 80	1	39 04	2 71
Canterbury Station	York.....	156	6,552 63	35 80	1	7 95	18 97
Caraget.....	Gloucester.....	45	2,492 08	13 65	9	463 60	22 32
Carleton.....	St. John.....	76	3,240 18	18 05	24	522 61	11 85
Chatham.....	Northumberland	891	47,683 37	258 90	130	5,173 11	297 14
Dalhousie.....	Restigouche.....	907	73,641 38	378 35	63	4,067 61	344 09
Dorchester.....	Westmoreland..	419	15,577 79	88 15	80	2,538 87	50 76
Edmundston.....	Victoria.....	19	1,473 26	7 70	13	1,006 39	55 36
Florenceville.....	Carleton.....	127	7,576 01	40 30	41	2,918 96	20 70
Fredericton.....	York.....	492	22,810 57	127 25	771	31,537 18	.....
Gagetown.....	Queen's.....	93	3,525 36	20 25	42	1,970 52	9 73
Grand Falls.....	Victoria.....	270	17,618 47	93 05	61	4,160 69	46 07
Harvey.....	Albert.....	150	8,495 02	45 65	59	4,166 80	26 04
Harvey Station...	York.....	34	1,074 34	6 55	10	394 63	3 34
Hillsborough.....	Albert.....	150	4,669 55	26 45	15	357 48	15 21
Hopewell Cape.....	do.....	72	2,918 73	16 55	27	784 16	7 91
Indiantown.....	St. John.....	109	4,685 68	26 25	28	1,217 67	14 19
Kingston, Kent...	Kent.....	199	10,818 15	58 40	48	2,306 45	52 94
do King's.....	King's.....	17	837 85	4 60	3	94 42	2 20
Kouchibouguac.....	Kent.....	2	110 00	0 60	1	11 09	0 31
Memramcook.....	Westmoreland..	15	618 17	3 50	33	1,074 38	7 19
Moncton.....	do.....	590	19,919 49	114 35	325	10,359 18	72 25
Newcastle.....	Northumberland	531	27,350 33	149 95	91	4,664 36	129 95
Oromocto.....	Sunbury.....	24	976 12	5 50	4	59 22	2 98
Ousekeag.....	Kings.....	109	2,707 82	16 40	25	569 70	8 46
Petitcodiac.....	Westmoreland..	126	3,396 64	20 55	48	1,212 56	11 74
Richibucto.....	Kent.....	204	11,138 34	61 15	79	4,696 39	65 21
Richmond Corner.	Carleton.....	1	62 00	0 40	.....	.....	0 18
Sackville.....	Westmoreland..	479	21,878 55	121 25	250	9,954 48	80 91
Salisbury.....	do.....	121	3,008 82	18 20	34	626 90	8 88
Shediac.....	do.....	214	9,541 04	52 35	205	6,779 62	61 24
Sheffield.....	Sunbury.....	64	2,900 15	16 35	24	1,319 93	7 53
Springfield.....	King's.....	13	643 01	3 70	5	92 10	1 62
St. Andrew's.....	Charlotte.....	128	2,858 64	18 45	146	9,211 27	13 63
St. George.....	do.....	93	4,755 38	26 35	22	1,218 66	13 44
St. John.....	St. John.....	569	27,271 32	152 70	6,772	391,502 64	.....
St. John's.....	do.....	49	1,724 82	9 95	10	200 30	7 02
St. Martin's.....	do.....	371	11,158 61	66 40	120	4,403 34	35 93
St. Stephen.....	Charlotte.....	240	7,441 48	43 90	80	2,294 06	37 30
Sussex Vale.....	Kings.....	1,126	79,194 71	417 05	408	15,212 09	273 65
Woodstock.....	Carleton.....	1,126	79,194 71	417 05	408	15,212 09	273 65
		10,396	539,943 41	2,935 90	10,346	540,865 48	2,231 93

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster General.

REPORT No. 10, A.

SHOWING the Number of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1873; the value of such Orders in Provincial Currency; the Commissions received thereon, and the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in the United Kingdom.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			cts.	\$ cts.		\$ cts.
Acton	Halton	28	580 46	14 75	1	24 33
Acton Vale	Bagot	6	112 47	2 75	1	4 87
Adelaide	Middlesex	9	139 85	3 50	2	92 46
Ailsa Craig	Huron	11	120 28	3 50		
Albion	Peel	23	405 60	10 25	7	150 84
Aldboro'	Elgin	2	24 99	1 00		
Alexandria	Glengarry	23	597 79	13 75	2	48 18
Allendale	Simcoe	14	251 38	6 50	10	287 10
Allenford	Bruce	1	9 78	0 25		
Almonte	Lanark	77	1,160 41	33 25	15	422 21
Amherstburg	Essex	52	906 17	23 75	15	479 81
Angus	Simcoe	38	686 74	18 25	1	24 32
Appleton	Lanark	8	18 90	2 00	1	9 73
Arkona	Lambton	13	272 64	7 00	1	43 67
Arkwright	Bruce	3	78 24	1 75		
Arnprior	Renfrew	50	691 83	19 50	11	187 35
Arthur	Wellington	11	192 96	5 50	5	158 51
Arva	Middlesex					
Athlone	Simcoe	1	34 23	0 75		
Aultsville	Stormont				1	24 33
Aurora	York	30	533 69	14 25	3	54 23
Aylmer, Q.	Ottawa	25	473 16	11 50	5	63 87
Aylmer, O.	Elgin	48	581 51	17 00	14	365 94
Ayr	Waterloo	24	349 86	9 75	4	77 85
Baden	do	3	36 47	1 00	1	24 33
Baillaboro'	Durham	5	106 62	2 75		
Baltimore	Northumberland	7	57 58	2 25	3	55 96
Barrie	Simcoe	248	3,688 06	103 25	55	1,410 96
Bath	Addington	6	27 95	1 50		
Bayfield	Huron	19	474 49	11 00	2	29 69
Beachburg	Renfrew	11	275 29	6 50		
Beachville	Oxford	19	318 49	9 00	6	71 97
Beamsville	Lincoln	11	187 21	4 50	9	274 06
Beauharnois	Beauharnois	9	263 87	6 50	4	121 64
Beaverton	Ontario	28	410 01	11 50	23	381 15
Bécancour Station	Megantic					
Bedford	Missisquoi	9	100 31	3 00		
Belleville	Hastings	364	5,188 30	145 00	64	1,371 61
Bell Ewart	Simcoe	1	14 67	0 50	1	48 66
Bell's Corners	Carleton	4	34 23	1 00	2	14 61
Berlin	Waterloo	31	607 88	15 75	10	240 88
Berthier (<i>en haut</i>)	Berthier					
Bethany	Durham	6	83 13	2 50		
Blairton	Peterboro'	22	324 75	9 50	1	48 66
Bluevale	Huron	2	34 23	1 00	2	53 53
Blyth	do	5	149 14	3 50		
Bobcaygeon	Victoria	31	551 54	14 75	12	333 31
Bondhead	Simcoe	13	411 95	10 00	1	28 59
Bothwell	Kent	41	430 76	13 75		
Bowmanville	Durham	182	2,290 34	69 50	26	424 79
Bracebridge	Victoria	41	631 63	18 50	161	4,915 63
Bradford	Simcoe	58	1,110 12	30 25	18	465 12
Brampton	Peel	97	1,656 30	44 00	16	253 44
Brantford	Brant	316	4,056 94	119 75	63	1,134 63

REPORT No. 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Bridgewater	Hastings	5	42 05	1 50	3	38 93
Bright	Brome	4	41 56	1 50		
Bright	Oxford	11	257 45	6 50	1	4 89
Brighton	Northumberland	13	224 08	6 50	4	50 85
Brockville	Leeds	254	4,312 77	116 75	34	639 03
Brompton Falls	Richmond	1	19 56	0 50		
Brooklin	Ontario	24	466 85	12 25	5	70 13
Brougham	do	5	33 94	1 25		
Buckingham	Ottawa	6	85 85	2 50		
Burford	Brant	2	14 67	0 50	1	20 69
Bryson	Pontiac	9	239 17	6 00		
Brussels	Huron	22	428 65	10 50	5	174 88
Cacouna	Tennesseque					
Caistorville	Lincoln	2	34 23	0 75		
Caledon	Peel	3	49 56	1 25	3	46 72
Cambray	Victoria	6	114 91	3 25	4	87 47
Cambellford	Northumberland	30	534 27	14 25	6	106 84
Canfield	Haldimand	2	14 67	0 50	1	48 70
Cannington	Ontario	31	715 91	17 00	5	107 06
Carillon	Argenteuil					
Carleton Place	Lanark	27	511 54	13 25	2	27 37
Carronbrook	Perth	13	212 68	6 00	1	29 20
Castleton	Northumberland					
Chayuga	Haldimand	56	1,515 86	35 00	9	183 70
Chambly Canton	Chambly	16	233 58	7 25	9	215 71
Chatham, O	Kent	343	5,735 84	157 50	41	806 78
Chatsworth	Grey	12	135 31	4 25	3	46 23
Chelsea	Ottawa	68	982 68	26 05	2	97 32
Chicoutimi	Chicoutimi					
Chippawa	Welland	12	131 88	4 00	12	240 87
Clarendon	Ontario	24	431 88	11 00	2	48 76
Clarence	Russell	7	143 26	4 00		
Clarke	Durham	8	137 17	3 75	2	14 60
Clarksburg	Grey	44	868 13	21 50	3	119 22
Clearville	Kent					
Clifford	Wellington	7	57 45	2 00	10	260 58
Clifton	Welland	173	3,457 86	86 00	7	240 73
Clinton	Huron	132	2,722 84	66 00	14	371 17
Coaticook	Stanstead	52	1,104 27	26 50	3	114 84
Cobourg	Northumberland	209	3,505 87	93 25	46	1,064 41
Colborne	do	13	150 19	4 50	4	46 22
Coldwater	Simcoe	10	117 36	3 50	1	9 73
Collingwood	do	169	2,508 16	71 00	73	1,909 04
Colpo's Bay	Bruce	2	9 78	0 50	5	139 17
Columbus	Ontario	15	147 77	5 00	5	24 55
Comber	Essex	3	37 35	1 00		
Compton	Compton	18	247 34	7 00	9	307 78
Conestogo	Waterloo	2	11 86	0 50		
Consecon	Prince Edward	4	78 23	1 75		
Cookshire	Compton	5	55 68	1 75	5	102 18
Clover Hill	Simcoe	5	102 68	2 50		
Cookstown	do	15	254 55	7 25	2	77 86
Cooksville	Peel	6	38 14	1 50	1	9 73
Cornwall	Stormont	42	658 06	19 25	17	211 97
Corunna	Lambton	1	4 89	0 25		
Coteau Landing	Soulanges	2	24 45	0 75		
Cowansville	Missisquoi	7	20 22	1 75	4	85 40
Craighurst	Simcoe	4	131 05	2 75	3	127 32
Credit	Peel	3	16 25	0 75	1	19 47
Creemore	Simcoe	4	50 22	1 75	4	113 23

REPORT No. 10 A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Cumberland	Russell	1	20 00	0 50		
Danville	Richmond	18	251 71	7 75	6	36 50
Delaware	Middlesex	13	232 63	6 00	14	572 35
Delhi	Norfolk	15	379 29	8 75	5	51 09
Delta	Leeds	3	68 46	1 50		
Dickinson's Land- ing	Stormont	1	14 67	0 50	2	47 44
Douglas	Renfrew	1	4 89	0 25	1	2 93
Drayton	Wellington	20	456 97	10 75	12	190 76
Dresden	Kent	8	195 59	4 50	8	124 08
Drumbo	Oxford	6	63 57	1 75		
Drummondville, O.	Welland	44	633 40	18 25	15	230 53
do Q.	Drummond	5	56 29	1 75	2	32 97
Duart	Kent	9	93 13	3 00		
Dunbar	Dundas					
Dunbarton	Ontario	18	273 21	7 75		
Dundas	Wentworth	189	3,172 34	91 75	36	678 47
Dungannon	Huron	2	22 00	0 75	1	14 60
Dunham	Missisquoi	5	93 69	2 75	3	72 26
Dunnville	Haldimand	42	642 54	17 25	4	41 36
Duntroon	Simcoe					
Durham	Grey	46	1,041 45	24 75	19	699 50
Easton's Corners	Grenville					
Eganville	Renfrew	13	348 00	9 95		
Egmondville	Huron	3	58 72	1 50		
Elora	Wellington	74	1,345 66	34 75	26	625 53
Embro	Oxford	29	504 66	12 50	1	44 40
Erin	Wellington	2	26 89	0 75	4	121 65
Etobicoke	York	8	94 47	2 75	4	63 26
Exeter	Huron	74	1,822 89	44 00	14	225 05
Farmersville	Leeds	1	9 78	0 25	1	9 73
Fenelon Falls	Victoria	28	398 27	11 00	5	165 54
Fergus	Wellington	71	966 32	27 50	19	341 28
Fingal	Elgin	18	218 54	6 25	1	19 47
Flesherton	Grey	9	99 01	3 00	4	145 05
Florence	Lambton	25	563 44	13 25	4	92 46
Fonthill	Welland	6	43 31	1 75	1	24 33
Forest	Lambton	40	754 13	19 50	14	256 86
Fort Erie	Welland	137	2,972 58	71 25	6	80 51
Frankford	Hastings					
Franklin Centre	Huntingdon					
Freleighsburg	Missisquoi	8	163 32	4 50	4	110 63
Galt	Waterloo	225	3,417 72	96 25	39	766 88
Gananoque	Leeds	35	513 32	14 00	6	189 77
Garafra	Wellington	13	161 49	4 75	2	29 29
Garden Island	Frontenac	5	87 29	2 25	1	9 73
Gaspé Basin	Gaspé	10	116 71	4 50		
Georgetown	Halton	52	932 53	24 75	8	164 77
Georgeville	Stanstead					
Georgina	York	11	133 97	4 00	1	4 87
Glenallan	Wellington	6	126 46	3 25		
Glencoe	Middlesex	26	605 12	14 50	4	62 03
Goderich	Huron	130	2,429 08	61 50	23	508 92
Grafton	Northumberland	22	275 77	8 00	12	143 40
Granby	Shefford	12	108 51	3 75	8	218 16
Greenwood	Ontario	8	161 37	4 25		
Grenville	Argenteuil	2	20 65	0 75	1	35 97
Grimsby	Lincoln	25	539 04	13 50	2	15 82
Guelph	Wellington	473	6,907 64	191 75	103	2,157 74
Hagersville	Haldimand	51	900 03	24 50	6	169 59
Hamilton	Wentworth	2,206	32,238 93	909 25	426	7,970 47

REPORT No 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Haliburton	Peterboro'	7	119 72	3 25	1	24 09
Hampton	Durham	21	297 65	8 50	2	77 86
Hanover	Grey	6	138 38	3 50	3	14 61
Harriston	Wellington	44	584 64	17 50	7	179 92
Hastings	Peterboro'	6	117 36	3 00	4	128 95
Hatley	Stanstead	3	19 82	0 75		
Hawkesbury	Prescott	26	563 25	14 00		
Hawkesville	Waterloo	3	48 90	1 00	2	4 87
Hemmingford	Huntingdon	3	19 56	0 75	4	53 52
Henryville	Iberville	2	39 12	1 00		
Hespeler	Waterloo	13	262 58	6 50	4	71 03
Hillsburgh	Wellington	2	19 56	0 75	1	29 20
Holland Landing	York	6	78 28	2 25	4	22 99
Hollen	Wellington	1	7 32	0 25	5	124 08
Hull	Ottawa	22	262 22	8 50		
Huntingdon	Huntingdon	20	428 73	11 00	2	14 60
Ingersoll	Oxford	184	3,308 95	87 25	33	711 03
Inverhuron	Bruce	1	4 89	0 25		
Invermay	do	1	9 78	0 25	7	145 99
Inverness	Megantic	22	386 75	10 25	3	10 96
Iroquois	Dundas	8	151 59	3 75		
Jarvis	Haldimand	37	901 42	21 75	2	67 58
Joliette	Joliette				2	97 32
Jordan	Welland					
Kamouraska	Kamouraska					
Kazubazua	Ottawa	2	8 94	0 50		
Keene	Peterboro'	11	97 29	3 00		
Kemptville	Grenville	18	342 50	9 20	3	31 63
Kincardine	Bruce	57	985 82	25 75	17	433 54
King	York	25	579 20	14 25	3	29 69
Kingston	Frontenac	514	7,091 01	203 75	121	1,909 63
Kingsville	Essex	8	112 48	3 00		
Kippen	Huron	5	158 58	3 50		
Kirkfield	Victoria	7	132 02	3 75		
Klineburg	York	2	29 34	0 75		
Kuowlton	Brome	86	1,715 96	44 00		
Komoka	Middlesex	10	195 96	5 25	1	24 33
Lachine	Jacques Cartier	12	196 32	5 00	3	104 62
Lachute	Argenteuil	12	278 22	7 00	1	24 33
Lacolle	St. John's	4	178 70	3 75	2	63 26
Lanark	Lanark	9	134 91	3 75	1	24 33
Laprairie	Laprairie	3	22 65	1 00		
L'Assomption	L'Assomption				1	24 33
Leamington	Essex	3	37 11	1 25	1	48 66
Leeds	Megantic	15	205 85	5 50	1	29 20
Lefroy	Simcoe	9	168 72	4 25		
Lennoxville	Richmond	58	900 53	25 50	28	537 72
Leslie	York	24	286 05	8 50		
Lévis	Lévis	8	108 94	3 25		
Lindsay	Victoria	139	2,391 31	63 75	51	1,393 22
Listowel	Perth	86	3,061 46	66 50	15	272 24
Lloydtown	York	11	189 67	4 75		
London	Middlesex	1,577	24,750 27	678 25	313	5,676 98
Longueuil	Chambly					
Longwood	Middlesex	15	334 96	8 50	6	70 56
L'Original	Prescott	20	546 72	13 00		
Loughboro'	Frontenac	8	98 30	2 75	2	43 18
Lotbinière	Lotbinière					
Lucan	Huron	13	155 48	4 25	2	15 82
Lucknow	Bruce	37	634 22	16 75	2	97 32

REPORT No. 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			8 cts.	8 cts.		8 cts.
Lyn	Leeds	3	58 68	1 50	1	24 33
Lynden	Wentworth				1	34 06
Lynedoch	Norfolk	5	53 79	1 50	1	9 73
Madoc	Hastings	13	293 02	7 00	6	149 89
Magog	Stanstead	5	180 93	3 75		
Manchester	Ontario	5	62 98	2 00	1	4 87
Mani la	Victoria	13	256 23	6 25	1	4 87
Mansonville Potton	Proton					
Maple	York	11	85 58	3 00	1	9 73
Markdale	Grey	2	43 76	1 00	2	43 79
Markham	York	46	714 04	19 25	13	429 56
Martintown	Glengarry					
Massawippi	Stanstead	1	9 78	0 25		
Matane	Rimouski					
Matapedia	Bonaventure	40	1,069 20	24 75		
Maxwell	Grey	1	12 06	0 50		
McGillivray	Huron	4	68 46	1 50	1	48 06
Meadowvale	Peel	6	86 05	2 50	1	54 06
Meaford	Grey	79	1,395 39	36 50	18	299 02
Melbourne	Richmond	55	930 53	24 50	23	340 52
Merrickville	Grenville	16	350 01	8 50	1	9 73
Mildmay	Bruce	1	14 67	0 50		
Milford	Prince Edward	1	24 45	0 50		
Millbank	Perth	18	313 49	8 25	3	49 55
Millbrook	Durham	32	417 02	12 50	5	62 28
Mille Roches	Stormont					
Milton	Halton	15	274 35	7 25	6	51 67
Milverton	Perth	3	13 69	0 75		
Minden	Peterboro'	20	227 37	7 25	7	110 91
Mitchell	Perth	119	2,575 73	62 75	19	448 29
Mohawk	Prant	2	9 76	0 50		
Mono Mills	Simcoe	3	31 79	1 00	3	17 03
Moutmagny	Moutmagny					
Montreal	Hochelaga	5,556	89,659 36	2,443 00	909	15,042 75
Moore	Lambton	24	434 45	10 75	5	110 80
Morpeth	Kent	6	27 76	1 50	4	48 67
Morrisburg	Dundas	14	329 00	9 00	4	53 52
Morrison	Wellington	3	63 57	1 75		
Morton	Leeds	1	4 87	0 25		
Mount Brydges	Middlesex	6	75 54	2 00	3	27 20
do Elgin	Oxford	10	314 42	7 00		
do Forest	Grey	70	1,025 57	29 50	10	194 65
do Vernon	Brant					
Murray Bay	Charlevoix					
Nairn	Middlesex	9	174 82	4 75	1	4 87
Nanticoke	Haldimand	1	9 78	0 25		
Napanee	Lennox	95	1,619 27	42 50	13	260 26
Napier	Middlesex	6	91 56	2 75	1	24 33
Napierville	Napierville				1	9 73
Nassagiveya	Halton	2	9 78	0 50	1	2 43
Neustadt	Grey	6	127 12	3 00		
Newboro'	Leeds	14	139 85	4 75		
Newburgh	Addington	2	46 44	1 25		
Newbury	Middlesex	22	464 55	11 75	5	109 52
Newcastle	Durham	47	721 51	20 25	17	172 87
New Dundee	Waterloo					
New Edinburgh	Russell	41	425 87	14 00	4	138 08
New Hamburg	Waterloo	9	81 03	3 00	5	90 75
New Market	York	62	1,075 23	26 75	17	273 48
Niagara	Lincoln	58	937 03	26 25	29	461 84

REPORT No. 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Nicolet	Nicolet					
Normanton	Bruce	11	144 81	4 25	2	50 06
North Augusta	Greenville	3	66 90	1 75		
North Douro	Peterboro'	23	397 52	10 50	10	248 17
North Gower	Carleton	1	34 33	0 50		
North Port	Prince Edward	1	48 90	1 00		
Norval	Halton	1	14 67	0 50	2	45 14
Norwich	Oxford	24	342 72	10 00	11	226 27
Norwood	Peterboro'	12	120 41	4 25	2	47 70
Oakland	Brant					
Oakville	Halton	38	565 71	17 00	6	65 68
Otessa	Addington	3	63 57	1 50	5	63 25
Oil Springs	Lambton	10	151 59	4 00		
Omamee	Victoria	7	103 91	3 00	4	75 43
Onslow	Pontiac	15	122 51	4 25		
Orangeville	Wellington	57	1,043 60	27 25	9	175 17
Orillia	Simcoe	207	3,158 01	86 50	81	2,090 71
Ornustown	Chateaugay	3	63 57	1 50		
Orono	Durham	19	448 96	11 00	1	15 57
Orwell	Elgin	7	149 12	4 00		
Osceola	Renfrew					
Osgoode	Russell	10	135 67	3 75		
Oshawa	Ontario	280	4,041 87	116 00	52	1,779 34
Ottawa	Carleton	1,651	30,093 68	786 50	216	4,839 31
Otterville	Oxford	3	34 49	1 00	1	7 30
Owen Sound	Grey	88	1,268 75	36 00	56	1,635 69
Paisley	Bruce	66	1,552 01	36 00	15	359 76
Pakenham	Lanark	37	527 69	15 00	3	57 40
Palermo	Halton	4	15 52	1 00	3	41 36
Paris	Brant	103	1,909 41	49 00	21	432 83
Park Hill	Middlesex	21	361 63	9 50	3	72 51
Parry Sound	Dist. of Algoma	11	122 11	4 25	19	577 92
Paspébiac	Bonaventure	15	349 38	8 50		
Patterson	York	10	114 13	3 50		
Pembroke	Renfrew	133	2,401 20	63 25	11	286 14
Penetanguishens	Simcoe	10	94 37	3 00	3	48 67
Perce	Gaspé	11	185 41	5 50	1	31 02
Perth	Lanark	87	1,600 91	32 50	13	244 02
Peterboro'	Peterboro'	228	2,938 64	85 00	128	3,301 59
Petrolia	Lambton	117	1,564 70	42 75	4	92 53
Philipsburg	Missisquoi					
Pickering	Ontario	11	90 08	3 25	3	36 50
Picton	Prince Edward	37	343 38	12 50	17	310 83
Pike River	Missisquoi					
Plantagenet	Prescott	6	124 69	3 00		
Point Levi, E.	Levis	15	259 65	7 25	3	18 94
Point St. Charles	Jacques Cartier	168	1,985 65	60 50	15	221 45
Portage du Fort	Pontiac	20	307 59	8 25	3	19 46
Port Burwell	Elgin	11	103 99	3 75	15	316 29
Port Carling	Victoria	1	4 89	0 25	5	209 54
Port Colborne	Welland	60	970 93	26 50	4	62 50
Port Dalhousie	Lincoln	33	630 11	15 75	3	38 93
Port Dover	Norfolk	28	512 44	14 00	9	107 41
Port Hope	Durham	285	3,473 83	97 50	49	1,028 69
Port Perry	Ontario	44	715 15	19 00	8	208 25
Port Robinson	Welland	12	337 75	7 75	3	27 25
Port Rowan	Norfolk	10	88 17	3 00	3	34 07
Port Ryerse	do					
Port Stanley	Elgin	14	100 00	3 00	3	30 00
Port Talbot	Ontario	79	1,07 35	20 50	6	125 36

REPORT No. 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Preston	Waterloo	14	183 66	5 75	1	4 87
Priceville	Grey				3	82 71
Prince Albert	Ontario	17	273 82	7 50	10	301 69
Princeton	Oxford	4	74 22	2 00		
Pushinch	Wellington	9	323 55	7 00		
Quebec	Quebec	1,193	23,326 72	599 00	187	3,504 68
Ratho	Oxford	11	338 63	7 75		
Renfrew	Renfrew	22	666 16	17 25	7	113 81
Richmond, Q	Richmond	75	1,324 37	35 00	18	260 48
Richmond, O	Carleton	7	73 35	2 50		
Richmond Hill	York	43	949 93	23 75	9	280 13
Ridgetown	Kent	8	63 29	2 25	4	76 25
Rimouski	Rimouski	26	1,106 36	23 25		
River David	Yamaska					
Riversdale	Bruce	3	31 38	1 00	2	9 75
Rivière du Loup, (en bas)	Temiscouata	3	122 25	2 50		
Rivière du Loup, (en haut)	Maskinonge					
Robinson	Compton	7	123 25	3 50	4	107 06
Rockingham	Renfrew	3	38 67	1 50	2	75 54
Rock Island	Stanstead	2	14 67	0 50		
Rockwood	Wellington	11	219 88	6 00	2	14 60
Rodgerville	Huron	11	356 97	8 25		
Rondeau	Kent	19	297 75	8 25	5	111 44
Rosemont	Simcoe	9	183 37	4 50		
Roxton Falls	Shefford					
St. Andrew's	Argenteuil	8	239 35	5 50	12	371 71
St. Anne la Pocatière	Kamouraska					
St. Athanase	Iberville	2	9 78	0 50		
St. Catharine's	Lincoln	355	5,024 66	140 75	72	1,491 53
St. Césaire	Rouville					
St. Christophe	Arthabaska					
St. Croix	Lotbinière					
St. Eustache	Two Mountains					
St. George Brant	Brant	5	115 31	2 75	3	87 59
St. Hugues	Bagot					
St. Hyacinthe	St. Hyacinthe	9	130 80	3 25	2	9 74
St. Jacob's	Waterloo					
St. Jean Chrysotome	Chateauguay	4	83 13	2 25		
St. Jérôme	Terrebonne	1	4 89	0 25		
St. John's, Q	St. John's	23	261 16	7 75	8	152 65
St. Mary's Blanchard	Perth	99	1,535 70	42 25	25	424 80
St. Paul's Bay	Charlevoix					
St. Polycarpe	Soulanges					
St. Remi	Napierville	1	11 50	0 50		
St. Roch	Quebec (city)	1	24 45	0 50	1	19 47
St. Sauveur	Quebec (banlieu)	1	24 45	0 50		
St. Scholastique	Two Mountains					
St. Thérèse de Blainville	Terrebonne					
St. Thomas, O	Elgin	452	6,929 32	193 75	54	1,262 75
St. William's	Norfolk					
Sandwich	Essex	17	139 04	5 50	20	605 82
Sarnia	Lambton	243	4,100 59	106 75	26	835 20
Saugeen	Bruce	20	248 41	8 50	9	192 04
Scarboro'	York	14	139 35	8 00	2	24 07

REPORT No. 10, A.—Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom wit in the year ended 30th June 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Schomberg	York	8	74 14	2 25	2	43 80
Scotland	Brant	1	19 56	0 50		
Seaford	Huron	109	2,247 05	58 00	15	3 6 94
Selkirk	Haldimand	4	19 56	1 00	1	24 35
Seneca	do	71	1,099 26	28 75	6	46 23
Seven Bridge	Victoria	3	8 79	0 75		
Shakespeare	Perth	11	118 11	3 50		
Shannonville	Hastings	5	114 63	3 00	2	48 66
Sharon	York	1	1 71	0 25		
Sherbrooke	Richmond	190	2,884 90	80 50	49	1,500 26
Simcoe	Norfolk	73	908 13	26 50	18	498 53
Singhampton	Grey	1	24 45	0 50	2	14 35
Smith's Falls	Lanark	40	654 50	17 25	2	29 20
Smithville	Lincoln	6	51 01	0 75	2	29 20
Sombra	Lambton	5	93 79	2 25	2	38 94
Somerset	Megantic					
Sord	Richelieu	8	154 14	4 00	6	158 09
South Quebec	Lévis	22	379 56	10 00	1	12 16
Sparta	Elgin	17	256 21	7 25	1	33 23
Spencerville	Grenville	6	82 33	2 25		
Springford	Oxford	1	4 89	0 25	1	24 33
Stanford	Arthabaska					
Stanstead	Stanstead	42	1,128 98	26 50	3	71 89
Stayner	Simcoe	24	315 73	9 25	14	275 47
Stirling	Hastings	16	297 39	8 00	11	185 36
Stoney Creek	Wentworth	2	14 67	0 50		
Stouffville	York	19	292 40	8 25		
Strabane	Wentworth	5	109 99	2 75	2	41 46
Stratfordville	Elgin	1	48 90	1 00	1	7 06
Stratford	Perth	313	5,584 19	146 00	77	1,527 45
Strathroy	Middlesex	51	753 74	21 50	39	1,003 57
Streetsville	Peel	12	207 47	5 75	1	32 31
Sutton	Brome	5	110 17	2 75		
Sweatsburg	Missisquoi	1	14 67	0 50		
Sylvan	Middlesex					
Tadouac	Saguenay					
Tamworth	Addington	1	39 12	1 00		
Tara	Bruce	8	114 29	3 25		
Tavistock	Perth					
Teeswater	Bruce	17	239 96	8 50	1	7 90
Terrebonne	Terrebonne	1	23 00	0 50		
Thamesford	Oxford					
Thamesville	Kent	33	484 26	12 50	6	156 81
Thornhill	York	9	222 25	5 25	4	77 87
Thorold	Welland	60	728 04	22 25	24	526 76
Three Rivers	St. Maurice	27	827 97	18 25	5	141 70
Thurso	Ottawa	13	307 00	7 35	1	51 63
Thilbury, East	Kent				1	24 35
Tilsonburg	Oxford	38	563 73	15 75	14	411 30
Tiverton	Bruce	4	102 69	2 50		
Toronto	York	5,853	81,054 52	2,302 00	1,387	24,595 98
Tottenham	Simcoe	1	48 00	1 00		
Trenton	Hastings	25	471 30	11 75	8	163 62
Thilmore	Peel	1	9 73	0 25		
Ulverton	Drummond	4	24 55	1 00	5	177 60
Union	Elgin	3	28 45	1 00		
Uxbridge	Ontario	104	1,479 66	42 25	11	183 45
Valleyfield	do	10	130 82	3 50		
Vanderburg	Prescott					
Vanderburg Hill	Prescott	9	249 50	6 25		

REPORT No. 10, A.--Showing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom within the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Vienna	Elgin	7	141 36	3 50	8	223 85
Victoria	Norfolk	2	14 67	0 50	2	97 32
Vroomanton	Ontario	7	66 67	2 50	1	39 12
Wales	Stormont	5	112 47	2 50		
Walkerton	Bruce	50	902 29	23 50	4	41 37
Wallaceburg	Kent	10	259 17	6 00	2	58 39
Wallacetown	Elgin	22	270 71	8 25	3	99 84
Wardsville	Middlesex	14	283 34	7 00	1	34 06
Warkworth	Northumberland	18	283 57	8 75	3	115 20
Warsaw	Peterboro'	1	7 82	0 25		
Warwick	Lambton	7	99 27	3 00	1	9 73
Waterdown	Wentworth	10	124 33	3 75		
Waterford	Norfolk	18	906 21	6 50	5	145 50
Waterloo, Q.	Shefford	103	1,863 03	47 75	8	181 87
Waterloo, O.	Waterloo	5	146 21	3 50	2	48 66
Watford	Lambton	44	884 74	21 75	1	48 66
Welland	Welland	38	722 65	18 00	14	261 48
Welland Port	Lincoln	2	27 63	0 75		
Wellesley	Waterloo	6	89 67	2 75		
Wellington	Prince Edward	1	24 45	0 50	3	56 57
Wellington Square	Halton	18	247 90	7 50	8	110 23
West Farnham	Missisquoi	5	112 47	3 00		
West Flamboro'	Wentworth	9	171 14	4 25		
West Winchester	Dundas	3	98 11	2 25		
Weston	York	36	442 15	13 75	6	91 86
Whitby	Ontario	104	1 472 52	41 75	23	313 02
Whitevale	do	5	42 40	1 50	1	9 73
Widder Station	Lambton	24	434 10	11 75	11	153 70
Windsor, O.	Essex	398	7,474 45	192 15	68	1,299 15
Wingham	Huron	20	215 92	6 75	6	191 53
Woodbridge	York	26	338 32	8 00	9	191 65
Woodham	Perth	6	142 92	3 50		
Woodslee	Essex	3	58 92	1 50		
Woodstock	Oxford	182	3,069 43	81 25	67	1,366 08
Woodville	Victoria	30	584 59	14 50	1	14 60
Wroxeter	Huron	22	456 59	11 00	6	176 64
Wyoming	Lambton	30	622 73	15 25	1	48 66
York	Haldimand	6	73 83	2 00	5	34 06
Yorkville	York	195	1,835 70	63 00	30	518 44
Zurich	Huron	2	53 79	1 25		
		33,874	542,003 93	14,732 45	6,988	140,889 45

A. CAMPBELL,
Postmaster-General.

P. LE SUEUR,
Chief Superintendent.

NOVA SCOTIA.

REPORT No. 10, A.—Showing the Number of Money Orders issued in Nova Scotia on the United Kingdom for the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in the United Kingdom, and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst.....	Cumberland...	17	233 93	7 50			0 67
Annapolis.....	Annapolis.....	8	322 96	7 00			0 80
Antigonish.....	Antigonish.....	17	223 93	7 00	3	38 93	0 66
Arichat.....	Richmond.....	7	137 51	4 50	3	36 16	0 50
Aylesford.....	King's.....	3	45 96	1 25			0 11
Baddeck.....	Victoria.....	18	438 59	10 25			1 10
Barrington.....	Shelburne.....	3	24 45	1 00	1	19 47	0 11
Bear River, W.S.	Digby.....	3	112 89	2 75	2	97 33	0 52
Berwick.....	King's.....	5	124 05	3 00			0 31
Bridgetown.....	Annapolis.....	8	203 40	5 09	3	51 09	0 64
Bridgewater.....	Lunenburg.....	8	101 46	3 00			0 25
Caledonia Corner.	Queen's.....	1	19 56	0 50			0 05
Cow Bay.....	Cape Breton.....	6	54 76	2 00	1	2 43	0 14
Dartmouth.....	Halifax.....	52	420 35	15 50	12	479 46	2 25
Digby.....	Digby.....	15	235 93	6 00	10	243 30	1 20
Granville Ferry.	Annapolis.....				1	9 73	0 02
Great Village.....	Colchester.....	2	34 23	1 00			0 08
Guysboro.....	Guysboro.....				1	7 06	0 02
Halifax.....	Halifax.....	2,123	32,375 65	915 75	429	6,894 44	
Kentville.....	King's.....	61	1,003 70	27 00	2	12 17	2 54
Laurencetown.....	Annapolis.....	2	73 35	1 50			0 18
Lingan.....	Cape Breton.....	10	483 90	10 00			1 22
Little Glace Bay.	do.....	11	421 65	9 00			1 05
Liverpool.....	Queen's.....	50	1,496 59	34 75	6	86 69	3 96
Lockeport.....	Shelburne.....	2	53 78	1 25			0 13
Londonderry.....	Colchester.....	2	19 56	0 50			0 05
Lunenburg.....	Lunenburg.....	7	197 74	4 75			0 49
Mabou.....	Inverness.....	2	11 49	0 50	1	7 30	0 05
Mahone Bay.....	Lunenburg.....	2	65 38	1 50			0 16
Maitland.....	Hants.....	8	283 01	6 50	1	48 66	0 90
New Glasgow.....	Pictou.....	43	898 33	23 50	5	110 77	2 52
Newport.....	Hants.....				1	19 47	0 05
Newport Landing.	do.....	1	5 13	25 00			0 01
North Sydney.....	Cape Breton.....	29	720 57	17 00	1	29 20	1 87
Parrsboro'.....	Cumberland.....	3	41 06	1 25			0 10
Pictou.....	Pictou.....	100	2,790 52	63 50	9	151 00	7 35
Port Hastings.....	Inverness.....	4	68 48	1 50			0 17
Port Hawkesbury.	Richmond.....	3	25 67	1 00			0 06
Port Hood.....	Inverness.....	5	177 75	4 00			0 44
Port Mulgrave.....	Guysborough.....	2	97 80	2 09			0 24
Pugwash.....	Cumberland.....	3	29 34	1 00	7	100 23	0 32
Oxford.....	do.....	1	24 45	0 50			0 06
Sheet Harbour.....	Halifax.....	1	19 56	0 50			0 05
Sherbrooke.....	Guysborough.....	5	138 63	3 25			0 34
Shubenacadie.....	Hants.....	10	283 61	6 00			0 71
St. Peter's.....	Cape Breton.....				8	295 00	0 74
Stellarton.....	Pictou.....	85	1,171 53	35 00	1	24 33	2 99
Sydney.....	Cape Breton.....	65	1,339 45	34 75	12	175 44	3 91
Sydney Mines.....	do.....	21	624 63	14 00			1 56
Tangier.....	Halifax.....	2	24 45	0 75			0 06
Tatamagouche.....	Colchester.....	3	55 74	1 25	2	43 80	0 25
Truro.....	do.....	61	1,094 88	29 25	10	166 92	3 15
Wallace.....	Cumberland.....	1	8 25	0 25	2	30 44	0 10

REPORT No. 10, A.—Showing the Number of Money Orders issued in Nova Scotia during the year ended 30th June, 1873.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Westport.....	Digby.....				1	19 97	0 05
Weymouth.....	do.....				6	180 29	0 45
Whycocomagh.....	Inverness.....	3	30 93	1 00			0 09
Wilmot.....	Annapolis.....				5	96 43	0 24
Windsor.....	Hants.....	33	782 92	18 75	13	420 63	3 01
Wolfville.....	King's.....	10	150 08	4 25			0 37
Yarmouth.....	Yarmouth.....	44	838 69	22 00	17	274 37	2 78
River John.....	Pictou.....	2	9 78	0 50			0 02
River Philip.....	Cumberland.....	2	34 23	0 75			0 09
		2,995	50,830 32	1,402 75	576	10,172 51	54 29

JAMES H. THORNE,
Superintendent.

A. CAMPBELL,
Postmaster-General.

NEW BRUNSWICK.

REPORT No. 10, A.—Showing the Number of Money Orders issued in New Brunswick on the United Kingdom during the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; and the Number of Money Orders paid in New Brunswick, drawn by the Money Order Offices in the United Kingdom.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover	Victoria				1	48 66
Baie Verte	Westmoreland				8	269 70
Bathurst	Gloucester	68	1,699 82	40 50	5	157 64
Buctouche	Kent	4	117 36	2 50		
Campbellton	Restigouche	113	3,497 19	78 25	2	38 93
Campo Bello	Charlotte	14	178 75	5 25		
Canterbury Station	York	2	13 45	0 50		
Caraquet	Gloucester	28	1,286 07	26 50	4	8 63
Carleton	St. John	21	285 18	8 00		
Chatham	Northumber- land	66	1,529 45	37 25	4	89 70
Dalhousie	Restigouche	164	5,537 25	124 00	2	21 05
Dorchester	Westmoreland	3	15 89	0 75	1	9 73
Florenceville	Carleton	3	29 34	0 75		
Fredericton	York	205	3,552 38	96 25	42	837 54
Grand Falls	Victoria	1	48 90	1 00		
Harvey, A. C.	Albert	9	354 52	7 50	1	24 33
Harvey Station	York	4	53 79	1 25		
Hillsborough	Albert	1	9 78	0 25	2	48 66
Indiantown	St. John	16	221 14	6 25		
Kingston	Kent	7	256 67	6 25	1	38 93
Memramcook	Westmoreland	2	11 71	0 50		
Moncton	do	19	256 78	8 00	1	4 87
Newcastle	Northumber- land	67	1,460 44	37 50	4	85 40
Ossekeag	King's	2	97 80	2 00		
Richibucto	Kent	29	591 91	13 50	4	170 31
Sackville	Westmoreland	15	361 15	8 50		
Shediac	do	5	66 01	2 00		
St. Andrew's	Charlotte	75	1,696 48	41 50	12	251 38
St. George	do				1	48 66
St. John	St. John	1,149	20,163 13	537 50	127	2,464 77
St. Martin's	do	10	277 33	6 75		
St. Stephen	Charlotte	49	623 43	17 50	3	25 55
Sussex Vale	King's	21	304 40	9 00		
Woodstock	Carleton	38	1,170 60	26 50	4	68 72
		2,192	45,768 10	1,153 75	229	4,713 16

A. CAMPBELL,
Postmaster-General.

JAMES HALE,
Superintendent.

REPORT No. 10, B.

SHOWING the Number of Money Orders issued in Ontario and Quebec on Nova Scotia during the year ended 30th June, 1873; the value of such Orders in Provincial Currency; the Commissions received thereon; and the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Nova Scotia.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Aldboro'	Elgin				2	148 20
Alexandria	Glengarry	12	447 00	2 70	2	27 03
Amherstburg	Essex				3	25 00
Arkona	Lambton				5	500 00
Aurora	York	1	100 00	0 50	1	30 00
Barrie	Simcoe	1	10 00	0 05	1	20 00
Belleville	Hastings	2	150 00	0 80	1	26 00
Berthier	Berthier	1	43 00	0 30		
Bowmanville	Durham				1	53 71
Bradford	Simcoe	6	287 35	1 60		
Brantford	Brant	2	27 00	0 20	24	1,721 27
Brighton	Northumberlnd				1	50 00
Brockville	Leeds				4	157 80
Brooklin	Ontario				3	28 00
Burford	Brant				2	46 14
Chatham	Kent	8	179 10	1 20	11	476 55
Chatsworth	Grey				2	118 00
Chippawa	Welland				1	11 00
Clinton	Huron	6	219 16	1 20	3	124 00
Coaticook	Stanstead				1	17 00
Cobourg	Northumberlnd	2	12 00	0 10		
Collingwood	Simcoe	1	30 00	0 20		
Cookshire	Compton				1	15 96
Cookstown	Simcoe				1	50 00
Cornwall	Stormont				2	26 50
Drummondville	Drummond				1	49
Dundas	Wentworth				2	54 08
Exeter	Huron	7	541 50	2 80		
Fonthill	Welland	1	20 00	0 10		
Fort Erie	do	1	15 00	0 10		
Galt	Waterloo				1	20 71
Gananoque	Leeds				2	41 85
Gaspé Basin	Gaspé	5	259 37	1 60		
Grimsby	Lincoln	2	75 00	0 40		
Guelph	Wellington	1	20 00	0 10	7	400 71
Hamilton	Wentworth	7	148 58	0 85	74	4,695 47
Ingersoll	Oxford	1	44 00	0 30	4	55 70
Joliette	Joliette				1	20 00
Kamouraska	Kamouraska				2	108 60
Kemptville	Grenville				3	200 00
Kincardine	Bruce				1	35 00
Kingston	Frontenac	8	237 50	1 40	10	387 40
Lachine	Jacques Cartier	2	65 00	0 40		
Lindsay	Victoria				1	30 00
Listowel	Perth				1	4 00
London	Middlesex	9	299 75	1 85	20	567 43
Lyn	Leeds				3	52 00
Markham	York				2	64 00
Martintown	Glengarry				1	20 00
Matane	Rimouski	1	95 58	0 50		
Matapedia	do	49	2,059 30	11 65	3	54 00
McGillivray	Huron				1	10 00
Meadowvale	Peel				1	30 00

REPORT No. 10, B.—Showing the Number of Money Orders issued in Ontario and Quebec on Nova Scotia during the year ended 30th June, 1873.—
Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Merrickville	Grenville.	3	224 75	1 20		
Montreal	Hochelaga.	121	5,804 61	30 70	1,535	91,795 88
Morrisburg	Dundas	1	10 00	0 05		
Napanee	Lennox				4	17 75
Normanton	Bruce	1	10 00	0 05		
Onslow	Pontiac				2	38 00
Orangeville	Wellington				2	25 30
Orillia	Simcoe				1	10 00
Oshawa	Ontario	1	6 40	0 05	52	3,058 07
Ottawa	Carleton	95	4,114 70	23 05	60	2,387 86
Owen Sound	Grey	2	32 00	0 40	3	110 00
Paisley	Bruce				2	40 00
Paris	Brant	1	45 60	0 30	1	25 00
Parkhill	Middlesex				1	40 00
Paspebiac	Bonaventure	2	58 11	0 35		
Pembroke	Renfrew	2	110 00	0 55	1	30 00
Perth	Lanark				1	11 78
Peterboro'	Peterboro'	1	4 75	0 05	1	4 82
Port Dalhousie	Lincoln	1	40 00	0 20		
Port Hope	Durham				1	14 87
Port Perry	Ontario	1	20 00	0 10		
Prescott	Grenville	4	294 00	1 50	2	58 05
Quebec	Quebec	33	1,493 36	8 25	295	17,232 75
Ratho	Oxford	3	257 20	1 30		
Rimouski	Rimouski.				7	159 50
Rivière du Loup	Temiscouata.				3	133 00
St. Catherine's	Lincoln	1	33 62	0 20	18	537 23
St. Eustache	Two Mountains.				1	41 00
St. Hyacinthe	St. Hyacinthe.				4	126 50
St. Mary's	Perth	1	25 00	0 20	4	100 00
St. Roch	Quebec				2	103 60
Sarnia	Lambton	3	73 00	0 45	4	151 40
Saugeen	Bruce				1	80 79
Seaforth	Huon				1	40 00
Shakespeare	Perth	1	20 00	0 10		
Sherbrooke	Richmond				1	59 41
Stanstead	Stanstead				3	225 00
Stayner	Simcoe	1	14 00	0 10		
Streetsville	Peel	2	22 50	0 15		
Teeswater	Bruce				1	50 00
Terrebonne	Terrebonne				1	30 86
Toronto	York	40	1,663 80	10 55	159	3,616 76
Uxbridge	Ontario	1	15 00	0 10		
Vankleek Hill	Prescott				1	100 00
Victoria	Norfolk				4	384 00
Wales	Stormont				2	129 00
Wardsville	Middlesex				1	43 50
Waterloo, O.	Shefford	1	50 00	0 30		
Waterloo, Q.	Waterloo.				2	21 32
Widder Station	Lambton.	3	57 40	0 30		
Windsor	Essex	4	115 00	0 65	2	45 00
Woodstock	Oxford	1	10 00	0 05	2	91 29
Woodville	Victoria	1	20 00	0 10		
Yorkville	York				1	8 00
		468	20,029 99	112 25	2,401	131,688 90

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

NOVA SCOTIA.

REPORT No. 10, B.—Showing the number of Money Orders issued in Nova-Scotia on Ontario and Quebec for the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Ontario and Quebec, and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	56	2 886 38	15 80	9	354 50	7 22
Annapolis	Annapolis	23	1 461 68	7 90	2	85 02	3 65
Antigonish	Antigonish	116	6 848 20	36 35	19	680 75	17 12
Arichat	Richmond	31	1 590 00	8 50	28	2 373 12	3 97
Aylesford	King's	14	1 006 50	30 00			2 51
Baddeck	Victoria	42	2 401 34	13 10	2	60 00	6 00
Barrington	Shelburne	35	2 143 83	11 35	1	50 00	5 36
Bear River, W. side	Digby	16	581 48	3 30			1 45
Berwick	King's	11	838 06	4 35			2 10
Bridgetown	Annapolis	86	4 819 49	26 70	5	294 08	12 05
Bridgewater	Lunenburg	14	536 58	3 05	1	4 82	1 34
Caledonia Corner	Queen's	8	265 07	1 55			0 67
Canning	King's	21	1 262 04	6 75			3 15
Cape Canso	Guysborough	10	130 35	0 95			0 33
Cow Bay	Cape Breton	37	2 398 44	12 65			5 99
Cross Roads	Guysborough				1	40 00	
Dartmouth	Halifax	16	1 163 83	6 00	5	224 57	2 91
Digby	Digby	37	1 473 18	8 50	3	94 05	3 68
Granville Ferry	Annapolis	5	140 39	0 85			0 35
Great Village	Colchester	12	945 21	5 05			2 36
Guysborough	Guysborough	45	2 886 46	15 30	1	15 00	7 22
Halifax	Halifax	342	10 322 33	59 40	215	7 366 31	
Hantsport	Hants	16	1 156 80	6 05			2 90
Kentville	King's	12	320 43	1 90	9	432 00	0 80
Laurencetown	Annapolis	6	429 32	2 20			1 07
Lingan	Cape Breton	35	3 353 17	16 90			8 38
Little Glace Bay	do	11	657 35	3 35			1 64
Liverpool	Queen's	167	7 113 34	37 60	5	161 75	17 78
Lockeport	Shelburne	7	154 25	0 85			0 39
Lower Horton	King's	5	399 90	2 05			1 00
Lunenburg	Lunenburg	33	2 412 46	12 95			6 03
Mabou	Inverness	6	165 37	0 70	16	1 354 00	0 26
Mahone Bay	Lunenburg	24	1 732 47	9 20			4 33
Maitland	Hants	30	1 985 15	10 75	4	235 00	5 00
New Glasgow	Pictou	283	21 370 93	111 55	23	1 473 50	53 43
Newport	Hants	5	156 50	0 75			0 34
New Ross	Lunenburg	1	6 25	0 05			0 02
North Sydney	Cape Breton	22	654 85	3 85	1	8 00	1 64
Parrsborough	Cumberland	26	1 567 07	8 40	2	64 00	3 92
Pictou	Pictou	55	2 588 74	14 80	29	1 756 35	6 45
Pineo Village	King's	1	4 60	0 05			0 01
Port Hastings	Inverness	13	663 50	3 50			1 67
do Hawkesbury	Richmond	22	1 866 37	9 70	1	16 00	4 67
do Hood	Inverness	17	758 27	4 25	1	65 00	1 90
do Medway	Queen's	9	427 73	2 35			1 07
do Mulgrave	Guysborough	4	85 83	0 65			0 21
do Williams	King's	2	101 08	0 60	1	70 00	0 25
Pugwash	Cumberland	43	2 434 64	13 40	2	15 20	6 14
Oxford	do	1	95 34	0 50			0 24
River John	Pictou	69	3 678 55	23 20			9 20
do Philip	Cumberland	4	13 50	0 20			0 03
Shelburne	Shelburne	47	3 576 66	18 90			8 95
Sherbrooke	Guysborough	40	2 943 60	15 35	5	154 00	7 36

REPORT No. 10, B.—Showing the Number of Money Orders issued in Nova Scotia during the year ended 30th June, 1873.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
St. Peter's.....	Cape Breton....	19	843 48	4 50	4	325 00	2 11
Stellarton.....	Pictou.....	41	2,328 44	13 00	2	46 00	5 82
Sydney.....	Cape Breton....	67	3,282 87	18 25	6	112 00	8 21
do Mines.....	do.....	3	188 50	1 05	.....	.....	0 47
Tatamagouche....	Colchester.....	29	2,048 56	10 30	2	36 00	5 12
Truro.....	do.....	90	4,418 57	24 50	18	712 46	11 05
Tusket.....	Yarmouth.....	3	126 00	0 75	.....	.....	0 31
Wallace.....	Cumberland....	33	2,315 34	12 45	.....	.....	5 79
Weymouth.....	Digby.....	12	372 96	2 20	.....	.....	0 93
Whycocomagh....	Inverness.....	14	912 30	4 90	12	265 00	2 28
Wilmot.....	Annapolis.....	18	991 49	5 30	.....	.....	2 48
Wolfville.....	King's.....	18	1,156 03	6 05	.....	.....	2 89
Yarmouth.....	Yarmouth.....	91	2,580 16	15 45	17	510 18	6 37
Windsor.....	Hants.....	38	1,907 38	10 65	14	716 10	4 77
		2,409	132,061 34	716 10	466	20,174 76	305 11

JAMES H. THORNE,
Superintendent.

A. CAMPBELL,
Postmaster-General.

NEW BRUNSWICK.

REPORT No. 10, B.—Showing the Number of Money Orders issued in New Brunswick on Ontario and Quebec during the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commission received thereon; and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Ontario and Quebec.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover	Victoria	2	200 00	1 00		
Baie Verte	Westmoreland	49	2,623 78	14 85		
Bathurst	Gloucester	667	48,897 32	244 90	17	787 32
Buctouche	Kent	51	3,279 66	17 75	1	8 00
Campbellton	Restigouche	286	19,725 51	104 15	12	606 41
Campo Bello	Charlotte	1	1 00	0 05		
Canterbury Station	York	18	1,026 41	5 60		
Caraquet	Gloucester	67	4,022 86	22 20	1	5 00
Carleton	St. John	6	72 37	0 55	2	133 73
Chatham	Northumberland	804	57,927 81	305 65	22	1,184 73
Dalhousie	Restigouche	715	51,010 52	268 90	20	1,269 30
Dorchester	Westmoreland	62	3,167 23	17 45		
Edmundston	Victoria	272	20,675 40	108 45		
Florenceville	Carleton	9	573 42	3 00		
Fredericton	York	95	4,881 99	26 75	54	1,869 84
Gagetown	Queen's	5	353 55	1 85		
Grand Falls	Victoria	17	756 12	4 15	3	200 00
Harvey, A. C.	Albert	21	1,232 02	6 55	3	60 00
Hillsborough	do	26	1,174 46	6 55	1	20 00
Hopewell Cape	do	4	154 65	0 95		
Indiantown	St. John	8	70 48	0 50		
Kingston	Kent	127	8,202 58	43 75		
Memramcook	Westmoreland	26	1,896 15	10 25	1	48 20
Moncton	do	90	3,806 66	21 35	7	154 00
Newcastle	Northumberland	306	16,783 78	91 45	5	232 74
Oromocto	Sunbury	4	205 00	1 20		
Ossekeag	King's	9	532 74	2 90		
Petitcodiac	Westmoreland	9	592 00	3 20		
Richibucto	Kent	205	12,867 32	67 85	6	364 80
Sackville	Westmoreland	115	6,040 38	33 95	7	608 75
Salisbury	do	5	236 15	1 35		
Shediac	do	191	13,809 06	72 75	8	397 40
Sheffield	Sunbury	4	120 00	0 70	1	14 00
Springfield	King's	2	10 25	0 10		
St. Andrew's	Charlotte	15	408 93	2 60	5	191 73
St. George	do	13	245 37	1 65		
St. John	St. John	277	11,629 05	65 75	153	5,416 17
St. Martin's	do	13	548 15	3 00		
St. Stephen	Charlotte	37	1,134 23	6 50	8	315 45
Sussex Vale	King's	104	6,980 67	36 90	5	189 10
Woodstock	Carleton	304	24,204 41	125 95	11	145 12
		4,941	332,079 44	1,754 95	353	14,191 79

A. CAMPBELL,

Postmaster-General.

JOHN McMILLAN,

Post Office Inspector.

REPORT No. 10, C.

SHOWING the Number of Money Orders issued in Ontario and Quebec on Prince Edward Island during the year ended 30th June, 1873; the value of such Orders in Provincial Currency; the Commissions received thereon; and the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Prince Edward Island.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Alexandria	Glengarry.....				2	112 80
Barrie	Simcoe	1	25 00	0 40		
Clinton	Huron				1	92 00
Embro	Oxford.....	2	34 78	0 45		
Georgina	York	1	50 00	0 60		
Hamilton	Wentworth	3	89 22	1 00	3	50 00
London	Middlesex	1	5 00	0 05	1	20 00
Lucknow	Bruce	1	39 12	0 50		
Matapedia	Rimouski	1	10 00	0 05		
Montreal	Hochelaga	5	335 00	2 70	269	23,802 19
Niagara	Lincoln				2	96 78
Oshawa	Ontario				2	134 00
Ottawa	Carleton	3	6 67	0 75	8	404 78
Petrolia	Lambton	1	40 00	0 40		
Quebec	Quebec	14	1,000 03	10 60	30	2,249 35
St. Mary's	Perth				1	40 00
Smith's Falls	Lanark				3	300 00
Toronto	York	2	40 00	0 20	6	132 52
		35	1,674 82	17 70	328	27,434 42

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

NOVA SCOTIA.

REPORT No. 10, C.—Showing the Number of Money Orders issued in Nova Scotia on New Brunswick for the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in New Brunswick; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Or ders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			8 cts.	\$ cts.		8 cts.	8 cts.
Amherst	Cumberland	129	5,233 39	39 35	171	6,168 46	13 08
Annapolis	Annapolis	214	7,393 81	41 90	37	1,301 36	18 48
Antigonish	Antigonish	33	1,615 51	8 85	38	1,299 04	4 04
Arichat	Richmond	14	483 07	2 70	20	1,019 50	1 21
Aylesford	King's	37	1,987 49	11 15	5	235 59	4 97
Baddeck	Victoria	3	54 92	0 35	25	955 00	0 14
Barrington	Shelburne	48	2,213 58	12 40	7	516 51	5 41
Bear River, West side	Digby	83	3,466 77	19 30	3	122 00	8 66
Berwick	King's	41	2,079 01	11 55	4	73 47	5 20
Bridgetown	Annapolis	298	15,112 84	87 55	15	639 18	40 28
Bridgewater	Lunenburg	44	2,475 77	13 35	2	27 00	6 19
Caledonia Corner	Queen's	79	5,345 38	28 55	1	25 00	13 36
Canning	King's	61	2,819 70	16 25	12	360 60	7 05
Cape Canso	Guysborough	1	25 00	0 20	.....	.....	0 06
Chester	Lunenburg	2	15 00	0 10	1	6 49	0 04
Christmas Island	Cape Breton	2	114 90	0 60	.....	.....	0 28
Cow Bay	do	7	208 95	1 30	3	72 00	0 52
Cross Roads	Guysborough	2	35 00	0 25	.....	.....	0 09
Dartmouth	Halifax	7	72 50	0 50	4	41 00	0 18
Digby	Digby	262	13,362 77	73 10	31	1,707 89	33 41
Five Islands	Colchester	11	557 13	3 10	2	85 00	1 40
Granville Ferry	Annapolis	42	1,302 28	8 00	5	151 52	3 26
Great Village	Colchester	24	1,366 46	7 19	13	1,019 03	3 41
Guysborough	Guysborough	16	376 33	2 45	13	363 00	0 94
Halifax	Halifax	275	12,856 71	76 30	831	39,346 04	.....
Hantsport	Hants	13	573 04	3 20	3	59 00	1 44
Kentville	King's	50	2,510 09	13 99	9	328 91	6 27
Laurencetown	Annapolis	71	3,331 41	19 69	7	210 61	8 33
Lingan	Cape Breton	12	1,031 50	5 30	.....	.....	2 57
Little Glace Bay	do	17	1,034 42	5 45	.....	.....	2 59
Liverpool	Queen's	178	11,490 16	61 65	4	117 89	28 73
Lockeport	Shelburne	19	1,329 41	6 95	.....	.....	3 22
Londonderry	Colchester	16	854 00	4 60	.....	.....	2 13
Lower Horton	King's	8	429 20	2 50	1	50 00	1 67
Lunenburg	Lunenburg	46	1,903 07	10 85	1	4 25	4 75
Mabou	Inverness	9	404 34	2 20	21	459 50	1 01
Mahone Bay	Lunenburg	40	2,750 00	14 90	.....	.....	6 88
Maitland	Hants	44	2,647 04	14 10	3	215 00	6 72
New Glasgow	Pictou	60	2,792 68	16 00	97	4,514 37	6 98
Newport	Hants	10	518 25	2 70	2	58 00	1 25
Newport Landing	do	2	83 00	0 50	.....	.....	0 21
New Ross	Lunenburg	1	1 48	0 05	.....	.....	0 01
North Sydney	Cape Breton	34	836 43	5 45	3	128 43	2 14
Oxford	Cumberland	10	369 90	2 15	3	63 89	0 52
Parrsboro'	do	161	8,419 34	45 70	16	245 47	21 05
Pictou	Pictou	46	1,493 11	8 85	85	3,629 55	3 71
Pineo Village	King's	5	271 20	1 40	.....	.....	0 68
Port Hastings	Inverness	13	654 00	3 75	25	2,037 19	1 64
Port Hawkesbury	Richmond	9	571 47	3 05	1	40 50	1 43
Port Hood	Inverness	3	87 64	0 50	2	41 00	0 22
Port Medway	Queen's	18	941 86	5 10	.....	.....	2 54

REPORT No. 10, C.—Showing the Number of Money Orders issued in Nova Scotia on New Brunswick during the year ended 30th June, 1873.— *Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Port Mulgrave....	Guysborough...	7	98 45	0 80	3	94 99	0 25
Port William....	King's.....	12	603 45	3 25	1	29 80	1 51
Pugwash.....	Cumberland...	20	1,180 55	6 20	19	554 78	2 95
River John.....	Pictou.....	31	1,178 43	6 80	.....	.....	2 95
River Philip....	Cumberland..	12	530 05	3 40	5	125 00	1 33
Sandy Cove.....	Digby.....	5	138 31	0 95	.....	.....	0 34
Sheet Harbour..	Halifax.....	1	6 00	0 05	.....	.....	0 02
Shelburne.....	Shelburne...	85	5,665 15	30 00	3	30 04	14 16
Sherbrooke.....	Guysborough..	11	261 12	1 55	.....	.....	0 65
Shubenacadie..	Hants.....	7	403 10	2 10	6	169 00	1 01
Stellarton.....	Pictou.....	42	1,941 47	11 25	15	333 40	4 85
St. Peter's.....	Cape Breton..	2	111 91	0 60	1	12 00	0 28
Sydney.....	do.....	65	3,729 28	20 20	19	522 30	9 32
Sydney Mines..	do.....	7	650 00	3 30	5	78 00	1 62
Tangier.....	Halifax.....	.....	.....	.....	.....	.....	.....
Tatamagouche..	Colchester...	7	317 80	1 70	4	211 87	0 80
Truro.....	do.....	70	3,192 94	17 75	56	2,238 58	7 98
Tusket.....	Yarmouth.....	6	69 62	0 45	1	20 00	0 17
Wallace.....	Cumberland...	26	848 91	4 95	15	685 54	2 12
West Bay.....	Inverness.....	.....	.....	.....	2	85 00	.....
Westport.....	Digby.....	14	511 55	2 85	10	368 60	1 28
Weymouth.....	do.....	94	4,085 50	22 75	6	321 02	10 21
Whycocomagh..	Inverness.....	2	2 40	0 10	41	1,141 00	0 01
Wilmot.....	Annapolis....	121	8,266 38	43 50	3	95 78	20 66
Windsor.....	Hants.....	63	3,670 93	20 50	36	1,045 95	9 18
Wolfville.....	King's.....	70	3,179 94	17 85	38	1,472 07	7 95
Yarmouth.....	Yarmouth.....	406	20,866 89	114 75	37	834 72	52 17
		3,826	190,432 49	1,054 05	1,852	78,227 59	443 86

A. CAMPBELL,
Postmaster-General.

A. WOODGATE,
Post Office Inspector.

NEW BRUNSWICK.

REPORT No. 10, C.—Showing the Number of Money Orders issued in New Brunswick on Nova Scotia during the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Nova Scotia.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Baie Verte	Westmoreland..	7	282 35	1 65	3	98 50
Bathurst	Gloucester.....	93	6,630 53	34 45	15	729 13
Buctouche	Kent	3	147 15	0 80	1	30 09
Campbellton	Restigouche.....	73	3,283 70	17 55	2	114 80
Campo Bello	Charlotte.....	3	10 50	0 15		
Caraquet	Gloucester.....	14	1,126 76	5 75	1	19 87
Carleton	St. John.....	31	1,143 38	6 40	22	581 25
Chatham	Northumber- land.....	182	11,209 00	59 35	46	2,731 32
Dalhousie	Restigouche.....	116	7,263 38	38 05	18	1,322 58
Dorchester	Westmoreland..	62	1,460 23	8 85	14	611 34
Florenceville	Carleton.....	5	106 12	0 65		
Fredericton	York.....	48	1,862 65	10 85	61	2,997 89
Gagetown	Sunbury.....	2	15 00	0 10		27 00
Grand Falls	Victoria.....	1	7 00	0 05		
Harvey, A. C.	Albert.....	8	218 88	1 45	4	134 00
Harvey Station	York.....	10	213 38	1 30		
Hillsborough	Albert.....	9	184 60	1 25	3	211 31
Hopewell Cape	do	2	84 38	0 50	2	71 75
Indiantown.....	St. John.....	15	568 35	3 40	2	49 60
Kingston	Kent.....	26	1,859 51	9 70	2	200 00
Kingston	King's.....	2	45 00	0 30	7	523 00
Kouchibouguac	Kent.....	1	15 00	0 10		
Memramcook	Westmoreland..	5	198 18	1 30	2	80 69
Moncton	do	52	4,774 51	27 50	57	1,721 71
Newcastle	Northumber- land.....	186	6,084 09	35 95	3	90 72
Oromocto	Sunbury.....	1	15 00	0 10		
Ossekeag	Kings.....	2	48 18	0 25	5	365 00
Petitcodiac	Westmoreland..	12	715 80	3 70	5	84 30
Richibucto	Kent.....	23	1,020 42	5 75	8	192 11
Richmond Corner.....	Carleton.....	2	11 27	0 10		
Sackville	Westmoreland..	130	3,963 61	23 20	132	7,720 23
Salisbury	do	10	274 69	1 70	1	72 45
Shediac	do	27	1,000 39	5 55	34	1,239 27
Sheffield	Sunbury.....				3	20 19
St. Andrew's	Charlotte.....	14	239 01	1 50	8	365 42
St. George	do	8	328 74	1 95	1	50 00
St. John	St. John.....	424	16,031 93	92 50	3,276	164,404 17
St. Martin's	do	7	199 00	1 15	1	18 00
St. Stephen	Charlotte.....	55	1,218 25	7 75	40	1,997 22
Sussex Vale	King's.....	14	355 28	2 20	3	187 91
Woodstock	Carleton.....	97	4,792 23	26 70	49	1 032 89
		1,782	78,949 43	441 50	3,833	190,114 28

A. CAMPBELL,

Postmaster-General.

JOHN McMILLAN,

Post Office Inspector.

REPORT No. 10, D.

SHOWING the Number of Money Orders issued in Ontario and Quebec on Newfoundland during the year ended 30th June, 1873; the value of such Orders in Provincial Currency; the Commissions received thereon; and the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Newfoundland.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Belleville.....	Hastings.....	1	9 00	0 25		
Dunham.....	Missisquoi.....	2	112 97	1 25		
Ganapoque.....	Leeds.....	2	9 78	0 50		
Hamilton.....	Wentworth.....	1	39 12	0 50	2	5 03
Hespeler.....	Waterloo.....				1	48 66
Ingersoll.....	Oxford.....	1	10 71	0 25		
Kingston.....	Frontenac.....	4	42 43	1 00		
London.....	Middlesex.....	11	554 49	6 25	1	54 05
Matapedia.....	Rimouski.....	9	180 93	2 00		
Montreal.....	Hochelaga.....	16	224 35	4 25	38	695 04
Omeme.....	Victoria.....				1	14 60
Ottawa.....	Carleton.....	1	6 60	0 25	1	9 37
Owen Sound.....	Grey.....	1	10 00	0 05		
Point St. Charles.....	Jacques Cartier.....	1	24 45	0 25		
Port Hope.....	Durham.....	1	24 45	0 25		
Prescott.....	Grenville.....	1	48 90	0 50		
Quebec.....	Quebec.....	4	155 22	2 00		
St. Catharines.....	Lincoln.....				3	85 16
St. Thomas.....	Elgin.....	9	180 93	2 25		
Shakespeare.....	Perth.....	5	48 90	1 35		
Sparta.....	Elgin.....				1	40 55
Toronto.....	York.....	25	450 52	7 50	12	153 23
Windsor.....	Essex.....	2	37 41	50		
		98	2,171 16	31 15	60	1,105 69

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

NOVA SCOTIA.

REPORT No. 10, D.—Showing the Number of Money Orders issued in Nova Scotia on Newfoundland for the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Newfoundland, and the Commission allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Annapolis.....	Annapolis.....				2	54 75	0 14
Antigonish.....	Antigonish.....	1	15 01	0 25	4	39 27	0 13
Arichat.....	Richmond.....				2	33 32	0 08
Baddeck.....	Victoria.....	1	35 01	0 50	1	19 47	0 14
Bridgewater.....	Lunenburg.....				1	20 28	0 05
Halifax.....	Halifax.....	37	892 12	13 75	74	1,467 19	
Hantsport.....	Hants.....	1	40 00	0 50			0 10
Lingan.....	Cape Breton.....	1	20 00	0 25			0 05
Liverpool.....	Queen's.....	1	20 00	0 25	2	81 40	0 26
New Glasgow.....	Pictou.....	1	9 63	0 25	1	34 95	0 11
North Sydney.....	Cape Breton.....	4	47 77	1 25	8	279 05	0 82
Pictou.....	Pictou.....	5	269 23	3 25	6	224 53	1 20
Port Hastings.....	Inverness.....	8	172 00	2 25			0 43
Port Hawkesbury.....	Richmond.....	1	4 75	0 25			0 01
St. Peter's.....	Cape Breton.....	1	20 39	0 25			0 05
Stellarton.....	Pictou.....	1	48 01	0 50	1	8 11	0 14
Sydney.....	Cape Breton.....	1	4 89	0 25	3	66 35	0 18
Truro.....	Colchester.....	2	99 98	1 50			0 25
Windsor.....	Hant's.....				2	54 66	0 14
Wolfville.....	King's.....	1	30 00	0 50			0 08
Yarmouth.....	Yarmouth.....	4	39 77	1 00	2	24 34	0 16
		71	1,768 56	26 75	109	2,408 17	4 52

A. CAMPBELL,
Postmaster-General.

A. WOODGATE,
Post Office Inspector.

NEW BRUNSWICK.

REPORT No. 10, D.—Showing the Number of Money Orders issued in New Brunswick on Newfoundland during the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Newfoundland.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Bathurst	Gloucester.....	3	55 76	0 75		
Carleton	St. John				1	14 70
Fredericton	York.....	1	20 00	0 25	1	1 01
Harvey, A.C.	Albert.....	3	98 00	1 25		
Indiantown	St. John	1	19 56	0 25		
Newcastle	Northumberland	3	41 34	0 75		
Richibucto	Kent.....	3	234 53	2 50		
Sackville	Westmoreland..				4	214 12
St. John	St. John	18	366 38	5 75	5	63 39
Sussex Vale	King's.....	1	24 00	0 25		
		33	859 57	11 75	11	293 22

JOHN McMILLAN,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

REPORT No. 10, E.

SHOWING the Number of Money Orders issued in Ontario and Quebec on New Brunswick during the year ended 30th June, 1873; the value of such Orders in Provincial Currency; the Commissions received thereon; and the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in New Brunswick.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Alexandria	Glengarry	2	75 00	0 40	3	50 00
Arkona	Lambton				2	200 00
Arnprior	Renfrew	1	15 00	0 10		
Beamsville	Lincoln	1	39 00	0 20		
Belleville	Hastings				4	161 00
Berlin	Waterloo	3	40 00	0 20		
Bluevale	Huron				1	8 00
Bondhead	Simcoe	1	42 00	0 30	3	162 00
Bracebridge	Victoria				2	120 00
Brantford	Brant	1	11 26	0 10	16	905 15
Brockville	Leeds	4	350 00	1 80	18	1,571 25
Brooklin	Ontario				2	20 50
Chambly Canton	Chambly	12	115 00	0 85		
Chatham	Kent				8	462 00
Clarksburg	Grey				2	133 49
Clover Hill	Simcoe	1	16 00	0 10		
Coaticook	Stanstead				1	1 50
Cobourg	Northumberland	1	30 00	0 20	5	108 40
Collingwood	Simcoe				2	55 82
Compton	Compton				1	15 00
Cornwall	Stormont				5	160 00
Danville	Richmond				1	43 00
Dresden	Kent	1	50 00	0 30	3	252 34
Drumbo	Oxford				2	119 50
Dundas	Wentworth	1	5 00	0 05	5	22 00
Dunnville	Haldimand				1	5 00
Embro'	Oxford	1	5 00	0 05		
Fergus	Wellington	1	14 00	0 10	1	50 00
Fort Erie	Welland				1	29 80
Galt	Waterloo	1	25 00	0 20	10	660 47
Gananoque	Leeds	1	14 00	0 10		
Gaspé Basin	Gaspé	1	18 37	0 10	5	289 20
Georgetown	Halton				10	187 00
Goderich	Huron	3	205 00	1 05	17	1,175 43
Granby	Shefford				1	100 00
Guelph	Wellington	1	11 50	0 10	34	3,000 93
Hemmingford	Huntingdon				13	1,210 00
Hamilton	Wentworth	8	166 05	0 95	29	2,351 45
Ingersoll	Oxford				3	209 00
Iroquois	Dundas				2	70 00
Jarvis	Haldimand				4	310 00
Kamouraska	Kamouraska				1	14 93
Keene	Peterboro'	1	50 00	0 30		
Kingston	Frontenac	8	218 50	1 35	4	169 05
Lennoxville	Richmond				1	20 00
Lévis	Lévis				13	1,300 00
Lindsay	Victoria				2	31 50
Listowel	Perth				2	200 00
London	Middlesex	4	135 38	0 80	34	2,247 13
L'Original	Prescott				3	150 00
Matapedia	Rimouski	35	1,896 48	9 60	3	280 00
Malbourne	Richmond	1	1 20	0 05	1	25 87
Millbrook	Durham				2	50 00
Mitchell	Perth				5	695 97

REPORT No. 10, E.—Showing the Number of Money Orders issued in Ontario and Quebec on New Brunswick during the year ended 30th June, 1873.—
Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Mildmay	Bruce				1	12 00
Montmagny	Montmagny				5	466 40
Montreal	Hochelaga	73	3,797 55	21 55	2,042	128,947 31
Murray Bay	Charlevoix.				2	70 15
Napanee	Lennox				1	2 48
Oakville	Halton	1	30 00	0 20		
Orillia	Simcoe				5	190 00
Oshawa	Ontario	1	7 50	0 05	101	5,981 54
Ottawa	Carleton	81	2,158 03	12 95	80	3,466 51
Paspebiac	Bonaventure.	5	277 75	1 50	14	824 08
Perth	Lanark				1	30 00
Peterboro'	Peterboro'	3	71 10	0 45	2	105 20
Petrolia	Lambton				1	100 00
Port Hope	Durham				10	222 00
Port Perry	Ontario				2	134 08
Port Robinson	Welland				1	40 00
Port Rowan	Norfolk	9	578 00	2 15	2	150 00
Prescott	Grenville	5	40 00	0 30		
Preston	Waterloo	1	25 00	0 20		
Quebec	Quebec	13	431 20	2 60	2,221	161,179 20
Renfrew	Renfrew				3	210 00
Richmond	Richmond				5	430 00
Rimouski	Rimouski				2	73 00
Rivière du Loup	Temiscouata	2	80 00	0 40	33	1,704 23
St. Anne	Kamouraska				2	17 51
St. Catharine's	Lincoln				10	187 72
St. Hyacinthe	St. Hyacinthe	3	293 50	1 50	1	6 75
St. Mary's	Perth				12	387 35
St. Roch	Quebec (city)				5	440 00
St. Thomas	Elgin	1	100 60	0 50		
Sarnia	Lambton				5	440 00
Sherbrooke	Richmond	1	8 94	0 05		
Simcoe	Norfolk	2	92 60	0 60	11	469 95
Smiths' Falls	Lanark				2	52 52
Sorel	Richelieu	1	65 00	0 40		
South Quebec	Lévis				3	150 00
Springford	Oxford				1	4 00
Stayner	Simcoe	2	200 00	1 00	8	706 00
Strathroy	Middlesex				1	98 80
Stratford	Perth				1	2 50
Stirling	Hastings	1	50 00	0 30		
Thornhill	York				1	32 25
Toronto	do	46	1,993 85	10 05	119	4,193 50
Three Rivers	St. Maurice	1	40 00	0 20	3	215 00
Yankleek Hill	Prescott	1	60 00	0 30		
Walkerton	Bruce	1	50 00	0 30	1	30 00
Wardsville	Middlesex	1	6 00	0 05		
Windsor	Essex				1	10 00
Woodstock	Oxford	2	34 00	0 25	3	260 00
Wyoming	Lambton				1	10 00
Yorkville	York				2	150 00
		350	14,019 76	77 40	5,015	331,329 01

A CAMPBELL,

Postmaster-General.

P. LE SUEUR,
Chief Superintendent.

NOVA SCOTIA.

REPORT No. 10, E.—Showing the Number of Money Orders issued in Nova Scotia on Prince Edward Island for the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Prince Edward Island; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	8	217 50	2 40	4	156 70	0 54
Antigonishe	Antigonishe	5	133 81	0 90	1	25 50	0 33
Arichat	Richmond	16	689 39	5 65	2	65 00	1 72
Bridgewater	Lunenburg	1	19 00	0 20			0 05
Canso	Guysborough	2	108 40	0 80	1	20 00	0 27
Cow Bay	Cape Breton	5	253 00	2 60			0 64
Dartmouth	Halifax	3	79 79	0 90			0 20
Guysborough	Guysborough	1	7 79	0 10			0 02
Halifax	Halifax	40	888 87	9 60	148	7,907 75	
Little Glace Bay	Cape Breton	3	88 82	1 15			0 22
Liverpool	Queen's	2	143 85	1 20			0 36
Mabou	Inverness	1	48 90	0 60			0 12
Mahone Bay	Lunenburg	1	12 00	0 20			0 03
Maitland	Hants	5	124 80	1 75			0 31
New Glasgow	Pictou	5	141 75	1 20	11	221 87	0 35
Newport	Hants	1	5 50	0 10			0 01
North Sydney	Cape Breton	5	235 85	1 55	1	50 00	0 59
Parrsboro'	Cumberland	2	78 00	0 70			0 20
Pictou	Pictou	7	203 32	1 55	41	2,957 85	0 50
Port Hastings	Inverness	1	15 00	0 20			0 04
do Hawkesbury	Richmond	3	25 50	0 40	1	22 40	0 06
do Hood	Inverness	3	148 58	1 10	1	30 52	0 37
do Mulgrave	Guysborough	4	320 00	3 20			0 80
Pugwash	Cumberland	4	255 88	1 35	3	297 00	0 64
River John	Pictou	2	73 36	0 40			0 18
Sherbrooke	Guysborough	4	122 63	1 40			0 30
Shubenacadie	Hants	9	749 00	5 60			1 87
St. Peter's	Cape Breton	1	35 46	0 40			0 09
Sydney	do	5	125 56	1 40			0 32
Tangier	Halifax	1	100 00	1 00			0 25
Truro	Colchester				8	377 00	
West Bay	Inverness	1	20 00	0 20			0 05
Weymouth	Digby	2	50 00	0 25			0 13
Whycocomagh	Inverness	1	40 00	0 40			0 10
Wilmot	Annapolis				1	50 00	
Windsor	Hants	1	37 84	0 40	1	12 00	0 09
Wolfville	King's				4	166 50	
Yarmouth	Yarmouth	7	137 44	1 80	4	400 00	0 34
		162	5,736 59	52 65	232	12,760 09	12 09

A. CAMPBELL,
Postmaster-General.

A. WOODGATE,
Post Office Inspector.

NEW BRUNSWICK.

REPORT No. 10, E.—Showing the Number of Money Orders issued in New Brunswick on Prince Edward Island during the year ended 30th June, 1873; the value of such Orders in Dominion Currency; the Commission received thereon; and the number of Money Orders paid in New Brunswick, drawn by the Money Order Office in Prince Edward Island.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Baie Verte	Westmoreland..	1	22 50	0 40	1	2 50
Bathurst	Gloucester	4	290 00	2 40		
Buctouche	Kent				1	63 25
Campbellton	Restigouche	4	297 90	3 05		
Chatham	Northumberland	9	426 18	3 00	1	20 00
Dalhousie	Restigouche	5	327 00	3 40	3	177 68
Dorchester	Westmoreland..	7	77 77	1 20		
Fredericton	York	5	139 80	1 40	10	239 12
Hopewell Cape	Albert	1	15 00	0 10		
Indiantown	St. John	3	115 55	1 15		
Kingston	Kent	1	10 00	0 10		
Memramcook	Westmoreland..	3	157 00	1 40		
Moncton	do	9	144 37	1 45	7	204 25
Newcastle	Northumberland	4	183 00	1 70	3	96 01
Richibucto	Kent	1	60 00	0 60	17	1,663 05
Sackville	Westmoreland..	4	124 93	0 85	5	255 67
Salisbury	do	1	35 00	0 20		
Shediac	do	1	82 40	0 50	9	620 10
St. John	St. John	22	525 39	6 25	236	18,061 67
St. Martin's	do	1	40 00	0 40		
St. Stephen	Charlotte	8	215 00	2 15		
Sussex Vale	King's	10	409 67	3 70	1	6 00
Woodstock	Carleton	2	33 48	0 60		
		106	3,731 94	36 00	294	21,409 30

JOHN McMILLAN,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

REPORT No. 11.

SHOWING the Annual Cost of Money Order System, in Ontario and Quebec, specifying in detail the Disbursements for Salaries during the year ended 30th June, 1873.

Name.	Particulars.	Amount.
		\$ cts.
P. Le Sueur	Twelve months' salary as Superintendent	2,400 00
C. W. Jenkins	do do 1st Class Clerk	1,400 00
J. Brophy	do do Senior 2nd Class Clerk	1,250 00
E. G. Bennett	do do do do	1,150 00
J. McDougall	do do Junior 2nd do	850 00
R. J. Shaw	do do do do	700 00
C. J. Higgins	do do Junior 3rd do	600 00
L. Blanchet	Six months' do do do	300 00
C. Sangster	Twelve months' do do do	550 00
M. K. Dunlevie	do do do do	550 00
J. F. Wall	do do do do	500 00
L. W. Travis	Two months' do do do	50 00
C. Le Sueur	Twelve months' Temporary Clerk	730 00
J. C. Bonner	do do do	547 50
A. W. Wall	do do do	547 50
J. H. Spencer	do do do	547 50
F. W. Mills	141 days' do do	211 50
W. Brophy	34 do do do	51 00
A. Le Sueur	19 do do do	28 50
		12,963 50

A. CAMPBELL,
Postmaster-General.

P. LE SUEUR,
Chief Superintendent.

NOVA SCOTIA.

REPORT No. 11.—Showing the Annual Cost of the Money Order System in Nova Scotia, specifying in detail the Disbursements for Salaries, Printing, Stationery, and every other item of expenditure, during the year ended 30th June, 1873.

Names.	Particulars.	Amount.
	<i>Salaries.</i>	\$ cts.
James H. Thorne	Superintendent	1,700 00
Frederic W. Creighton .	2nd Class Clerk	960 00
Stephen S. Thorne	4th do	440 00
Thomas Conran	Messenger	500 00
		3,600 00
	<i>Contingencies.</i>	
Joseph H. Crosskill	Printing forms, &c	1,290 09
Stephen S. Hall	Stationery, &c	0 00
Newcomb & Lambert	Office furniture	24 50
Glendenning	Ice	2 50
.....	Cleaning office	10 00
		1,327 09
	Total.....	4,927 09

A. WOODGATE,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

NEW BRUNSWICK.

REPORT No. 11.—Showing the Annual Cost of the Money Order System in New Brunswick, specifying in detail the Disbursements for Salaries during the year ended 30th June, 1873.

Names.	Particulars.	Amount.
<i>Salaries.</i>		\$ cts.
James Hale.....	Twelve months' salary as Superintendent.....	1,700 00
Thomas B. Smith.....	do do 2nd Class Clerk.....	750 00
John S. Hale.....	Two months' 16 days, from 14th April, 3rd Class Clerk.....	74 70
Total.....		2,524 70

JOHN McMILLAN,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

REPORT No. 12.

SHOWING the Names of the additional Money Order Offices opened in Ontario and Quebec during the year ended 30th June 1873.

Names.	County.	Date of going into operation.
Haliburton	Peterboro'	July 1st, 1872.
Port Ryerse	Norfolk	do
Wales	Stormont	do

REPORT No. 12.

SHOWING the Names of the Money Order Offices closed during the year ended 30th June, 1873.

Names.	County.	Date when closed.
Barnston	Stanstead	June 30th, 1873.
Borelia	Ontario	do
Carillon	Argenteuil	do
Carleton	Bonaventure	do
Metis	Rimouski	do
Morton	Leeds	do
Oxley	Essex	do

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

NOVA SCOTIA.

REPORT No. 12.—Showing the Names of the Additional Money Order Offices opened, and of such Money Order Offices as may have been closed in Nova Scotia, for the year ended 30th June, 1873.

MONEY ORDER OFFICES OPENED.

Five Islands	Colchester County.
New Ross	Lunenburg County.
Oxford	Cumberland County.
Pineo Village	King's County.
Sheet Harbour	Halifax County.
West Bay	Inverness County.

MONEY ORDER OFFICES CLOSED.

None.

A. WOODGATE,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

NEW BRUNSWICK.

REPORT No. 12.—Showing the Names of the additional Money Order Offices opened, and of such Money Order Offices as may have been closed in New Brunswick, during the year ended 30th June, 1873.

OFFICES OPENED.

Name of Office.	County.	Date of Opening.
Richmond Corner.....	Carleton.....	1st June, 1873.

OFFICES CLOSED:—

None.

JOHN McMILLAN,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

REPORT No. 13.

SHOWING the Losses, if any, sustained in conducting the Money Order System in Ontario and Quebec, and how incurred.

No losses have been sustained during the year ended 30th June, 1873.

REPORT No. 13.

SHOWING the Losses, if any, sustained in conducting the Money Order System in Nova Scotia, and how incurred.

No losses have been sustained during the year ended 30th June, 1873.

REPORT No. 13.

SHOWING the Losses, if any, sustained in conducting the Money Order System in New Brunswick during the year ended 30th June, 1873.

No losses have been sustained during the year ended 30th June, 1873.

A^c CAMPBELL,
Postmaster-General.

ANALYSIS of Money Order Transactions of the Dominion for the year ended
30th June, 1873.

ONTARIO AND QUEBEC.		\$	cts.	\$	cts.
Money Orders issued in Ontario and Quebec payable in Ontario and Quebec	.....			3,198,714	10
do do the United Kingdom	.....			542,003	93
do do Nova Scotia	.....	20,029	99		
do do New Brunswick	.....	14,019	76		
do do Prince Edward Island	.....	1,674	82		
do do Newfoundland	.....	2,171	16		
				37,895	73
Total Money Orders issued in Ontario and Quebec	.....			3,778,613	76
Money Orders issued in Ontario and Quebec and paid in Ontario and Quebec	.....			3,198,410	78
do do the United Kingdom	do do	140,889	45		
do do Nova Scotia	do do	131,688	90		
do do New Brunswick	do do	331,329	01		
do do Prince Edward Island	do do	27,434	42		
do do Newfoundland	do do	1,105	69		
				632,447	47
Total issues and payments	.....			7,609,472	01
Savings' Bank Deposits received through the Money Order Office	.....			2,306,918	00
do Withdrawals paid	do do			1,925,999	32
Total transactions for the year	.....			11,842,389	33
REVENUE DERIVED BY ONTARIO AND QUEBEC.					
Commissions received on Orders issued and payable in Ontario and Quebec	.....			18,110	70
Commissions received on Orders issued in Ontario and Quebec, payable in the United Kingdom	.....			14,732	45
Commissions received on Orders issued by Ontario and Quebec upon the Lower Provinces	.....			238	50
Moiety of Commissions in excess of those arising from our own issues received by the Lower Provinces, on Orders payable in Ontario and Quebec	.....			1,193	72
Differences of exchange in favor of Ontario and Quebec	.....			2,285	58
				36,560	95
DEDUCT.					
Commissions paid to Postmasters in Ontario and Quebec, on the aggregate of Orders issued and paid by them	.....	7,997	53		
Proportion paid the United Kingdom of the Commissions received in Ontario and Quebec, on Orders drawn by Ontario and Quebec on the United Kingdom	.....	3,998	87		
				11,996	40
Net receipts to credit of Ontario and Quebec	.....			24,564	55

A. CAMPBELL,
Postmaster-General.

P. LE SUEUR,
Chief Superintendent.

ANALYSIS of Money Order Transactions of Nova Scotia for the year ended
30th June, 1873.

	\$ cts.	\$ cts.
Money Orders issued in Nova Scotia, payable in Nova Scotia.....		990,324 97
do do do United Kingdom.....		50,830 3
do do do Ontario and Quebec.....		132,061 34
do do do New Brunswick.....		190,432 40
do do do Newfoundland.....		1,768 56
do do do Prince Edward Island.....		5,736 59
Total Money Orders issued in Nova Scotia.....		1,371,154 27
Money Orders issued in Nova Scotia and paid in Nova Scotia.....	985,692 60	
do do United Kingdom do.....	10,172 51	
do do Ontario and Quebec do.....	20,174 76	
do do New Brunswick do.....	78,227 59	
do do Newfoundland do.....	2,468 17	
do do Prince Edward Island do.....	12,760 09	
Total Money Orders issued and paid in Nova Scotia.....		1,109,435 72
Total Money Orders issued and paid in Nova Scotia.....		2,480,589 99
REVENUE DERIVED BY NOVA SCOTIA.		
Commissions received on Orders issued and payable in Nova Scotia.....	5,477 05	
do do do United Kingdom.....	1,402 75	
do do do Ontario and Quebec.....	716 10	
do do do New Brunswick.....	1,054 05	
do do do Newfoundland.....	26 75	
do do do Prince Edward Island.....	52 65	
Moiety of Commissions received in excess on Newfoundland Orders.....	4 62	
do do do Prince Edward Island Orders.....	35 93	
		8,769 90
DEDUCT		
Commissions paid to Postmasters in Nova Scotia, on the aggregate of the Orders issued and paid by them.....	2,673 08	
Proportion paid the United Kingdom, Ontario and Quebec, and New Brunswick, of the Commissions received in Nova Scotia on Orders drawn by Nova Scotia on the United Kingdom, Ontario and Quebec, and New Brunswick.....	1,010 94	
		3,684 02
Net receipts to credit of Nova Scotia.....		5,085 88

A. CAMPBELL,
Postmaster-General.

A. WOODGATE,
Post Office Inspector.

ANALYSIS of Money Order Transactions in New Brunswick for the year ended 30th June, 1873.

No. of Orders.	Extent of Year's Transactions.	\$ cts.	\$ cts.
10,396	Money Orders issued in New Brunswick, payable in New Brunswick	539,943 41	
4,941	do do Ontario & Quebec	332,079 44	
2,192	do do United Kingdom	45,768 10	
1,782	do do Nova Scotia	78,949 43	
106	do do P. E. Island	3,731 94	
33	do do Newfoundland	859 57	
19,450	Total amount of Orders issued in New Brunswick	1,001,281 89	
10,346	Money Orders issued in New Brunswick, and paid in New Brunswick	540,865 48	
353	do do Ontario and Quebec do do	14,191 79	
229	do do United Kingdom do do	4,713 16	
3,833	do do Nova Scotia do do	190,114 28	
294	do do Prince Edward Island do do	21,409 30	
11	do do Newfoundland do do	293 22	
15,085	Total amount of Issues and Payments	771,587 23	
	Commission received on Orders issued in New Brunswick, payable in New Brunswick	2,935 90	
	do do Ontario & Quebec	1,754 95	
	do do United Kingdom	1,153 75	
	do do Nova Scotia	441 50	
	do do P. E. Island	36 00	
	do do Newfoundland	11 75	6,33 85
	Balance of Commission in favor of New Brunswick	492 08	
	Difference in Exchange do do	232 67	724 75
	Commission paid to Postmasters	3,231 99	7,058 60
	Deduct Balance of Commission in favor of Ontario and Quebec, United Kingdom, Prince Edward Island and Newfoundland	1,754 35	3,296 28
	Net Receipts to credit of New Brunswick		3,072 32

JOHN MCMILLAN,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General.

ANALYSIS of Money Order Transactions of British Columbia for the year
ended 30th June, 1873.

	\$ cts.
Money Orders issued by British Columbia upon the United Kingdom	26,805 22
Money Orders issued in the United Kingdom, payable in British Columbia.....	1,113 60
Total amount of Issues and Payments.....	27,918 82
Commissions received on Orders issued by British Columbia on the United Kingdom	680 00

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

COMPARATIVE extent of Transactions, Revenue and Expenditure of the Money Order Business in the Dominion for the years 1871, 1872 and 1873.

PROVINCES.	1871.	1872.	1873.
ONTARIO AND QUEBEC.	\$ cts.	\$ cts.	\$ cts.
Money Orders issued, payable in Ontario and Quebec.	2,607,622 78	2,856,766 09	3,198,714 10
Money Orders issued in Ontario and Quebec upon the United Kingdom.	395,404 16	465,893 79	542,003 93
Money Orders issued in the United Kingdom upon Ontario and Quebec.	109,347 66	126,390 01	140,889 45
Money Orders issued on the Lower Provinces by Ontario and Quebec.	13,756 92	25,170 38	37,895 73
Money Orders issued in the Lower Provinces upon Ontario and Quebec.	311,627 93	400,962 40	491,558 02
Total of Money Order issues and payments.	6,042,126 01	6,732,006 10	7,609,472 01
Net Revenue to Ontario and Quebec upon Money Order transactions.	19,744 17	20,104 40	24,564 55
Total Expenditure on business transacted.	11,301 01	12,591 33	12,963 50

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

COMPARATIVE extent of Transactions, Revenue and Expenditure, of the Money Order Business, in the Dominion, for the years 1870, 1871, 1872, 1873.

PROVINCES.	1870.	1871.	1872.	1873.
NOVA SCOTIA.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Money Orders issued and payable in Nova Scotia.....	539,681 54	676,080 18	663,373 17	990,324 97
Money Orders issued in Nova Scotia and payable in the United Kingdom.....	47,650 06	50,624 43	42,711 72	50,830 32
Money Orders issued in the United Kingdom upon Nova Scotia.....	8,185 42	8,124 29	10,278 45	10,172 51
Money Orders issued on the other Provinces by Nova Scotia.....	94,235 58	180,563 76	217,672 26	329,998 98
Money Orders issued in the other Provinces upon Nova Scotia.....	32,263 13	41,252 14	83,417 14	113,570 61
Total Money Order issues and payments	1,261,697 27	1,628,559 52	1,683,266 31	2,480,589 99
Net Revenue to Nova Scotia upon Money Order transactions.....	2,880 01	2,983 89	3,310 24	5,085 88
Total Expenditure upon business transacted.	5,121 95	5,272 52	6,837 74	4,927 09

A. CAMPBELL,
Postmaster General.

JOHN McMILLAN,
Post Office Inspector.

COMPARATIVE extent of Money Order Transactions, and of Revenue and Expenditure of Money Order Business in the Dominion for years 1870, 1871, 1872 and 1873.

PROVINCE.	1870.	1871.	1872.	1873.
NEW BRUNSWICK	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Orders issued in New Brunswick payable in New Brunswick	223,385 35	346,424 41	441,062 26	539,943 41
Orders issued in New Brunswick payable in Ontario and Quebec	144,371 04	208,623 34	294,715 25	332,079 44
Orders issued in Ontario and Quebec paid in New Brunswick	10,242 72	7,037 64	11,195 32	14,191 79
Orders issued in New Brunswick on United Kingdom	23,159 58	28,348 12	47,554 75	45,768 10
Orders issued in United Kingdom paid in New Brunswick	5,023 00	4,172 22	5,020 53	4,713 16
Orders issued in New Brunswick on Nova Scotia	16,567 92	28,645 90	66,403 23	78,949 43
Orders issued in Nova Scotia paid in New Brunswick	35,422 94	66,193 62	111,281 59	190,114 28
Orders issued in New Brunswick on Newfoundland	968 40	392 10	660 47	859 57
Orders issued in Newfoundland paid in New Brunswick	714 01	810 47	616 96	293 22
Orders issued in New Brunswick on Prince Edward Island	492 87	1,416 31	1,567 66	3,731 94
Orders issued in Prince Edward Island paid in New Brunswick	4,351 25	2,238 90	1,569 39	21,409 30
Total issues and payments.....	688,161 54	1,040,275 74	1,416,507 81	1,772,919 12
Total Expenditure.....	2,530 20	3,037 37	2,999 69	2,524 70
Net Revenue to New Brunswick.....	2,580 67	2,155 71	2,837 62	3,072 32

A. WOODGATE,
Post Office Inspector.

A. CAMPBELL,
Postmaster-General,

RECAPITULATION of the Money Order Business transacted in the several Provinces of the Dominion for the three years ending 30th June, 1871, 1872 and 1873.

PROVINCES.	1871.	1872.	1873.
	\$ cts.	\$ cts.	\$ cts.
Gross Amount of Money Order Issues and Payments for Ontario and Quebec.....	6,042,126 01	6,732,006 10	7,609,472 01
Gross Amount of Money Order Issues and Payments for Nova Scotia.....	1,623,559 52	1,683,266 31	2,480,589 99
Gross Amount of Money Order Issues and Payments for New Brunswick.....	1,040,785 64	1,416,966 80	1,772,919 12
Gross Amount of Money Order Issues and Payments for British Columbia.....		21,895 98	27,918 82
Total.....	7,711,471 17	9,854,135 19	11,890,899 94

P. LE SUEUR,
Chief Superintendent.

A. CAMPBELL,
Postmaster-General.

REPORT No. 14.

Copy from the Record of all Offers made for carrying the Mails upon Contracts advertised for Public Competition, in Ontario and Quebec, for the Year ended 30th June, 1873.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Perth and Three Rivers (45 miles)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1872. July 5.	1872. Aug. 9.	Madore Gelinus, Joseph Landry, Louis Duchesne.	Yamachiche, Maskinongé, Yamachiche.	1872. Aug. 3, July 26.	1872.	1 2 3	1 In conformity with terms of advertisement.	\$ cts. 1030 00 1350 00 1400 00	No. 1 accepted.
Perth and Montreal (50 miles)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	July 5.	Aug. 9.	M. Archambault, Dumaine & McVey, Chas. Morin, fils, Edouard Richard.	St. aux Trembles, Montreal, St. Sulpice, L'Assomption.	July 31, Aug. 8, do 5, do 6.	....	1 2 3 4	do	1560 00 1800 00 1780 00 1898 00	No. 1 accepted.
South March and Stittsville. (45 miles.)	Service six times per week to commence on 1st Oct., 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 15.	Aug. 30.	Jno. Boucher, Wm. Boucher, Alex. Gov., Samuel Sissons, Thomas Smyth, Hugh Reilly, George Morgan.	S. March, Ottawa, S. March, do, T'p. March, T'p. March.	Aug. 30, do 30, do 29, do 29, do 26, do 29, do 22.	....	1 2 3 4 5 6 7	do	549 00 584 00 600 00 600 00 650 00 700 00 800 00	No. 1 unsatisfactory. No. 2 accepted.
Pakenham and Panmure. (45 miles.)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 15.	Aug. 30.	Jno. J. Wilson, Wm. R. Bell, David Bayne, Robt. Walker, Hartney & Robertson, Wm. R. Bell.	Fitzroy Harbor, Pakenham, do, Fitzroy Harbor, Pakenham, do.	Aug. 27, Aug. 30, do 27, do 28, do 24, do 16, do 27, do 14.	Aug. 30, do 28, do 28, do 28, do 28, do 28, do 28, do 28.	1 2 3 4 5 6	do	623 00 725 00 800 00 850 00 950 00 1000 00	No. 1 accepted.

<p>Bristol and Sandpoint. (4 miles.)</p>	<p>Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed in a vehicle or boat. Proposed term of contract as above</p>	<p>July 15 Aug. 30 David Galbraith (Tp Bristol George Hodgins, Clarendon</p>	<p>Aug. 22 Aug. 29 1 do do 22 2</p>	<p>94 00 No. 2 afterwards 91 00 reduced to \$90. and accepted at that rate.</p>
<p>North Nation Mills and Thurso. (10 miles.)</p>	<p>Service three times per week in winter and six times per week in summer, to commence on 1st Oct., 1872. Mails to be conveyed on horseback or in a vehicle. Proposed term of contract as above.</p>	<p>July 15 Aug. 30 J. W. Campbell, Thurso</p>	<p>Aug. 26 Aug. 30 1 do</p>	<p>370 00 Accepted.</p>
<p>Alliston and Elm Grove. (6 miles.)</p>	<p>Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.</p>	<p>July 19 Aug. 30 Jno. Barriage Alliston Henry Cobb, Clover Hill</p>	<p>Aug. 28 Aug. 29 1 do 2</p>	<p>200 00 No. 1 accepted. 240 00</p>
<p>Alliston and Toronto, Grey and Bruce Railway Station. (1 mile.)</p>	<p>Service twelve times per week, to commence on 1st Oct., 1872. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.</p>	<p>July 19 Aug. 30 Arch'd. Dick Alton Edwin Rowcliffe do</p>	<p>Aug. 23 Aug. 24 1 do do 24 do 27 2</p>	<p>100 00 No. 1 accepted. 130 00</p>
<p>Bala and Venhurst. (14 miles.)</p>	<p>Service once per week, to commence on the closing of navigation in 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.</p>	<p>July 19 Aug. 30 Joseph Coulter, Tp Wood</p>	<p>Aug. 15 Aug. 17 1 do</p>	<p>2 50 per trip. Accepted</p>
<p>Boyne and Omagh. (1½ mile.)</p>	<p>Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.</p>	<p>July 19 Aug. 30 Geo. Henderson, Omagh</p>	<p>Aug. 30 1 do</p>	<p>100 00 Accepted.</p>

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Bracebridge & Ziska. (5 miles.)	Service twice per week, to commence on 1st Oct., 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1872. July 19	1872. Aug. 30	Wm. H. Spence.	Monck	1872. Aug. 15	1872. Aug. 17	1	In conformity with terms of advertisement.	\$ 75	per trip. Accepted
St. Brampton and Claude. (11 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a wagon or otherwise. Proposed term of contract as above.	July 19	Aug. 30	Henry (Manning) Claude. Wm. Townsend Thos. Beamish.	Edmonton do	Aug. 28 do 24 do 5	..... ..... .....	1 2 3	do	400 00 485 00 500 00	No. 1 accepted.
Broné and Milton. (12 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19	Aug. 30	Geo. Wallace. J. & J. Marshall. Edmund Hanham.	Milton. do do	Aug. 26 do 19 do 23	..... ..... .....	1 2 3	do	300 00 400 00 475 00	No. 1 withdrawn No. 2 afterwards reduced to \$300 and accepted at that rate.
Brougham and Markham. (12 miles.)	Service six times per week, to commence 1st October, 1872. Mail to be conveyed in a wagon or otherwise. Proposed term of contract as above.	July 19	Aug. 30	Sam'l Woodroff. Jno. Marshall. A. J. Wootten.	Brougham. Markham. do	Aug. 24 do 24 do 22	..... ..... .....	1 2 3	do	283 00 325 00 350 00	No. 1 accepted.

Caldwell and Caledon. (10 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	July 19 Aug. 30	Edmund Dawson Hugh McLean... John Shields... C. J. Murphy...	Charleston... Caledon... do... do...	..... Aug. 27 do 24 do 27 Aug. 29	1 2 3 4	do	100 00 117 00 150 00 119 00	No. 1 accepted.
Brougham and Whitby. (12 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19 Aug. 30	And. Somerville Henry Adamson James Thornton. Thos. Macdon. Thos. Midden. Zephaniah Blair. Wm. Murray...	Greenwood... do... Whitby... Greenwood... Brougham... Whitby... do...	..... Aug. 26 do 24 do 28 do 28 do 19 do 24 do 26	1 2 3 4 5 6 7	do	225 00 275 00 280 00 280 00 293 00 310 00 300 00	No. 1 accepted.
Campbell's Cross and Cheltenham. (44 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 19 Aug. 30	Patrick Neil... W. H. Baker... John Kee.....	Campbell's Cross Cheltenham... do	..... Aug. 28 do 26	1 2 3	do	225 00 299 00 339 00	No. 1 accepted.
Cookstown and Mulmur. (19 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 19 Aug. 30	Alex. Fraser... Josephine Rob- inson.	Cookstown... Rosemont.....	..... Aug. 19 Aug. 20 do 22 do 26	1 2	do	450 00 500 00	No. 1 accepted.
Caledon and Toronto, Grey and Bruce Railway Station. (16 miles.)	Service twelve times per week, to commence on 1st October, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	July 19 Aug. 30	Ed. Dawson... John Shields...	Charleston... Caledon.....	..... Aug. 24 Aug. 26	1 2	do	80 00 0 20	No. 1 accepted. per trip.
Cannington and Pufferlaw. (10 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19 Aug. 30	John Chambers. (George Hart....	Wilfrid... do	..... Aug. 28 Aug. 29 do 14 do 15	1 2	do	219 50 235 00	No. 1 accepted

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Dromore and Mt. Forest. (15 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. July 19	1872. Aug. 30	Joseph Bunston. Alex. Taylor. Jonathan Walmsley. Michael Stonehouse. Thomas Smith. Thomas Rogers. James Kolley. William Curle. Richard Doyle.	Yeovil. Dromore. Egremont. do. Normanby. Mount Forest. do. do. do. Egremont.	1872. Aug. 26 do 26 do 15 do 20 do 26 do 26 do 27 do 16 do 19 do 20	1872. Aug. 26 do 26 do 15 do 20 do 26 do 26 do 27 do 16 do 19 do 20	1 2 3 4 5 6 7 8 9	1 In conformity with terms of advertisement. do do do do do do do do do	\$ cts. 105 00 240 00 259 00 270 00 273 00 289 00 289 00 300 00 312 00	No. 1 accepted.
Churchill and Lennox. (3 miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 19	Aug. 30	James McKay. Henry Slesane.	Co. Simcoe. Innisfil.	Aug. 22 do 29	Aug. 27 do 31	1 2	do do	50 00 52 00	No. 1 accepted.
Georgetown and Milton. (14 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	J. & J. Marshall. J. C. Wetherall. Geo. Wallace. R. B. Orr. Geo. Wallace.	Milton. Georgetown. Milton. Georgetown. Milton.	Aug. 15 do 22 do 26 do 10 do 26	..... ..... ..... ..... .....	1 2 3 4 5	do do do do do	299 00 375 00 400 00 480 00 789 00	No. 1 accepted.
Hartley and Woodville. (7 miles.)	Service once per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	July 19.	Aug. 30.	Thos. Morrison. Arch. Campbell. J. C. Gilchrist.	Tp. Eldon. Hartley. Woodville.	Aug. 24 do 26 do 28	..... ..... .....	1 2 3	do do do	49 00 50 00 50 00	No. 1 accepted. Irregular.

Hawkestone and Haskoka Junction. (4 miles.)	Service twelve times per week, to commence on 1st October, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	July 19.	Aug. 30.	W. R. Hodges..	Hawkestone.....	.....	.....	1	do	124 00	Considered too high. Afterwards reduced to \$109 and accepted at that rate.
S-K enilworth and Pether. (3 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed on horse- back or in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	M. Enright..... Wm. Cohalan..	Petherton..... T.P. Arthur....	Aug. 26 do 21	Aug. 27	1 2	do	98 00 124 80	No. 1 accepted.
Markham and Minesville. (2 1/2 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	July 19.	Aug. 30.	Wm. S. Reed... A. J. Wootfen..	T.P. Markham.. do	Aug. 26	.....	1 2	do	40 00 100 00	No. 1 accepted.
Markham and Toronto and Nipissing Railway Sta- tion. (4 miles.)	Service twenty-four times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	A. J. Wootfen.. John Marshall..	T.P. Markham.. do	Aug. 22 do 24	.....	1 2	do	80 00 0 10	No. 1 accepted. Per trip.
Mono Mills and Mono Road Station (9 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a ve- hicle. Proposed term of contract as above.	July 19.	Aug. 30.	John Hassard..	T.P. Caledon...	Aug. 25	.....	1	do	500 00	Considered ex- orbitant. After- wards reduced to \$450 and ac- cepted at that rate.
Nicolston and Thompson- ville. (3 miles.)	Service twice per week, to com- mence on 1st October, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	July 19.	Aug. 30.	R. Somerville..	Nicolston.....	Aug. 26	Aug. 30	1	do	72 00	This tender con- sidered too high. Afterwards re- duced to \$48 and accepted at that rate.
Oakville and Trafalgar and Trafal- gar and Drumquin. (4 miles.)	Service six times per week, bet- ween Oakville and Trafalgar; and three times per week bet- ween Trafalgar and Drumquin. Mail to be conveyed on horse- back or in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	F. Crooks..... G. J. Reaker... John Williams E. Hillmer.... John Williams.	Oakville..... do do do do	Aug. 27 do 29 do 19 do 25 Sept. 16	.....	1 2 3 4 5	do	250 00 287 00 297 00 360 00 220 00	These tenders con- sidered too high. No. 1 afterwards reduced to \$199, and accepted at that rate.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising service.— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Orangeville and Toronto, Grey and Bruce Station. (3 mile.)	Service twenty-four times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster-General.	1872. July 19.	1872. Aug. 30.	John Paisley... Joseph Black...	Orangeville..... do	1872. Aug. 28 do 28	1872.	1 2	1 In conformity with terms of advertisement.	\$ cts. 95 00 140 00	No. 1 accepted.
Orangeville and Whitefield. (16 miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	T. Williamson... Robt. Reaburn... do	Mulmur	Aug. 17 do 24	Aug. 26 Aug. 26	1 2 3	do	165 00 194 00 195 00	These tenders considered too high. No. 1 afterwards reduced to \$155, and accepted at that rate.
Port Credit and Streetsville. (9 miles.)	Service twelve times per week, to commence on 1st Oct. 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	Alex. Bleakley... Daniel Sharpe... Thomas Gill... Henry Bleakley... Moses Strong... Thomas Graiton.	Pt. Credit..... do	Aug. 27 do 25 do 19 do 28 do 19 do 28	.....	1 2 3 4 5 6	do	545 00 600 00 645 00 665 00 700 00 740 00	No. 1 accepted.
Stouffville and Toronto and Nipissing Railway Station. (3 mile.)	Service twenty-four times per week, to commence on 1st Oct., 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 19.	Aug. 30.	Matthew Flint... M. F. Mertens... P. Stevens.....	Stouffville..... Whitchurch..... Stouffville.....	Aug. 27 do 24 do 12	.....	1 2 3	do	0 19 148 00 300 00	Per trip, No. 1 accepted.

Toronto and Grey and Bruce Railway Station.	Toronto and Nipissing Railway Station. (1 mile.)	Unionville and Nipissing Railway Station. (4 mile.)	Weston and Humber and Thornhill (9 miles).	Cumberland Road and Navan. (3 miles.)	Welland and Railway Station. (3 mile.)
<p>Toronto and Service twenty-four times per week, to commence on 1st Oct. 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>Toronto and Service twenty-four times per week, to commence on 1st Oct. 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>Unionville and Service twelve times per week, to commence on 1st Oct. 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>Weston and Service six times per week, to commence on 1st Oct. 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.</p>	<p>Cumberland and Service twice per week, to commence on 1st Oct. 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.</p>	<p>Welland and Service twenty-four times per week, to commence on 1st Jan., 1873. Mail to be conveyed by hand. Proposed term of contract as above.</p>
<p>Aug. 30 James Jones..... John Owens..... James McQuil- lan..... John O'Connell..... John Medler..... Thomas Gentle.....</p>	<p>Aug. 30 James Jones..... John O'Connell..... John Cummins..... John Medler..... Thomas Gentle.....</p>	<p>July 19 Aug. 30 Jno. Stevenson..... M. M. Braith- waite.....</p>	<p>July 19 Aug. 30 W. W. Scott.....</p>	<p>July 25 Aug. 30 Mitchl. Madden..... Mitchl. O'Meara..... James O'Meara..... Tp Cumberland</p>	<p>6 J. B. Strachan..... Eliaz Holder..... Richd. Abbott..... A. Jamieson.....</p>
Toronto.....	Toronto.....	Unionville..... do.....	Weston.....	Navan..... do..... Tp Cumberland	Welland..... do..... Crowland..... Welland.....
do.....	do.....	do.....	do.....	do.....	do.....
1	1	1	1	1	1
Aug. 27	Aug. 27	Aug. 27	Aug. 26	Aug. 29	Sept. 2
do 29	do 27	do 28	do 28	do 28	Aug. 28
do 29	do 27	do 28	do 27	do 27	Sept. 2
do 29	do 27	do 28	do 27	do 27	do 3
do 27	do 27	do 27	do 27	do 27	Sept. 3
do 27	do 27	do 27	do 27	do 27	Sept. 4
0 21	0 23	45 00	400 00	48 00	00 12
374 40	440 00	64 00		50 00	00 15
0 30	0 24			75 00	00 12
440 00	775 00				225 00
775 00	1248 00				
1248 00					
Per trip-irregular.	Per trip. No. 1	No. 1 accepted.	Accepted.	No. 1 declined. No. 2 afterwards reduced to \$48 and accepted at that rate.	Per trip. No. 1
Irregular.	accepted.				accepted.
	Per trip.				Per trip.
					do
					do

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Alvinston and Watford. (9 miles.)	Service three times per week, to commence on 1st Jan., 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. July 26	1872. 6 Sept.	W. Ellis, Jun... John Cummins... Jacob Smith....	Alvinston..... do..... Watford.....	1872. Aug. 22 do 31 do 22	1872.	1 2 3	1 In conformity with terms of advertisement.	\$ cts. 100 00 127 00 139 00	No. 1 accepted.
364. Aughrim and Bothwell. (9 miles.)	Service three times per week, to commence on 1st Jan., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 26	6 Sept.	James Walker...	Sutherland's Corners Tp Euphemia... Bothwell..... do..... Euphemia... Aughrim..... Tp Euphemia..	Aug. 27 Sept. 4 Aug. 31 Sept. 2 Aug. 31	Aug. 29	1 2 3 4 5 6 7	do	128 00 137 00 144 00 145 00 174 00 220 00 300 00	No. 1 accepted.
Bothwell and Clearville. (15 miles.)	Service six times per week, to commence on 1st Jan., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 26	6 Sept.	F. J. Paulin... John Robinson..	Tp Orford..... Clearville.....	Sept. 3 Aug. 31	.....	1 2	do	424 00 675 00	No. 1 accepted.
Blackheath & York. (5 miles.)	Service twice per week, to commence on 1st Jan., 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	July 26	6 Sept.	John Blair... Joseph Melton... James Trotter..	Tp Pinbrook... York do	Aug. 31 Sept. 3 do 3	.....	1 2 3	do	75 00 87 00 100 00	No. 1 accepted.

Cunroy and Sitford. (6 miles.)	Service twice per week, to commence on 1st Jan., 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	July 26	Sept. 6	Jeremiah Smith.	Tp Downie....	Sept. 3	..... 1	do	100 00	Considered exorbitant. Afterwards reduced to \$50 per annum, and accepted at that rate.
Duffarin and Oshika. (5 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	July 26	Sept. 6	Jane Cassar,...	Tp Oneida.....	Aug. 21	Aug. 27.	do	75 00	Accepted.
Florence and Shetland. (4 miles.)	Service three times per week, to commence on the 1st January, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	July 26	Sept. 6	Duncan Kirby.	Florence	Aug. 30	Aug. 31.	do	85 00	Accepted.
Laughton and Marston. (4 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	July 26	Sept. 6	William Mills... J. H. Winters	Marston..... Walsingham....	Sept. 2. do 13.	..... 1 2	do	60 00 65 00	No. 1 accepted.
Listowell and Molesworth. (11 miles.)	Service three times per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 26	Sept. 6	S. Longhead....	Tp Wallace....	Aug. 30	..... 1	do	109 00	Accepted.
Muncey and Mt. Brydges. (7 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	July 26	Sept. 6	R. E. Whiting	Tp Caradoc....	Aug. 23	..... 1	do	60 00	Accepted

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Onondaga and Buffalo and Lake Huron Ry. Station. (4 mile.)	Service six or twelve times per week, to commence on 1st January, 1873. Mail to be conveyed by hand. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1872. July 26.	1872. Sept. 6.	W. S. Backwell.	Onondaga.....	Aug. 30.	1872. Sept. 1.	1	In conformity with terms of advertisement.	\$ cts. 0 75	Per trip (12 times per week). Accepted at rate of 40 cts. per trip, 6 times per week.
Paris and Paris Station, and G. W. Railway and B. and L. H. Stations. (1 mile.)	Service twenty-four times per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract, as above.	July 26.	Sept. 6.	J. H. Robinson. James Collart..	Paris..... do	Sept. 3. do 4.	..... .....	1 2	do	200 00 0 37½	No. 1 accepted. Per trip.
Port Colborne and B. & L. Haron and Welland Stations. (4 mile.)	Service thirty-six times per week, to commence on 1st January, 1873. Mail to be conveyed by hand. Proposed term of contract as above.	July 26.	Sept. 6.	George Westall. L. G. Carter....	Port Colborne... do	Aug. 30. Sept. 3.	Sept. 2. do 2.	1 2	do	200 00 280 00	No. 1 accepted.
Port Robinson and Welland Railway Station. (4 mile.)	Service twenty-four times per week, to commence on 1st January, 1873. Mail to be conveyed by hand. Proposed term of contract as above.	July 26.	Sept. 6.	Wm. Buckner... Jas. McCoppen..	Port Robinson... do	Aug. 31. do	Sept. 2.	1 2	do	0 9 0 10	Per trip. No. 1 accepted.

						25 37	Per trip. No. 1 accepted.
St. Catherine's and Welland Railway Station. (21 mile.)	Service twenty-four times per week, to commence on 1st July 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	St. Catherine's. Windsor Chase.	Sept. 3. do 3.	1 2	do do	0 50	Per day. This tender considered exorbitant. Afterwards reduced to 40 cts. and accepted at that rate.
Tuscarora and B. & L. H. Railway Station. (21 mile.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed by hand. Proposed term of contract as above.	Thomas Logan.	Sept. 2. Sept. 3.	1	do	60 00 72 00 80 00	No. 1 accepted.
Armagh and St. Raphael. (16 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	St. Cajetan. do do	Sept. 17 do 17 do 17	19 2 3	do do do	144 00 200 00	No. 1 accepted.
St. Alban and St. Anne la Perle. (15 miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	St. Alban. St. Anne.	Sept. 7 do 16	13 18	do do	320 00 530 00	No. 1 accepted.
Les Escoutrains and Tadoussac. (23 miles.)	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on foot, and in a boat or canoe. Proposed term of contract as above.	Grandes Bergeronnes. Tadoussac.	Sept. 17 do 10	20 2	do do	137 50 170 00 220 00 400 00	No. 1 accepted.
Stouffville and Kingwood and Lemouville. (21 miles.)	Service six times a week between Stouffville and Kingwood, and three times per week between Kingwood and Lemouville, to commence 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Matthew Flint. Wm. Yake Thos. Brownlee. P. Stevens.	Sept. 3 do 4 do 2	1 2 3 4	do do do do		

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Orford and Mount Forest (74 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with reservation in favor of Postmaster General.	1872. Aug. 9	1872. Sept. 20	Thos. Smith M. Stonehouse James Koiley	Normandy Egremont Mount Forest	1872. Aug. 26 Sept. 11 Aug. 16	1872. Aug. 27 Sept. 18	1 2 3	In conformity with terms of advertisement.	\$ cts. 150 00 150 00 200 00	Considered exorbitant—No. 1 afterwards reduced to \$140, and accepted at that rate.
Don and Toronto. (3 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Aug. 9	9 Sept. 20	Jno. Hogg, Jun.	York.	Sept. 16	.....	1	do	100 00	Accepted.
Horsham and Pentland. (6 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Aug. 9	9 Sept. 20	Wm. Eady Wm. Coxhead	Elara Pikington	Sept. 13 do 11	..... .....	1 2	do do	34 50 40 00	No. 1 unsatisfactory, No. 2 accepted.
Fergus and Mimosa. (17 miles.)	Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Aug. 9	9 Sept. 20	Edward Mooney Nathaniel Reed Robt. Murdoch	Mimosa Erin Fergus	Sept. 13 do 18 do 14	..... ..... Sept. 16	1 2 3	do do do	148 00 150 00 180 00	No. 1 accepted.
New Aberdeen and Preston. (4 miles.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 9	9 Sept. 20	Jas. Atkinson Charles Cress	Blair Preston	Sept. 17 do 19	..... .....	1 2	do do	223 00 300 00	No. 1 accepted.

	Proposed term of contract as above.	Aug. 30	Oct. 11	John Carney....	Sault Ste. Marie	Oct.	5 Oct.	9	1	do	135 00	Per trip. No. 1 accepted.
Penetanguishene and Sault Ste. Marie. (348 miles.)	Service three times per month, to commence on close of navigation in 1872. Mail to be conveyed by hand or in a vehicle.			D. Cameron Thos. Atkins	Killarney Sault Ste. Marie	do do	2 5	8 3	2 3	do do	139 00 140 00	Per trip. do
Cumberland and Russell. (21 miles.)	Service three times per week, to commence on 1st Dec., 1872. Mail to be conveyed on horse-back or in a vehicle.	Sept. 12	Oct. 25	Robert Young Thomas Argue.	Tp. Russell do	Oct. 24 do	24 23	1 2	1 2	do do	240 00 312 00	No. 1 accepted.
Wicklow and Grafton. (2½ miles.)	Service three times per week, to commence on 1st Jan., 1873. Mail to be conveyed by hand or otherwise.	Sept. 18	Oct. 25.	Caleb Southon.	Wicklow	Oct. 21		1	1	do	65 00	Accepted.
Monermore & Koshu. (9 miles.)	Service once per week, to commence on 1st Jan., 1873. Mail to be conveyed on foot or otherwise.	Sept. 13	Oct. 25.	John Horgan.	Hungerford	Oct. 18		1	1	do	40 00	Considered excessive. Afterwards reduced to \$30 and accepted at that rate.
Milford and Picton. (10 miles)	Service three times per week, to commence on 1st Jan., 1873. Mail to be conveyed in a public or other vehicle.	Sept. 20	Nov. 1.	Walker Ogden. Marshal Palen Mathew Curry. Samuel Danard. Wm. T. Lake. George Collier. James Smith.	Tp. Athol South Marysburg Milford South Marysburg Picton do do do do	Oct. 25. do 18 do 29 do 28 do 28 do 28 do 22	Oct. 27.	1 2 3 4 5 6 7	1 2 3 4 5 6 7	do	125 00 150 00 147 50 156 00 156 00 180 00 200 00	No action taken on these tenders.
Milford and Picton. (10 miles.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed in a public or other vehicle.	Sept. 20	Nov. 1.	Walker Ogden. Mathew Curry. Samuel Danard. W. T. Lake. George Collier. James Smith.	Tp. Athol Milford South Marysburg do Picton Tp. Hallowell Milford	Oct. 25. do 20 do 18 do 28 do 28 do 22	Oct. 27.	1 2 3 4 5 6 7	1 2 3 4 5 6 7	do	250 00 285 00 300 00 312 00 312 00 350 00 399 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	Date of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Clarenceville & Malmaison, (13 miles.)	Service six times a week, to commence on 1st January, 1873. Mail to be conveyed in suitable vehicles. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. Oct. 1.	1872. Nov. 8.	Michael Barry... S. O. Clark.....	Henryville..... Clarenceville.....	1872. Oct. 5. Nov. 4.	1872. Oct. 9.	1 In conformity with terms of advertisement.	\$ cts. 339 00 400 00	No. 1 accepted.	
Amherstburg and Windsor (17 miles.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 4.	Nov. 15.	Angus McKay... James Dunbar...	Ingersoll..... Amherstburg...	Nov. 11. Nov. 8.	1 2	do	393 00 500 00	No. 1 accepted.	
Ellengowan & Paisley (4 miles.)	Service three times per week, to commence on 1st January, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 11.	Nov. 22.	Alex. McWilliam... David Hopper... John Hopper...	Tp. Elderslie... Brant do	Nov. 16. Nov. 19.	1 2 3	do	90 00 95 00 98 00	No. 1 accepted.	
Dunkeld and Wellington, Grey and Bruce Railway Station. (4 miles.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Oct. 11.	Nov. 22.	Thos. Whitehead	Dunkeld.....	Nov. 16.	1 1	do	73 00	Accepted.	

Walkerton and Wellington (Grey and Bruce Rail- way Station, 6½ miles.)	Service twelve times per week, to commence on 1st January, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 11.	Nov. 22.	R. H. Middaugh I. J. Warren... M. Macnamara,	Walkerton..... do do	Nov. 18. Nov. 1 Oct. 29.	1 2 3	do	0 24 312 00 15	Per trip. No. 1 accepted. Per annum. Per trip (after- wards with- drawn).
Alton and Cataract (3 miles.)	Service six times per week, to commence on 1st January, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 11.	Nov. 22.	Arch'd Dick... George Cushman do do	Alton..... do do do	Nov. 16 Nov. 16 Dec. 17 Dec. 18.	1 2 3 4	do	100 00 100 00 94 50 160 00	Received late. Going to Alton Station. No. 1 afterwards reduced to \$88, and accepted at that rate.
Bright and Washington (4½ miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 26.	Dec. 6.	Joshua Brandt. Andrew Gatzka. James Cameron. Wm. Baldwin. Alfred Reynolds Samuel Cowan...	Washington... Plattsville... do Washington... Plattsville... Bright.....	Dec. 2. Dec. 2. Nov. Nov. 29 Dec. Dec. 2.	1 2 3 4 5 6	do	150 00 239 00 250 00 309 00 320 00 409 00	No. 1 accepted.
Drumbo and Wolverton (4 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Oct. 26.	Dec. 6.	F. Maiggs..... Pierce Irving...	Wolverton..... Drumbo.....	Nov. 25. do 29.	1 2	do	124 00 156 00	No. 1 accepted.
Aldborough and Rodney (6 miles.)	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Oct. 26.	Dec. 6.	George Gordon...	Rodney.....	Nov. 16	1	do	50 00	Accepted.
Fernand Rippen (7 miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Oct. 26.	Dec. 6.	Henry Bercken- hauer.....	Berne.....	Dec. 3	1	do	140 00	This tender con- sidered too high. An agreement entered into with J. Schur- artzentruber, at \$120 p. annum.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service. Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Charing Cross and Stoney Point. (22 miles.)	Service three times per week, to commence on the 1st March, 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. Oct. 26.	1872. Dec. 6.	G. W. Dutton Wm. Ainslie F. X. Boucher Henry Desjardins	Tilbury, West. Edgeworth Stoney Point do	1872. Nov. 26 Dec. 4 do 3 do 2	1872.	1 2 3 4	In conformity with terms of advertisement.	\$ cts. 749 00 780 00 1,000 00 1,200 00	No. 1 accepted.
Carronbrook and Farquhar. (11 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 26.	Dec. 6.	Wm. Carpenter. Henry Durkin N. J. Clark Robt. Monteith John Hackney John Hewitt Wm. Kernick Dennis O'Leary	Carronbrook Tp. Hibbert Farquhar Tp. Usborne Tp. Hibbert Tp. Usborne do do Carronbrook	Dec. 4 29 do 26 do 26 do 27 do 28 do 28	..... 1 Dec. 1 2 3 4 5 6 7 8	do	263 00 299 00 348 00 394 00 400 00 430 00 439 00 469 00	No. 1 accepted.
Glenmeyer and Stratfordville. (8 miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Oct. 26.	Dec. 6.	R. W. Smith Geo. E. Meyer R. R. Atkinson Jno. Doan	Stratfordville Glen Meyer Houghton	Nov. 13 do 30 do 30	..... 2 3 4	do	139 95 140 00 223 00 180 00	No. 1 accepted.
Rodgersville and Zurich. (8 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 26.	Dec. 6.	Casper Hill Nicholas Petchert Jno. Melick Wm. Grain	Zurich do Tp. Hay do	Dec. 2 do 2 do 2 Nov. 30	..... 1 2 3 4	do	169 00 178 00 250 00 299 00	No. 1 accepted.

<p>St. Ives and Thorndale. (5 miles.)</p>	<p>Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.</p>	<p>Oct. 26. Dec. 6.</p>	<p>W. D. Logan. Henry Powell James Logan James Fox Wm. Logan Thomas Fitzsimon Wm. Huston</p>	<p>Nissouri do do do do Thorndale Nissouri</p>	<p>Nov. 29 Dec. 4 Nov. 25 do 30 do 18 Dec. do 26</p>	<p>1 2 3 4 5 6 7</p>	<p>do</p>	<p>42 00 No. 1 accepted. 45 00 47 00 48 00 50 00 50 00 59 00</p>
<p>McDonald's Corners and Ompah. (23 miles.)</p>	<p>Service once per week, to commence on 1st February, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.</p>	<p>Nov. 1. Dec. 13.</p>	<p>Thos. Anderson. Wm. Lock</p>	<p>McDonald's Corners do</p>	<p>Dec. 5 Dec. do</p>	<p>1 2</p>	<p>do</p>	<p>140 00 No. 1 accepted. 180 00</p>
<p>Gemley and Vennachar. (15 miles.)</p>	<p>Service once per week, to commence on 1st February, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.</p>	<p>Nov. 1. Dec. 13.</p>	<p>Jas. Roark Wm. Haines</p>	<p>Tp. Abinger Vennachar</p>	<p>Dec. 9 Dec. 13 do 9 do 13</p>	<p>1 2</p>	<p>do</p>	<p>98 00 No. 1 accepted. 104 00</p>
<p>Beachburg and Gover Point (9 miles.)</p>	<p>Service twice per week, to commence on 1st January, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.</p>	<p>Nov. 7. Dec. 20.</p>	<p>T. M. Carswell Frs. Bertrand Danase Gervais</p>	<p>Point Westmeath</p>	<p>Dec. 12 do 9</p>	<p>1 2 3</p>	<p>do</p>	<p>96 00 No. 1 accepted. 100 00 115 00</p>
<p>Alfred and I Original. (164 miles.)</p>	<p>Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.</p>	<p>Nov. Jan. 10.</p>	<p>Alex. Laroque Edmond Holmes</p>	<p>Alfred</p>	<p>Jan. 7 do</p>	<p>1 2</p>	<p>do</p>	<p>80 00 Irregular. 94 00 No. 2 accepted.</p>
<p>Athol and Piantsgnet. (16 miles)</p>	<p>Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.</p>	<p>Nov. 29. Jan. 10.</p>	<p>P. A. Fisher</p>	<p>Athol</p>	<p>Jan. 3 do</p>	<p>1</p>	<p>do</p>	<p>340 00 Considered too high. Afterwards reduced to \$265, and accepted at that rate</p>

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of Contract.	Date of advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Gaspport and Napanee. (13 miles.)	Service once per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. Nov. 29.	1873. Jan. 10.	John Huyek.	Adolphustown.	1872.	1872.	1	In conformity with terms of advertisement.	\$ cts. 100 00	Considered too high. A contract entered into with James McHenry at \$65 per annum.
Napanee and Switzerville. (6 miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Nov. 29.	Jan. 10.	P. E. R. Miller.	Switzerville.	Dec. 26.	.....	1	do	120 00	Considered too high. This tender was afterwards reduced to \$75, and accepted at that rate.
Dalketh and Vankle Hill. (7½ miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Nov. 29.	Jan. 10.	Norman McLean J. F. McLellan.	Tr. Lochiel do	.....	1873. Jan. 7. Dec. 14.	1 2	do	156 00 230 00	No. 1 accepted.
Napanee and Paction. (27 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Dec. 13.	Jan. 24.	Andrew Gould. W. Boulter. Alexander Leslie S. J. Potter. Jared Renick. William G. Hall Marshall Falen.	Napanee. T. P. Sophiasburg. Northport Napanee. do do S. Marysburgh.	Jan. 16. do do do do do do	..... Jan. 22. Jan. 17. do do do Jan. 22.	1 2 3 4 5 6 7	do	1,000 00 1,193 00 1,198 00 1,495 00 1,352 00 1,300 00 1,380 00	No. 1 accepted.

Hall's Bridge and Lakehurst. (7 miles.)	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 3, Feb. 14, James Clarkson, T'p. Harvey	1	do	110 00	Considered too high. An arrangement entered into with John Turlington for one year, at \$80 per annum.
Hall's Bridge and North Douro. (12 miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 3, Feb. 14, Wm. Hamilton, Geo. McIlmoyle, Edward Payton, Geo. McIlmoyle, Samuel Sperin, F. J. Graham, John Clarke	Feb. 8, 1, 2, 3, 4, 5, 6, 7	do	175 00 200 00 220 00 250 00 250 00 300 00 312 00	No. 1 accepted.
Appleby and Appleby Junction. (2 mile.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on foot or horseback. Proposed term of contract as above.	Jan. 17, Feb. 28, David Alkon	1	do	78 00	Considered too high. An arrangement entered into with this person for one year at above rate.
Barrie and Minesing. (10 miles.)	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 17, Feb. 28, W. T. Ronald, John Kent, Jas. B. Johnston	Feb. 19, 1, 2, 3	do	80 00 104 00 200 00	No. 1 accepted.
Berlin and Glenallan. (22 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	Jan. 17, Feb. 28, Peter Wilson, Joseph Rogers, W. J. Ellis	Feb. 25, 1, 2, 3	do	637 00 640 00 750 00	No. 1 unsatisfactory, and No. 2 declining; No. 3 was afterwards reduced to \$540, and accepted at that rate.
Caledon East and Lockton. (4½ miles.)	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 17, Feb. 28, Matthew Wallace, Wm. Squire	Feb. 27, 1, 2	do	70 00 80 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Cobocok and Norland (6 miles).	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1873. Jan. 17	1873. Feb. 28	John Griffin.....	.....	1873. Feb. 20	1873.	1	In conformity with terms of advertisement.	\$ 198 00	Consider too high. To Inspector 19th March, 1873. Temporary agreement made with Jno. Perkins @ \$175 per annum
Cobocok and Rosedale (6 miles).	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Jan. 17	Feb. 28	Moses McNeill..	Rosedale.	Feb. 17	.....	1	do	175 00	Accepted for 6 months.
Colpooy's Bay and Mar. (7½ miles).	Service once per week, to commence 1st April, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 17	Feb. 28	Robt. Laughlin. Andrew Weir..	Mar..... Albemarle.....	..... Feb. 12	..... Feb. 19	1 2	do	35 00 45 00	No. 1 accepted.
Dumblane and Paisley. (6 miles).	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Jan. 17	Feb. 28	Wm. Meadows, Michael Williams, Michael Williams, Donald Fraser, Wm. Stait, jun.	Paisley..... do..... do..... Dumblane..... Paisley.....	Feb. 26 do 17 do 17 do 20 do 20	Feb. 26 do 24	1 2 3 4 5	do	140 00 140 00 150 00 156 00 273 00	Nos. 1, 2, & 5 conditional. These tenders considered excessive. No. 1 afterwards reduced to \$124, and accepted at that rate.

Dunlask and Ronaldsay, (10 miles).	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Jan. 17	Feb. 28	Isaiah McArdle, Proton Nancy McArdle, Ronaldsay J. D. McArdle, Proton Joseph McArdle, Ronaldsay John H. Scarlett N. Kerr.	Feb. 25 do 24 do 23 do 25 do 22 do 21	27 1 2 3 4 5 6	do	80 00 86 00 90 00 100 00 124 00 75 00	Irregular. do do do do and received late. No. 4 afterwards reduced to \$80 and was accepted at that rate. Accepted.
Edgeley and Northern Railway Station, (2 miles).	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract, as above.	Jan. 17	Feb. 28	John Barnes, ...	Feb. 25	1	do	50 00	Accepted.
Elder & Rosemont, (6 miles).	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Jan. 17	Feb. 28	Courtenay Conn	Feb. 26	1	do	80 00	Accepted.
Freelon and Mountsburg, (3 miles).	Service three times per week, to commence on 1st April, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan. 17	Feb. 28	J. McCormack, Lockwood	Feb. 24	1	do	100 00	Accepted.
Haysville and New Hamburg, (3 miles).	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 17	Feb. 28	H. M. Johnson, R. C. Tye, Thomas Hunt, Fras. D. Woodcock.	Feb. 22 do 21 do 25 do 25 do 26	1 2 3 4	do	172 00 177 00 166 00 130 00	No. 1 accepted.
Kincardine and Walkerton, (23 miles).	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	Jan. 17	Feb. 28	Thomas Smith, Kinloss, T. J. Stewart & N. McLean, Susan Coulson, Thomas Spiers, John Gentles & A. M. Pally	Feb. 17 do 20 do 25 do 24 do 22	1 2 3 4 5 1	do	460 50 587 50 579 00 675 00 700 00 775 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Lakeview and Morley. (7 miles.)	Service once per week, to commence on 1st April, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Jan. 17.	1873. May 28.	James Lemon...	Tp. St. Vincent.	1873. Feb. 20.	1873.	1	In conformity with terms of advertisement.	\$ cts. 60 00	Accepted.
Orillia and Midland Railway Station. (4 miles.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed on foot or horseback, or in a vehicle. Proposed term of contract as above.	Jan. 17.	May 28.	Wm. Jackson... A. W. B. McMillan.....	Orillia..... do	Feb. 17. do 20.	..... .....	1 2	do do	150 00 3 30	No. 1 accepted. Per trip.
Becksdale and Salmonville. (4 miles.)	Service twice per week, to commence on 1st April, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 17.	May 28.	James Stringer... James Gibson...	Tp. Esquering.. Erin	Feb. 17. Mar. 18.	..... Mar. 20.	1 2	do do	65 00 56 00	No. 1 accepted.
Kanabazand and Otter Lake. (30 miles.)	Service once per week, to commence on 1st April, 1873. Mail to be conveyed on horseback. Proposed term of contract as above.	Jan. 28.	April 1.	Foster Irwin.... Henry Heaney..	Aylwin..... do	Feb. 20. do 14.	Feb. 22. do 14.	1 2	do do	208 00 300 00	No. 1 accepted.

Amprior and Fitzroy Har- bour. (12 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on horse back or in a vehicle. Proposed term of contract as above.	Jan. 23, Mar 7.	W. A. Sheriff. Wm. Hawley. Patrick Swans. Robert Saddler. James Farrell.	Fitzroy Harbor. do do do do	Mar. 4. do 1. do 4. do 5. do 5.	Mar. 7. 1 2 3 4 5	do	220 00 387 00 395 00 400 00 448 00	No. 1 accepted.
Ottawa and Rochester. village. (7 1/2 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on foot or in a vehicle, at the option of the contractor. Proposed term of contract as above.	Jan. 23, Mar. 7.	Leander Booth. do John Stockdale. do	Rochesterville. do Ottawa. do	Mar. 4. do do 4. do 7.	1 2 3 4	do	156 00 225 00 162 00 312 00	None of these tenders acted on a temporary agreement made with Leander Booth. No. 1 at 50cts. per trip.
Alma and Railway Station. (1/2 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24, Mar. 7.	A. G. Duncan. Thos. Johnson. Jno. C. Steeie.	Alma. do do	Mar. 3. do 1. do 5.	1 2 3	do	69 00 98 59 100 00	A. G. Duncan, No. 1 retiring in favor of Chas. Milne, the contract was given to the latter at same rate.
Clifford and Clifford Station. (1/2 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24, Mar. 7.	Francis Carroll.	Clifford.	Feb. 24.	1	do	68 86	Accepted.
Drayton and Railway Station. (1/2 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24, Mar. 17.	Markle & Shaw. Robt. Hill.	Drayton. do	Mar. 3. do 4.	Mar. 7. do 7.	do	49 00 93 00	No. 1 accepted.
Truden and Palmerston Station. (1/2 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24, Mar. 7.	Richard Johnson.	Palmerston.	Mar. 4.	1	do	0 25	Per trip. Considered excessive. Accepted for 1 year.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Elora & Elora Station. (4 mile.)	Service thirty times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Jan. 24.	1873. Mar. 7.	Samuel Hill... Daniel Cornish... Thomas Biggar...	Elora... Filkington... Elora...	Mar. 5. do 5. do 3.	1873. Mar. 7. do 7.	1 2 3	1 In conformity with terms of advertisement. do do	\$ cts. 0 61 0 9 133 83 1/2	Per trip, No. 1 accepted. do Per annum.
Goldstone and Railway Station. (1 1/2 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 24.	Mar. 7.	John Gibbons...	Goldstone...	Mar. 3.	.....	1	do	0 32	Per trip. Accepted.
Harrison and Wellington Grey Bruce Railway Station. (4 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 7.	A. J. Markle... John Collison...	Harrison... do	Mar. 5. do 4.	..... .....	1 2	do do	52 10 0 25	No. 1 accepted. Per trip.
Huston and Moorefield Station. (1 mile.)	Service twelve times per week, to commence on 1st April, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 7.	D. Calloway... Rowland Ball...	Huston... Moorefield	Mar. 4. do	..... Mar. 7.	1 2	do do	102 90 150 00	No. 1 accepted.

Paspébiac and Percé (68 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	Archd. Kerr, jun. David Kerr. Isaac Roussey.	Pabos. Richmond. Grande Rivière.	Feb. 24. Mar. 3. Feb. 27, Mar. 6.	1 2 3	do	1680 00 1900 00 2000 00	No. 1 accepted.
Campbellton and Paspébiac (88 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	David Kerr.	North Richmond.	Mar. 3.	1	do	4200 00	Accepted.
St. Flavie and Campbellton. (110 miles.)	Service six times per week, to commence 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	Daniel Fraser. J. B. Martin. Thomas Fraser. D. C. Archibald.	Matapédia. Rimouski. Matane. Trois Pistoles.	Mar. 14. do 18, Mar. 22. do 18, do 22. do 19, do 22.	1 2 3 4	do	5500 00 6000 00 3500 00 3300 00	These tenders considered excessive. Contract renewed with former Contractor at existing rate.
Chester and East Chester (9 miles.)	Service once per week, to commence 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	Joseph Jutras. Sinal Lavvie. Noël D'arois. Firmin Hince.	East Chester. Chester. do do	Mar. 16. do 15. do 18. Mar. 17.	1 2 3 4	do	40 00 50 00 60 00 75 00	No. 1 accepted.
Matane and Metis (33 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	W. E. Page. G. Gagnon. Francis Dionne.	Metis. Matane. do	Mar. 13. Mar. 16.	1 2 3	do	500 00 748 00 750 00	No. 1 accepted.
Ste. Arsène and Viger (8 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 24.	Mar. 21.	Joseph Gagnon. Etienne Dumont. Elie Martin. A. Rivonack. Felix Saundout. Maxime Breton. Firmin Dumont. Anable Dumont. Alfred Lebel. Hilaire Bernier.	Ste. Arsène. do do do do do do do do St. Epiphane.	Mar. 17, Mar. 20. do 20, do 2. do 19, do 3. do 18, do 4. do 17, do 5. do 12, do 6. do 12, do 14, do 7. do 15, do 20, do 8. do 12, do 17, do 9. do 18, do 24, do 10.	1 2 3 4 5 6 7 8 9 10	do	112 00 120 00 125 00 134 00 140 00 160 00 200 00 225 00 280 00 100 00	No. 1 accepted. Received late.

Mail Tender Register,—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
St. Claire and St. Malachie (10 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster-General.	1873. Jan. 24	1873. Mar. 21	Chas. Bevelle... Cyrille Lanagne... Patrick Healey... Prudent Pelchat... E. Lamontagne... E. Verette... Eploni Gagnon...	St. Claire... do St. Malachie... do St. Claire... St. Malachie... do	1873. Mar. 7 do 18 do 13 do 17 do 12 do 17 do 10 Feb. 25	1873.	1 2 3 4 5 6 7	In conformity with terms of advertisement.	\$ cts. 148 00 150 00 160 00 176 00 188 00 190 00 220 00	No. 1 accepted.
St. Charles and St. Ger. (9 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 24	Mar. 25	Etienne Coté...	St. Gervais...	Mar. 18	.....	1	do	160 00	No. 1 accepted.
St. Denis and Railway Station (4 miles.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 24	Mar. 21	Joseph St. Pierre... J. O. Chamberland... Marcel Dumas... Demase Martin... Edouard Dubé... Stanislas Dionne... Aug. Dionne...	St. Denis... St. Phil. de Neri... St. Denis... St. Philippe... St. Denis... do do	Mar. 14 do 17 do 20 do 17 do 20 do 15 do 17	Mar. 17 do 20 do 20 do 20 do 20 do 20 do 20	1 2 3 4 5 6 7	do	120 00 140 00 140 00 150 00 150 00 160 00 600 00	No. 1 accepted.
Burford, Cathcart, and Fairfield Plains. (9 miles.)	Service three times per week between Burford and Cathcart, and twice per week between Burford and Fairfield Plains. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 31	Mar. 14	Daniel Dunne... Steph. Wetmore... Francis Gowdy... Alex. Kennedy... Ira C. Wooden... do Elijah Forsyth... James Sealey... Alex. Kennedy...	Burford... do do Cathcart... Burford... do Fairfield Plains... Burford... Cathcart...	Mar. 11 do 10 do 7 do 13 do 10 do 13 do 14 do 11 do 14	..... ..... ..... ..... ..... ..... ..... ..... .....	1 2 3 4 5 6 7 8 9	do	149 00 169 00 175 00 175 00 175 00 195 00 200 00 250 00 145 00	No. 1 accepted. With change of conditions. Received late.

Calder, Frome & St. Thomas (12 miles.)	Service three times per week, between Calder and St. Thomas, proceeding to Frome twice per week, to commence on 1st June, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 31.	Mar. 14.	Geo. G. Silcox. Jno. Stacy. John Cole.	Frome. Talbotville St. Thomas.	Mar. 12. do 12. do 8.	1 2 3	do	295 00 300 00 351 00	No. 1 accepted.
Dartmouth Station and Gladstone. (6 miles.)	Service twice per week, to commence on 1st June, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 31.	Mar. 14.	Levi McMurray.	Gladstone.	Mar. 10.	1	do	52 00	Accepted.
Embrow and Harrington. (6 miles.)	Service three times per week, to commence on 1st June, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 31.	Mar. 14.	John McKay. Sullivan Ross. Washing-ton Vandecar. Geo. Matheson.	Embrow. Harrington. do do West Zorra.	Mar. 8. Mar. 2. do 8. Feb. 5. Mar. 4. do 6.	1 2 3 4 5	do	150 00 169 00 174 00 275 00 195 00	No. 1 accepted. (irregular.)
Exeter and St. Mary's. (24 miles.)	Service three times per week, to commence on 1st June, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 31.	Mar. 14.	Wm. G. Bennett Caten Willis.	Exeter. St. Mary's.	Mar. 8. do 10.	1 2	do	389 00 469 00	No. 1 declining No. 2 undertook contract at rate of No. 1.
Frederic and Rutherford. (6 miles.)	Service once per week, to commence on 1st June, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Jan. 31.	Mar. 14.	D. McDonald. do Neil McNeil. do do Jas. Conbrough. do do John Doolan. do	T'p. Dawn. do do do do Rutherford do do T'p. Down. do	Mar. 10. do 10. do 8. do 8. do 4. do 4. do 4. do 4.	1 2 3 4	do	36 00 66 00 38 00 70 00 45 00 75 00 40 00 75 00	No. 1 accepted. Once per week. Twice do Once do Twice do Once do Twice do Once do Twice do
Niagara and St. Catharines. (12 miles.)	Service six times per week, to commence on 1st June, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 31.	Mar. 14.	Windsor Chase. W. G. Donnelly.	St. Catharines. Niagara.	Mar. 8. do 7.	1 2	do	396 00 547 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Osian and Sarnia. (23 miles.)	Service twice per week, to commence on 1st June, 1873. Mail to be conveyed by vehicle or otherwise. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	1873, Jan. 31.	1873, Mar. 14.	Robert Miller... William Cole..	Sarnia..... do	1873, Mar. 1. do 14.	1873.....	1 2	1 In conformity with terms of advertisement. 2	\$ cts. 225 00 300 00	No. 1 accepted.
Ratho and B. & I. H. Ry. Station. (8 miles.)	Service six times per week, to commence on 1st June, 1873. Mail to be conveyed by hand. Proposed term of contract as above.	Jan. 31.	Mar. 14.	Joseph Marrow.	Ratho.....	Mar. 13.	.....	1	do	40 00	No. 1 accepted.
Caistorville & Canboro'. (7 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 31.	Mar. 14.	James Doak.... W. H. M. Birdsell Robert Adams... Whitson Birdsell Joseph Gilbert Frederick Smith George Baldwin.	Tp. Caistor..... Canboro' Caistorville... Canboro' Caistorville... Canboro' do	Mar. 11. do 10. do 11. Feb. 27. Mar. 8. Feb. 29 Mar 10.	.....	1 2 3 4 5 6 7	do	112 00 114 00 115 00 119 00 117 00 125 00 125 00	No. 1 accepted. From Caistorville From Canboro'.
Caistorville & Winona. (16 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle Proposed term of contract as above.	Jan. 31.	Mar. 14.	Hy. G. Johnson Nelson White...	Salfleet..... Grimsby	Mar. 5. do 4.	.....	1 2	do	273 00 280 00	No. 1 accepted.
Contrecoeur and Montreal (30 miles.)	Service six times per week, to commence on 1st April, 1873. Mail to be conveyed in suitable conveyance. Proposed term of contract as above.	Jan. 31	Feb. 28	Joseph Lavigne. J. Archambault.	Varennes..... do	Feb. 25 do 25	.....	1 2		900 00 1250 00	These tenders considered excessive. No. 1 afterwards reduced to \$825 and accepted at that rate.

Walkerville and Windsor (4½ miles.)	Service six times per week to commence on 1st June, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 31	Mar. 14	Chas. Jackson. M. Wsger.	Windsor do	Mar. 7 do 12	1 2	do	95 00 150 00	No. 1 accepted.
Maple Grove and Somerset (19 miles.)	Service three times per week to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 12	April 25	Modeste Dubois. Joseph Kelly. Cyrus W. Hall. Ira B. Hall. Joseph Prince. P. Lamontagne. Alfred Jutras.	St. Ferdinand T. P. Ireland do Somerset do do	April 10 April 21 April 20 April 24 Mar. 8	1 2 3 4 5 6 7	do	140 00 156 00 172 00 176 00 245 00 240 00 250 00	No. 1 accepted.
Cameron and Summerstown (3 miles.)	Service six times per week to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 28	April 11	A. Cameron. D. McDonald. Jno. Nicholson. A. J. Baker. Wm. McLeod. A. J. Baker.	Camerontown. Summerstown do do Charlottenburgh Summerstown.	April 1 do Mar. 19 April 7 do 4 Mar. 25	1 2 3 4 5 6	do	100 00 135 00 185 00 225 00 230 00 250 00	No. 1 accepted.
Bath and Ernestown (3½ miles.)	Service twelve times per week to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 28	April 11	Chas. Campion. Chas. Laird. Andrew Wycott. Edw. Campion. H. T. Clute. A. A. Army. James Roberts. John Hogle. R. R. Finkle. Wm. A. Hogle. Wm. M. Aylesworth.	Bath do Odessa Bath. South Fredricksburgh T. P. Ernestown. Bath Ernestown Bath Ernestown Bath do	Mar. 4 do 13 April 1 do 3 do 2 do 7 Mar. 26 do 27 do 20 do 26 April 5 Mar. 24	1 2 3 4 5 6 7 8 9 10 11 12	do	300 00 313 00 348 00 350 00 400 00 438 00 468 00 561 60 600 00 600 00 1 00 1 20	No. 1 accepted.
Connaught and Winchester (5 miles)	Service twice per week to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 28	April 11	Patrick Jordan. Robert Moran.	Connaught Winchester	April 1 April 11	1 2	do	70 00 80 00	No. 1 accepted
Demorestville and Gilbert's Mills (9½ miles.)	Service twice per week to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 28	April 11	Chas. Black. John D. Gilbert.	Gilbert's Mills do	April 1 April 4	1 2	do	100 00 120 00	No. 1 accepted

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Lang & Keene (2½ miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Feb. 28.	1873. April 11	David Fife.	Lang.	1873. Mar. 3.	1873.	1	In conformity with terms of advertisement.	\$ cts. 75 00	Accepted.
L'Original and Henry. (4½ miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback, or otherwise. Proposed term of contract as above.	1873. Feb. 28.	April 11	C. H. Flynn. Edward Hall.	L'Original. do.	April 7 do 9	April 10 do 10	1 2	do	74 50 80 00	No. 1 accepted.
Piketen and Spencerville. (10½ miles.)	Service twice per week, to commence on 1st June, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1873. Feb. 28.	April 11.	G. Hatchcroft.	Edwardsburg.	April 4.	April 5.	1	do	100 00	No. 1 accepted.
Pakenham and Canada Central Railway Station. (1½ mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed by hand or otherwise. Proposed term of contract as above.	1873. Feb. 28.	April 11.	Francis Shaw. John Woods.	Pakenham. do.	April 10. do 3.	April 10. do 11.	1 2	do	9 12½ 0 25 a day.	A trip. Considered excessive. No. 1 afterwards reduced to 9 cts. and accepted at that rate.

Russell and Winchester. (40 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 11. Daniel Campbell H. T. Fitzpatrick	April 10. do do	1 2	April 10. do 8. do 9.	186 00 195 00	No. 1 accepted.
Prescott and St. Lawrence and Ottawa Railway Station. (40 miles.)	Service thirty-six times per week, to commence on 1st July, 1873. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Edward Durgan. do Edward Leslie.	do	1 2	Mar. 22. April 7. April 8.	0 12 1/2 280 00	Per double trip. No action taken on these tenders: Contract renewed with former Contractor at 15 cts. a trip.
Steyner and Vigo. (12 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	P. Gallagher. do	do	1 2	April 19. do 22. do 23.	150 00 175 00	No. 1 accepted.
Whitty and Port Perry and Whitby Railway Station. (4 miles.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	James Fringle. Jeremiah Long. Tp Whitty do	do	1 2	April 23. do 25.	0 12 1/2 0 12 1/2	Per trip, No. 1 Per trip, [accepted]
Prince Albert and Railway Station. (1 mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	Thomas Crozier.	do	1	April 18	100 00	Accepted.
Norland and Oak Hill. (22 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	John Griffin	do	1		160 00	No. 1 accepted.
Newmarket & Stonouville. (18 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	J. McMillan. Abraham Wake. Alfred Toose. M. J. Mertens. Whitchurch	do	1 2 3 4	April do 21. do 19 do 22	223 50 238 00 312 00 313 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. (General).	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Maple Valley & Sharguay. (4½ miles.)	Service once per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster-General.	1873. Mar. 14	1873. April 25	Geo. Sandilands. Jas. Mitchell.	Osprey. Melancthon.	1873. April 19 do 18	1873.	1 2	1 In conformity with terms of advertisement.	\$ cts. 23 75 24 00	No. 1 accepted.
Myrtle and Myrtle Station. (½ mile.)	Service twelve times per week, to commence 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 14.	April 25	Reuben Hurlburt.	Myrtle.	April 19	.....	1	do	50 00	Accepted.
Markham and Milliken. (5 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Mar. 14.	April 25	John Rayner. William Gornett.	Markham. Milliken.	April 21 do 15	..... .....	1 2	do	129 00 130 00	No. 1 unsatisfactory. No. 2 and accepted at that rate.
Magnetawan & Rosseau. (34 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 14.	April 25	Ephraim Boak & Co. Samuel Greer. Wm. W. Long. John F. Harvie. James Millard.	Magnetawan. Rosseau. Twp. Spence. Orillia. do	April 14 do 18 do 3 do 11 do 10	..... April 21 do 10	1 2 3 4 5	do	520 00 500 00 800 00 7 50 8 00	No. 1 accepted. Per trip. do
Manchester & Railway Station. (1 mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	Mar. 14.	April 25	William Davis. John Taylor.	Twp. Reach. Manchester.	..... April 9	..... .....	1 2	do	100 00 105 00	No. 1 accepted.

Inverhuron & Tiverton. (3 miles.)	& Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	April 25	John Urquhart, J. Kilpatrick, Allen McFadden	Inverhuron, Tiverton, do	Apr. 22, Apr. 11.	1, 2, 3	do	68 75 75 00 89 00	No. 1 accepted.
Hampton and Solina. (2½ miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	April 25	James C. Grosat.	Tp. Darlington.	Apr. 23.	1	do	40 00	Accepted.
Guelph and Hamilton. (32¼ miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a passenger stage. Proposed term of contract, as above.	May 14	Jas. Menzell.	Guelph	April 4.	1	do	1187 00	Considered excessive. Afterwards reduced to \$,1000 and accepted at that rate.
Gowans town and Lisadel. (12 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 25	J. Carson, J. Latham, Jas. Kerr, sen.	Lisadel, T'p. Howick	April 4, do 21	1, 2, 3	do	149 00 150 00 200 00	
Hartman and Vivian. (2½ miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	May 14	Ralph Smalley.	T'p. Uxbridge.	April 17	1	do	88 00	Considered excessive. A contract entered into with Robert Kethhead, at \$60 a year.
Elmbank and Malton. (4½ miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 25	Isaac Saunders, Wm. Truman, Thos. Cook, R. M. Burgess.	Malton, Toronto, Malton, Toronto	April 17, do 22, do 22	1, 2, 3, 4	do	140 00 149 00 149 00 150 00	No. 1 accepted.
Clover Hill and Morrisvale. (4 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	April 25	Wm. Kane, Robt. McClain, Peter Size.	T'p. Essa, Clover Hill, do	April 17, do 18, do 12	1, 2, 3	do	70 00 70 00 97 00	No. 1 withdrawn. No. 2 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Clarksburg and Ravenna. (7 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. Mar. 14	1873. April 25	John Reid. Wm. Weir. James Irwin. Peter F. Leroy. M. Stoutenburg.	Ravenna do T.P. Collingwood Clarksburg Ravenna	1873. April 16 do 20 do 18 do 22 do 18	1873. April 17 do 22 do 21 do 21 do 18	1 2 3 4 5	1 In conformity with terms of advertisement.	\$ cts. 64 00 95 00 97 00 120 00 140 00	No. 1 accepted.
Carrville and Patterson. (21 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 14	April 25	Wm. Denton	Vaughan	April 16	April 17	1	do	75 00	Considered excessive. A contract entered into with Gerard Wiley, at \$45 a year.
Brunswick and Railway Station. (1-16 mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	Mar. 14	April 25	Fred. Thompson James Muir	Brunswick do	do do do do do	do do do do do	1 2	do do	100 00 125 60	These tenders considered excessive. Agreement entered into with S. R. Beamish, at \$60 a year.
Port Perry and Railway Station. (1 mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 14	April 25	Joseph Cook James Jewett Henry Fry Henry Miller	Port Perry do do do	April 22 do 23 do 23 do 19	do do do do	1 2 3 4	do	93 30 96 00 0 32 0 33	No. 1 accepted. Per double trip. do

Location	Service Description	Start Date	Contractor	Start Date	Number of Contracts	Amount	Notes
Brooklin and Railway Station. (3 mile.)	Service twelve times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or in a vehicle. Proposed term of contract as above.	Mar. 14.	John Gibbs.....	April 18,	1	100 00	Accepted.
Bolover and Postage Road (4 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Mar. 14.	John Merry..... John R. Munro..... R. Killingworth.	April 21, do 17, do 22,	1 2 3	140 00 0 50 249 60	No. 1 accepted. Per trip.
Aurora and White Rose. (4 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Mar. 14.	Jared Lloyd.....	April 18,	1	80 00	Accepted.
Armow and Kincardine. (11 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Mar. 14.	George Biggar..... W. E. Robinson. Rausome Humes	April 2, do 1, do 4,	1 2 3	100 00 100 00 120 00	No. 1 accepted.
Makane and St. Anne des Monts.	Service once per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 20.	Eusebe St. Pierre	May 12,	1	400 00	Accepted.
Clarendon Centre and Thorne Centre. (12 miles.)	Service once per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Mar. 26.	Edward Tozer..... Ralph Hodgins	May 19, May 21,	1 2	78 00 85 00	No. 1 unsatisfactory. No. 2 accepted.
Elizabethville and Osaca. (3 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 28.	W. F. Roland..... Win. Prouse..... David Gordon.....	May 5, do 6,	1 2 3	55 00 62 50 70 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Fergus and Garafraxa. (8 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1873. Mar. 28.	1873. May 9.	James Robinson. Wm. Campbell. Cyrus Sargent. Robert Hannah. Lemuel Little. Walter Conner. Robert Stewart. Andr. Lightbody. Paul Coonse.	Tp. Garafraxa. do do do do do do Douglas Garafraxa, West	1873. May 1. do 5. do 6. April 28. May 5. do 6. April 18. May 5. do 6.	1873.	1 2 3 4 5 6 7 8 9	In conformity with terms of advertisement. do do do do do do do do do	\$ 247 00 275 00 289 00 280 00 287 00 290 00 300 00 300 00 345 00	No. 1 accepted.
Caughnawaga and Huntingdon. (37 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	Mar. 28	28 May	Wm. Shireff and A. McArthur. John Barrie. John W. Brown. W. Gardner and Robt. Lamont. Wm. Shireff and A. McArthur.	Huntingdon Elgin Goumanchester. Athelstan Huntington	April 28 do 24 do 17 do 24 do 17	April 30	1 2 3 4 5	do do do do do	1120 00 1124 00 1150 00 1225 00 1500 00	No. 1 accepted.
Robinson and Stornoway. (26 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	April 4	9 May	Wm. Macaulay. D. N. McLeod. M. B. Macaulay. Jno. McFarlane. H. & F. Leonard. D. L. McLeod. Angus Morrison. M. W. Ellis. Geo. W. Dodger.	Tp. Winslow Stornoway Tp. Winslow Lingwick Stornoway Winslow Tp. Winslow Robinson Tp. Eaton	April 11 May 5 April 15 May 5 April 29 May 5 April 23 May 7	April 18 April 18 April 30 May 1 do 10	1 2 3 4 5 6 7 8	do do do do do do do do do	549 00 626 00 695 00 740 00 749 00 795 00 800 00 850 00 897 00	No. 1 accepted.

Mount St. Patrick and Shanrock. (6 miles.)	Service twice per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a waggon, etc. Proposed term of contract as above.	April 10	May 23	John Brady Patrick Ryan	Admaston	May 19 do do	May 19 do do	1 2	do	80 00 92 00	No. 1 accepted.
Embrun Grant. (9 miles.)	Service once per week, to commence on 1st July, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 10	May 23	James Andrews do J. Edmundstone	Twp. Cambridge Cambridge	May 22 do do	May 22 do do	1 2 3	do	38 00 45 00 52 00	Irregular. No action taken on these tenders. Grant served from Russell.
Arthur Monck. (12 miles.)	Service once per week, to commence on 1st July, 1873. Mail to be conveyed on horseback. Proposed term of contract as above.	April 18	May 30	James Robinson J. T. Smith John Brenahan James Malone	Twp. Luther do do do	May 27 do do do	May 27 do do do	1 2 3 4	do	49 90 60 00 65 00 79 00	No. 1 accepted.
Dundee and Huntington. (22 miles.)	Service three times per week, to commence on 1st July, 1873. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	April 25	May 23	D. McArthur H. B. Wallace John Forde	Huntington Twp. Elgin Huntington	May 10 do do	May 10 do do	1 2 3	do	395 00 416 00 460 00	No. 1 accepted.
Coaticook and Stanstead. (19 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	April 29	May 23	Geo. T. Cooper D. S. Bawn	S. Barnston Twp. Barford	May 19 do	May 21 do	1 2	do	600 00 800 00	Considered excessive. No. 1 accepted for 1 year.
Amberley and Lurgan. (4 miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	May 2	June 13	Jas. McCrindle	Twp. Huron	June 4	June 4	1	do	52 00	Accepted.
Caanin, Falkland and Paris Station (9 miles.)	Service six and three times per week, to commence 1st October, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	May 2	June 13	Henry Hough	Falkland	May 2	May 2	1	do	215 00	Accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
Forest and Hillsboro' (5 miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. May 2	1873. June 13	Philip Smith. John Jones. John Bell. Cooley & Adams.	Forest. Hillsboro'. Forest. do	June 6. do 5. do 5. June 9.	1873.	1 2 3 4	1 In conformity with terms of advertisement. do	\$ cts. 100 00 115 00 115 00 150 00	No. 1 accepted.
Missouri and Thamesford. (17½ miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 2	June 13	T. McCarthy. Joseph McLeod. James Kennedy.	Thamesford. do do	June 10. do 9. do 7.	June 12.	1 2 3	do	260 00 285 00 288 00	No. 1 accepted.
Parkhill and Strathroy. (16 miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 2	June 13	John Hawkey. John Vanwyck. Benj. Hodgins. John Vanwyck. Thomas Powell. C. Fairbanks.	Parkhill. Strathroy. Biddulph. Strathroy. Parkhill. do	June 10. do 9. do 9. do 9. May 14. do 26.	June 10.	1 2 3 4 5 6	do	273 00 325 00 349 00 375 00 475 00 500 00	No. 1 accepted. Irregular and late
Springford, Newark and Woodstock. (27½ miles.)	Service six times per week, between Springford and Newark, and three times per week between Newark and Woodstock, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 2	June 13	Schuyler Sipple. L. Wrigglesworth. J. C. Tisdale. G. Bleakley. James Sealey. G. Matherson.	Norwich. North Norwich. Otterville. North Norwich. Brantford. Woodstock.	June 9. June 9. do 8. do 10. do 10.	June 10.	1 2 3 4 5 6	do	490 00 625 00 675 00 690 00 695 00 700 00	No. 1 accepted.

Baptiscan and Three Rivers (23 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	A. Lacourriere, Ste. Gen. de Bat. June 5. F. X. Lebeuf, Baptiscan Bridge, do 9. R. G. Lajoie, Three Rivers, do 10. Olivier Dostaler, St. Maurice, do 7. Léandre Norbert, St. Narcisse, May 29.	1 2 3 4 5	do	600 00 800 00 860 00 1100 00 1175 00	No. 1 accepted.
Baptiscan and St. Narcisse. (41 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	A. Lacourriere, Ste. Gen. de Bat. Jan. 6. Pierre Veillette, St. Narcisse, do 3 Jan. 9. Léandre Norbert, do May 29. J. Brouillette, do June 3, June 9, 4	1 2 3 4	do	176 00 200 00 240 00 300 00	No action taken; superseded by Baptiscan and Three Rivers service.
St. Maurice & Three Rivers (10 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Alexis des Cds, St. Maurice, June 10, June 12. Dennis Signon, Mont Carmel, do 9, do 11. Calixte Néault, St. Maurice, do 10, do 11, 3	1 2 3	do	500 00 575 00 500 00	No action taken; superseded by Baptiscan and Three Rivers services.
Bimbrook and Stony Creek (20 miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Geo. Slingerland, Stony Creek, June 1. Wm. Henry, do July 14, 2	1 2	do	300 00 240 00	These tenders considered excessive. An agreement entered into with E. B. Smith, at \$234 per annum.
Inverness and Redisdale. (4 miles.)	Service three times per week, to commence on 1st October, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Wm. Lowry, Inverness, June 17, 1	1	do	60 00	Accepted.
Ottawa and Richmond (20 miles.)	Service six times per week, to commence on 1st July, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Hugh Reilly, Richmond, June 12, 1 John Stuart, do June 18, 2 Weldon Champ-Ottawa, do 19, 3 Duncan McDougal, Richmond, do 14, 4 Wm. Brown, Ottawa, do 4, 5 Thos. Brown, do do 4, 6 John Stockdale, do do 20, 7 Stephen Tracy, Richmond, do 18, June 19, 8	1 2 3 4 5 6 7 8	do	698 00 746 00 825 00 936 00 1000 00 1200 00 1500 00 593 00	No. 8, which was the lowest of these tenders, having been withdrawn, No. 1 which was the next lowest, was accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P. M. (General).	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed.	Observations.
Quebec and Three Rivers (84 miles.)	Service six times per week, to commence on 1st September, 1873. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. May 24.	1873. July 25.	George Bigué... Raphaël Lajoie. Theodore La... guerre... Narvaise Larist.	Ste. Anne La... Parade. St. Francis... Batican... St. Augustine...	1873. July 21. do 22. do 14. do 20.	1873. July 24. July 22.	1 2 3 4	In conformity with terms of advertisement.	\$ cts. 2450 00 2570 00 3000 00 4500 00	No. 1 accepted.
Chicoutimi & Lebarre. (45 miles.)	Service three times per week, to commence on 1st September, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 28.	July 18.	Isaie Girard....	Tp. Laterriere..	July 10.	.....	1	do	1100 00	Merged with Chicoutimi and Roberval services.
Chicoutimi and Roberval. (75 miles.)	Service three times per week, to commence on 1st September, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 28.	July 18.	F. X. Onellette. Fidèle Saulniers Remy Hudon... Laurent Boudre... Théodule Balduc Elzéar Gauthier. Priml. Thibeault. Jos. Pruneault. Remy Tremblay. Hilaire Black. Augustine Potvin	Roberval..... N. D. d'Hebert-ville. do Tp. Roberval... do do Metabechouan... Roberval... Metabechouan... Roberval... Metabechouan... burn.	July 4. do 14. do 10. do 12. do 14. do 7. do 5. June 30. July 5. June 30. July 14.	July 8. do 18. do 18. do 18. do 24. do 16. do 16. do 8. do 16. do 8. do 24.	1 2 3 4 5 6 7 8 9 10 11	do	1089 00 1350 00 1400 00 1400 00 1500 00 1600 00 1600 00 1875 00 2000 00 2000 00 2100 00	No. 1 accepted
Appleton and Railway Station. (31 miles.)	Service twelve times per week, to commence on 1st October, 1873. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	May 30.	July 11.	Michael Brennan Wm. Young....	Appleton..... do	June 28. July 5.	July 2. do 9.	1 2	do	96 00 125 00	No. 1 accepted

Madoc and Belleville. (26 miles.)	Service six times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle Proposed term of contract as above.	May 30.	July 11.	Evan Cameron... Peter Sinclair... Aaron Horton... Simon Barnum...	Madoc..... do..... W. Huntingdon... Thurlow.....	July 10, do, 7, June 21, July 8.	1, 2, 3, 4	do	390 00 425 00 500 00 480 00	No. 1 accepted
Belleville and Stirling. (16 miles.)	Service six times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle Proposed term of contract as above.	May 30.	July 11.	A. Chard..... James Campbell	T. P. Rawdon... Stirling.....	June 24, July 8.	1, 2	do	225 00 400 00	No. 1 accepted.
Merrickville & Kemptville. (18 miles.)	Service six times per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle Proposed term of contract as above.	May 30.	July 11.	Wm. Edwards... C. W. Putnam... Samuel Jakes...	Merrickville... do..... do.....	July 5, June 5, do 30.	1, 2, 3 July 7, do 1.	do	379 00 475 00 490 00	These Tenders not acted upon. Contract entered at rate of former Contract with person who had before performed the service.
South Lake & Gananoque Station. (4 miles.)	Service twice per week, to commence on 1st October, 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	May 30.	July 11.	Wm. Scott.....	South Lake....	July 7.	1	do	50 00	Accepted.
Gananoque & Willeholme. (14 miles.)	Service twice per week, to commence on 1st October, 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 30.	July 11.	Josias Abrams... Daniel Root....	T. P. Pittsburgh... Pittsberry.....	July 4, do 5.	1, 2	do	125 00 135 00	No. 1 accepted.
Bersimis and Les Escourmains. (68 miles.)	Service three times per week, to commence on 1st Sept., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	June 6.	July 18.	W. S. Church...	Bersimis'.....	June 23.	1	do	1700 00	A temporary arrangement made with W. S. Church, at \$340 a year, for a weekly service.
Bersimis and Sault Aux Cochons. (27 miles.)	Service three times per week, to commence on 1st Sept., 1873. Mail to be conveyed on foot and in a boat or canoe. Proposed term of contract as above.	June 6.	July 18.	W. S. Church...	Bersimis'.....	June 23.	1	do	936 00	This mode of service not adopted. Service continued between Bersimis and Les Escourmains

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Les Escoumins and Sault Aux Cochons (31 miles.)	Service three times per week, to commence on 1st Sept., 1873. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. June 6.	1873. July 18.	Jean Mc Nicol	Millevaches.	1873. June 21.	1	In conformity with terms of advertisement.	\$ 800 00	This mode of service not adopted. See Bersimis & Les Escoumins
Les Escoumins and Tadoussac (27 miles.)	Service three times per week to commence on 1st Sept., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 6	July 18.	Epiph. Lessard.	Grandes Bergeronnes.	July 2.	1	do	800 00	Temporary arrangement for service twice a week made with Epiphane Lessard.
Murray Bay & Tadoussac (45 miles)	Service three times per week, to commence on 1st Sept., 1873. Mail to be conveyed on horse-back or in a vehicle or by a boat or canoe. Proposed term of contract as above.	June 6.	July 18.	T. Carré T. Bouchard	Ste. Fidèle Port au Persil	July 11. do 11.	1 2	do	880 00 1460 00	No. 1 accepted.
Murray Bay and Quebec (90 miles.)	Service six times per week, to commence on 1st Sept., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 6.	July 18.	Louis Verreault. H. Lapointe	B. Ste. Paul Les Eboulements	June 29. July 11.	1 2	do	2,252 00 3,022 00	A contract entered into with No. 1 for a daily Mail in winter and a tri-weekly Mail in summer.

Chicoutimi & St. Paul's Bay (87 miles.)	Service six times per week, to commence on 1st Sept., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 6, July 18.	Jules Simard, Louis Vercault, Philibert Gagné, Alphonse Gagné, Louis Gaudreault	St. Alphonse, Bay St. Paul's, St. Urbain, do, Chicoutimi	July 6, July 25, June 29, July 11, July 13, do 13, do 15, do 19	12, 1, 2, 3, 4, 5	do	1525 00 2016 00 2492 00 2600 00 8 00	No. 1 accepted. per trip.
Fox River and Ste. Anne des Monts (107 miles.)	Service once a week to commence on 1st Oct., 1873. Mail to be conveyed on horseback or in a vehicle and on foot. Proposed term of contract as above.	June 20, Aug. 22.	T. J. Lanoufagne, J. B. Mignault, Jean LePage, L. N. Sasseville, A. J. Sasseville	Ste. Anne des Monts, do, do, do	Aug. 18, Aug. 16, do 14, do 4, do 7	25, 1, 2, 3, 4, 5	do	1000 00 1200 00 1450 00 1500 00 2000 00	No. 1 accepted.
Fordwich and Newbridge (44 miles.)	Service six times per week, to commence on 1st Oct., 1873. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 27, Aug. 8.	James Kerr	Trp. Howick	Aug. 11, Aug. 13, do 13, do 13, do 13	1, 2, 3, 4, 5	do	90 00	Accepted.

A. CAMPBELL,
Postmaster General.

WILLIAM WHITE,
Secretary.

NOVA SCOTIA.

Service.	Conditions stipulated by Department in Advertising Service.— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Barrio's Beach to Tracadie. 6 miles by land, 2½ by water.)	Service once per week, to commence on 1st September, 1872. Mail to be conveyed by horse and wagon. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. July 4.	1872. Aug. 16.	Simon Boudrot. do do Andrew Delory. do John Boudrot.	Tracadie. do do do Barrios Beach.	1872. Aug. 23. do 10. do 11. do 14. do 19. do 21. do 9.	1872. Aug. 23. do 11. do 14. do 21. do 12.	1 In conformity with the terms of advertisement.	\$ cts. 16 00 20 00 20 00 17 50 23 40	Accepted.	
Aylesford to Harmony. (18 miles).	Service once per week, to commence on 1st August. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	July 5.	July 19.	Joseph Eaton. W. J. Kirkpatrick. Isaac Foster. G. W. Eaton. W. J. Balcolm.	Aylesford. do do do do do	July 18. do 18. do 17. do 16. do 18.	July 19. do 19. do 19. do 19. do 19.	1 do	50 00 59 00 60 00 63 00 65 00	Accepted.	
Cambridge Station to Condon Settlement. (9 miles).	Service once per week, to commence on 1st August. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	July 5.	July 19.	W. H. Faim. Edward E. Neily. John H. White. Moses Ratchford. R. Woodward. H. Porter. do do do do do	Cambridge. do do do Cornwallis. do do Cold Brook Station. do do do do do	July 12. do 18. do 18. do 18. do 15. do 16. do 16.	July 19. do 19. do 19. do 17. do 18. do 18. do 18.	1 do	39 75 40 00 40 00 52 00 52 00 64 00 72 00	Accepted.	
Antigonish to Cape George. (42 miles round trip).	Service twice per week, to commence on 1st October. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	Aug. 6.	Aug. 23.	D. McDonald. R. McDonald. Alex. J. Murry.	Antigonish. do do do	Aug. 9. do 21. do 7.	Aug. 21. do 23. do 16.	1 do	180 00 190 00 280 00	Accepted.	

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Mabon to Sight Point (15 miles).	Service once per week, to commence on 1st October. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	July 18.	Aug. 23.	R. P. Fynn D. McEachern	Mabon Sight Point	Aug. 17. do 14.	Aug. 23. do 19.	1 2	do do	64 00 70 00	Accepted.
Bridgewater to Middlefield (20 miles).	Service once per week, to commence on 1st October. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	July 19.	Aug. 23.	James Newcomb do Jos. Newcomb Henry Will	Bridgewater	Sept. 16. do 16. do 26. Aug. 23. do 20.	Sept. 26. do 26. do 22. do 22.	1 2 3 4	do	150 00 170 00 182 00 192 00	Accepted.
Bridgewater to New Can-ada, &c. (12 miles).	Service once per week, to commence on 1st October. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	July 20.	Aug. 23.	William Cronin Jos. Newcomb	Bridgewater	Aug. 20. do 21.	Aug. 22. do 23.	1 2	do	76 00 78 00	Accepted.
Guysboro' to Port Mulgrave (24 miles).	Service twice per week, to commence on 1st October. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	July 20.	Aug. 23.	W. McKeough Jas. R. Atwater W. G. Scott J. R. Bigsby Joseph Forey Charles Cosbie Ed. J. Cunn- ham	Guysboro'	Aug. 15. do 15. do 19. do 7. do 17. do 12. do 15.	Aug. 19. do 19. do 22. do 12. do 22. do 15. do 15.	1 2 3 4 5 6 7	do	180 00 190 00 200 00 300 00 250 00 250 00 299 00 500 00	Accepted. One horse. Two horses.
Guysboro' to Cross Roads (25 miles).	Service twice per week, to commence on 1st October. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	July 20.	Aug. 23.	J. A. Snowdell Ed. J. Curritt Charles Sellers W. G. Scott Thomas C. Peart Charles Cosbie G. W. Scott Ed. J. Cunn- ham	Guysboro'	Aug. 15. do 20. do 19. do 20. do 12. do 15.	Aug. 21. do 23. do 22. do 23. do 15. do 21.	1 2 3 4 5 6 7 8	do	470 00 490 00 498 00 500 00 549 00 599 00 600 00 800 00	Accepted.
Cross Roads to Country Har- bour (16 miles).	Service once per week, to commence on 1st October. Mails to be conveyed on horseshack or by horse and waggon. Proposed terms of contract as above.	July 5.	Sept. 13.	Alexander Gunn W. H. Fenton James A. Mason Alex. Sinclair	Country Har- bour Goshen Cross Roads Country Har- bour Goshen	Aug. 31. July 30. Aug. 2. Sept. 7. do 11.	Sept. 5. Aug. 2. Sept. 10. do 14.	1 2 3 4	do	38 00 43 00 45 00 74 80	Accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
St. Peter's, Grand River and Fouchie (45 miles).	Service twice to Grand River and once to Fouchie per week, to commence on 1st October. Mails to be conveyed by horse and wagon. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. July 6.	1872. Sept. 13.	John Kyte Donald Ross Alex. McRae E. McAuley Alex. W. Crust Alex. Urquhart Peter Campbell.	St. Peter's River Jean St. Peter's Grand River St. Peter's St. Peter's S. side West Bay Red Islands	1872. Aug. 26 do 26 Sept. 9 Aug. 29 do 6 Sept. 2 do 5 Aug. 28 do 5 do 31.	1872. Sept. 5 Aug. 29 Sept. 12 do 6 do 5 do 5 do 5	1 2 3 4 5 6 7	1 In conformity with terms of 3 advertisements.	\$ cts. 199 50 220 00 230 00 319 00 330 00 355 00 450 00	Accepted.
Mabou to Why-cocomagh via Kew-stoke & Mull River. (21 miles).	Service once per week, to commence on 1st October. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	July 6.	Sept. 13.	Richard S. Fynn D. McDonald Angus Beaton L. McJean David S. Austen Neil Gillies Thomas Austen.	Mabou S. E. Mabou Mabou Why-cocomagh do do do	Sept. 7 July 23 Sept. 5 do 7 Aug. 28 do 28 do 19	Sept. 11 July 30 Sept. 12 do 11 do 11 do 11 do 11	1 2 3 4 5 6 7	do	112 00 120 00 160 00 170 00 179 00 198 50 199 00	Accepted.
Lunenburg to La Have (Cross Roads). (#7 miles).	Service twice per week, to commence on 1st October. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	July 8.	Sept. 13.	James E. Hunt William Gray	Lunenburg do	Aug. 23 do 17	Aug. 28 do 22	1 2	do	200 00 224 00	Accepted.
Pubnico Beach to Pubnico Harbour. (#5 miles).	Service three times per week, to commence on 1st October. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	July 25.	Aug. 23.	J. McConnisky Alex. Watson	Pubnico Beach Barrington	Aug. 17 do 20	Aug. 22 do 25	1 2	do	280 00 290 00	Accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service : — Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Barrington to Clyde River. (22 miles.)	Service three times per week, to commence on 1st November. Mails to be conveyed by horse and waggon. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	1872. Oct. 11	1872. Nov. 1	John S. Hogg... Michael Stanley Alex. Watson...	Barrington... do do	1872. Oct. 29 do 10 Oct. do 29 Nov.	1872. Nov. 2 Oct. 15 Nov. 1	1 2 3	In conformity with terms of advertisement.	230 00 275 00 320 00	Accepted.
Athol to River Philip. (21 miles.)	Service three times per week, to commence on 11th November. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Oct. 12	Oct. 25	C. O. Schruman... Chas. Bragg... Oliver Fillmore... M. B. Harrison... B. R. Smith... R. L. Black....	Springhill... River Philip... do Athol... River Philip... do	Oct. 22 do 18 do 17 do 16 do 16 do 16	Oct. 24 do 24 do 24 do 18 do 19 do 18	1 2 3 4 5 6	do	239 00 350 00 390 00 394 00 468 00 500 00	Accepted.
Maecan to Nappan. (2 miles.)	Service three times per week, to commence 11th November. Mails to be conveyed on foot, horseback, or horse and waggon. Proposed term of contract as above.	Oct. 16	Oct. 25	S. E. Freeman... Wm. Bleckhorn... John Sharp...	Nappan... do Lower Maecan...	Oct. 21 do 23 do 23	Oct. 24 do 26 do 24	1 2 3	do	100 00 119 00 120 00	Accepted.
Amherst to Amherst Point. (4 miles.)	Service three times per week, to commence 11th November. Mails to be conveyed on foot, horseback, or horse and waggon. Proposed terms of contract as above.	Oct. 16	Oct. 25	R. W. Chipman... B. Wilson.....	Amherst... do	Oct. 21 do 24	Oct. 24 do 26	1 2	do	100 00 98 00	Accepted. Too late.

Acadia Mines P.O. to Acadia Station. (2 miles.)	Service twelve times per week, to commence on 11th November. Mails to be conveyed by horse and waggon or on horseback. Proposed terms of contract as above.	16 Oct.	25	C. W. Taitter... John McSween... A. J. Steele... D. B. Hurd... E. Hustis... D. McKenzie... Robert Foreman	Acadia Mines... do do do do do do Halifax.....	24 Oct. do do do do do do do	26 1 2 3 4 5 6 7	do	240 00 250 00 297 25 320 00 320 00 450 00 550 00	Too late. Accepted.
Lower Cove to Maccan P.O. (15 miles.)	Service six times per week, to commence on 11th November. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	16 Oct.	25	C. E. Freeman... David Hoag... Andrew Faulks... Lovel Harrison... G. Blenkhorn... John Coates... Henry Wood... B. Wilson.....	Nappan..... Maccan..... River Hebert... Lower Maccan... Nappan..... River Hebert... Lower Maccan... Anherst.....	21 Oct. do do do do do do do	24 1 2 3 4 5 6 8	do	575 00 598 00 780 00 510 00 600 00 600 00 750 00 760 00	Accepted. { Tenders received too late
Hopewell. W. O. to Hopewell Station. (4 miles.)	Service twelve times per week, to commence on 1st January, 1873. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	8 Nov.	15	John Gunn.....	Hopewell.....	5 Dec.	17	do	55 00	Accepted.
New Glasgow to Blanchard's Road. (15 miles.)	Service once per week, to commence on 1st February. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	29 Nov.	20	John Webster... Duncan Fraser... Hugh Fraser... Charles Ross... John McPherson	M c L e l l a n ' s Mountain... Blanchard's Rd... Blue Mountain... Sutherland's River... South M c L e l l a n ' s Mountain.....	5 Dec. do do do do do do	6 1 2 3 4 5	do	64 00 68 00 76 50 80 00 100 00	Accepted.
Pomquet Forks to P.O. Tracadie. (15 miles.)	Service once per week, to commence on 1st January, 1873. Mails to be conveyed on horse-back or horse and waggon. Proposed terms of contract as above.	12 Dec.	27	A. McDougall... H. McDougall...	Pomquet Forks... do	23 Dec. do	30 30	do	90 00 120 00	Accepted.
Truro to River Debert. (31 miles, round trip.)	Service three times per week, to commence on 1st January, 1873. Mails to be conveyed by horse and waggon. Proposed terms of contract as above.	12 Dec.	27	C. R. Pearson...	Truro.....	26 Dec.	28	do	250 00	Accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Oxford to Pugwash. (19 miles.)	Service once per week, to commence on 1st January, 1873. Mails to be conveyed by horse and waggon on horseback. Proposed terms of contract four years, with usual reservation in favor of Postmaster General.	1872.	1872.	C. E. McNutt.	Pugwash	Dec. 17.	1872.	1.	In conformity with terms of advertisement.	\$ 75 00	Accepted.
		Dec. 12.	Dec. 27.	John Daley.	do	do 26.	1873.	2.	do	78 00	} Too late.
				W. Chipman.	do	do 23.	do 2.	3.	do	80 00	
				John Cooper.	do	do 17.	1872.	4.	do	99 50	
				Levi Borden.	do	do 21.	do 26.	5.	do	100 00	
Jore to Mosherville. (17 miles.)	Service once per week, to commence on 1st January, 1873. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Dec. 18.	Dec. 27.	John Anthony.	Newport	Dec. 26.	Dec. 28.	1.	do	75 00	Accepted.
				W. Campbell.	Stanly	do 24.	do 28.	2.	do	80 00	
Reserve Mines to Sydney. (12 miles.)	Service three times per week, to commence on 1st March. Mails to be conveyed by horse and waggon. Proposed term of Contract as above.	1873.	1873.	John O'Callaghan.	Sydney	1873.	1873.	1.	do	156 00	Accepted.
		Jan. 8.	Feb. 7.	W. Battersby.	do	Jan. 31.	Jan. 31.	2.	do	188 00	
				John O'Callaghan.	do	do 22.	Feb. 4.	3.	do	190 00	
				W. Battersby.	do	do 23.	do 4.	4.	do	200 00	
				K. McKenzie.	do	do 27.	Jan. 27.	5.	do	200 00	
				Alex. McRae.	do	do 27.	Feb. 4.	6.	do	200 00	
				John McKinnon.	do	Feb. 1.	do 6.	7.	do	200 00	
				Thos. Rockett.	do	Jan. 25.	Jan. 31.	8.	do	235 00	
				Chas. E. Hill.	do	do 27.	Feb. 4.	9.	do	240 00	
				M. McDonald.	West side of Sydney River.	do 28.	do 4.	10.	do	240 00	
				Walter Power.	Sydney	Feb. 4.	do 8.	11.	do	275 00	
				W. McLellan.	Reserve Mines.	Jan. 26.	do 4.	12.	do	280 00	
				C. H. Musgrave.	Sydney	do 24.	do 4.	13.	do	312 00	
				Allan Smith.	do	do 21.	do 4.	14.	do	312 00	
				James Hankard.	do	do 27.	do 4.	15.	do	400 00	

<p>New Glasgow to Sherbrooke (56 miles).</p>	<p>Service six times per week, to commence on 1st April. Mails to be conveyed by vehicle drawn by not less than two horses.</p>	<p>Proposed term of contract as above.</p>	<p>Jan. 10. Feb. 28. Thos. McDonald J. P. McDonald James Cameron Hugh Gordon G. W. Mathfall D. C. McDonald A. McQuarry Angus Cameron H. McDonald W. S. Blanchard John A. Jordan John Fraser John A. Stewart John McCarnes Eastville</p>	<p>1880 00 1600 00 1675 00 1690 00 2000 00 2000 00 2150 00 2191 00 2200 00 2200 00 2250 00 2265 00 2275 00 2400 00</p>	<p>do</p>	<p>Accepted.</p>
<p>Eastville to Upper Stewart Incke. (17 miles).</p>	<p>Service once per week, to commence on 1st April. Mails to be conveyed by horse and wagon.</p>	<p>Proposed term of contract as above.</p>	<p>Jan. 10. Feb. 28. James R. Ellis</p>	<p>52 00</p>	<p>do</p>	<p>Accepted.</p>
<p>Lochsides to Red Islands. (7 miles).</p>	<p>Service three times per week, to commence on 1st April. Mails to be conveyed by horse and wagon.</p>	<p>Proposed term of contract as above.</p>	<p>Jan. 13. Feb. 28. John McVicar S. McKenzie Peter Campbell Alex. McKenzie John McDonald</p>	<p>71 00 78 00 80 00 85 00 100 00</p>	<p>do</p>	<p>Accepted.</p>
<p>Elmsdale to Gay's River. (11 1/2 miles round trip).</p>	<p>Service once per week, to commence on 1st April. Mails to be conveyed by horse and wagon.</p>	<p>Proposed term of contract as above.</p>	<p>Jan. 15. Feb. 28. James McHefley John Benjamin James Dawling</p>	<p>40 00 40 82 48 00</p>	<p>do</p>	<p>Accepted.</p>
<p>Gay's River to Little River. (12 miles).</p>	<p>Service once per week, to commence on 1st April. Mails to be conveyed by horse and wagon.</p>	<p>Proposed term of contract as above.</p>	<p>Jan. 30. Feb. 28. James McHefley D. A. Dowling C. McDonald S. McMichael</p>	<p>40 00 49 00 60 00 80 00</p>	<p>do</p>	<p>Accepted.</p>

Mail Tender Register, Nova Scotia.—Continued.

Service	Con ditions stipulated by Depart-ment in Advertising Service:— Proposed duration of Contract.	Date of adver-tising for Ten-ders.	Date for recep-tion of Ten-ders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per an-num proposed in Tender.	Observations.
		1872.	1873.			1872.	1872.			\$ cts.	
Pugwash to Thomson's Mills (20 miles).	to Service six times per week, to commence on 1st April. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Dec. 13.	Feb. 21.	James R. Lamy, Amherst. W. C. Stewart, West Chester. J. McDonald, Pugwash. W. Matheson, Oxford. E. J. Purdy, West Chester. A. McLellan, do. O. Fillmore, River Philip. J. B. Davison, Yarmouth. Wm. Blair, Pugwash.	Amherst. West Chester. Pugwash. Oxford. West Chester. do. River Philip. Yarmouth. Pugwash.	Feb. 18. do 25. do 26. do 28. do 18. do 20. do 21. do 15. do 17. do 18. do 20. do 13. 1873.	Feb. 21. do 26. do 28. do 20. do 21. do 15. do 17. do 18. do 20. do 20. do 13. 1873.	1 2 3 4 5 6 7 8 9	In confor-mity with terms of advertise-ment.	447 00 469 00 480 00 500 00 550 00 576 00 609 00 600 00 698 00	Accepted.
Chesley's Corner to Mor-ton's Corner (8 miles round trip).	Service once per week, to com-mence on 1st April. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	1873. Jan. 8.	Feb. 28.	Isaac Ryan Mathew Fisher G. L. Purdy	New Germany do do do do	Jan. 27. Feb. 1. do 24. do 26. do 10.	Feb. 21. do 15. do 28. do 28. do 28.	1 2 3 4 5	do	29 40 40 00 48 00 52 00 52 00	Accepted.
Digby to North Range Cor-ner (10 miles).	Service once per week to com-mence on 1st April. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Jan. 21.	Feb. 28.	Isaac J. White C. B. McNaille.	South Range N. Range Corner	Feb. 6. do 5.	Feb. 8. do 11.	1 2	do	55 00 65 00	Accepted.
Brookfield to Pleasant River (8 miles).	to Service three times per week, to commence on 1st April. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Jan. 10.	Feb. 28.	W. T. Waterman J. M. Freeman.	Pleasant River do	Jan. 27. Feb. 20.	Feb. 6. Mar. 3.	1 2	do	60 00 127 00	Accepted. Received late.

Newport to Sherbrooke to Wine Harbor (16½ miles).	Service three times per week, to commence on 1st April. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	Jan. 13.	Feb. 28.	Timothy Parker. B. McDonald. Edwin Parker. R. F. Stevens & C. Jamieson.	Walton do Newport Walton	Feb. 24. do 24. do 26. do 27.	Feb. 27. do 27. do 28. do 27.	1 2 3 4	do	259 00 272 00 574 00 592 00	Accepted.			
	Sherbrooke to Wine Harbor (13 miles).	Service six times per week, to commence on 1st April. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	Jan. 14.	Feb. 28.	David Suttis. David Suttis. John Gillies. John Gillies. A. Cameron. A. Cameron. Donald Kennedy. A. McQuarry. Donald McLean.	Indian Harbor. do Wine Harbor. do Sherbrooke. do do do do	Mar. 7. Feb. 24. Mar. 10. Feb. 17. do 10. do 17. do 5. do 24. do 21.	Mar. 11. Feb. 27. Mar. 13. Feb. 26. do 17. do 7. do 27. do 22.	1 2 3 4 5 6 7 8	do	288 00 300 00 298 00 300 00 390 00 395 00 395 00 366 00 445 00	Accepted.		
		Canning to Scott's Bay (31 miles round trip).	Service twice per week, to commence on 1st April. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	Jan. 18.	Feb. 28.	G. B. Forsyth. L. B. Warner. Alex. Knowlton. Patterson Wood. C. T. Warner. J. Harding Coffin. C. E. Jordan. B. P. Weaver. Gibbs P. Cox.	Canning. Oak Point. Cornwallis. Canning. Medford. do Canning. do Canning. do	Jan. 28. Feb. 20. do 4. do 20. do 20. do 22. do 27. do 16. Jan. 27. Feb. 4.	Feb. 25. do 22. do 13. do 23. do 23. do 22. do 27. do 21. Jan. 30. Feb. 11.	1 2 3 4 5 6 7 8 9	do	116 00 159 25 160 00 173 00 179 00 180 00 185 00 190 00 290 00	Accepted.	
			Jackson's W. O. to West Branch (6 miles).	Service three times per week, to commence on 1st April. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	Feb. 17.	Mar. 14.	M. Chapman. George Nix. Edward Higgs. E. J. Purdy. J. Leander Oxley.	River Philip. do do West Chester. River Philip.	Feb. 24. do 24. do 22. Mar. 10. Feb. 24.	Mar. 1. do 1. do 2. do 12. do 1.	1 2 3 4 5	do	48 90 49 00 60 00 60 00 74 50	Accepted.
Port Mulgrave to Sand Point and Steep Creek (11 miles).				Service once to Sand Point and twice to Steep Creek, to commence on 1st April. Mails to be conveyed on horseback or horse and wagon. Proposed term of contract as above.	Mar. 1.	Mar. 28.	Henry Gosbie. Henry Gosbie. G. B. Healey. Robert Delaney.	Port Mulgrave. do do do	Mar. 28. do 19. do 18. do 18.	Mar. 29. do 21. do 21. do 21.	1 2 3 4	do	90 00 100 00 100 00 140 00	Accepted.
	Indian Harbour to Wine Harbour (5 miles).			Service three times per week, to commence on 1st April. Mails to be conveyed on foot. Proposed term of contract as above.	Feb. 17.	Mar. 14.	David Suttis. Stephen Hewitt. Alex. Robertson. John Gillies.	Indian Harbour. do do Wine Harbour.	Mar. 10. do 7. Feb. 26. Mar. 7.	Mar. 13. do 13. do 8. do 13.	1 2 3 4	do	39 00 39 00 44 00 78 00	Accepted. Received too late.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service : Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1873.	1873.			1873.	1873.			\$ cts.	
Tusket, P.O. to Tusket Forks (15 miles.)	Service once per week, to commence on 1st May. Mails to be conveyed by horse and waggon. Proposed term of contract four years, with annual reservation in favor of Postmaster General.	Mar. 15	April 11	John B. Porter C. W. Hatfield. Louis J. Doucett.	Eel Lake .. Tusket .. Tusket Forks ..	April 7 do 3 Mar. 28	April 12 do 8 do 1	1 2 3	In conformity with terms of advertisement.	78 00 125 00 150 00	Accepted.
Englishtown to North River Bridge. (15 miles.)	Service twice per week, to commence on 1st May. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Mar. 24	April 18	D. Montgomery John Buchanan H. McKenzie M. McKenzie A. B. Morrison. Angus McLeod Allan McDonald John McKenzie.	Englishtown .. do .. N. River Bridge .. do .. Englishtown .. do .. do .. do ..	April 2 do 14 do 1 do 1 do 3 do 1 do 1 do 4	April 10 do 22 do 14 do 14 do 17 do 8 do 8 do 15	1 2 3 4 5 6 7 8	do	79 12 82 00 90 00 94 00 104 00 110 00 120 00 130 00	Accepted.
Clyde River to Upper Clyde River. (25 miles.)	Service once per week, to commence on 1st July. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	April 9	May 23	James McKay R. Sutherland William McKay	Clyde River .. do .. do ..	May 15 do 9 do 14	May 21 do 14 do 15	1 2 3	do	140 49 200 00 240 00	Accepted.
Bridgewater to Broad Cove. (24 miles.)	Service three times per week, to commence on 1st July. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	April 17	May 28	Jonas B. Parker L. Gilnaught Z. P. Armstrong and Son .. G. N. McMahon Nich. Holland Dean Wile Moses Wile Henry Master..	Bridgewater .. do .. do .. East Port Medway .. Bridgewater .. do .. do .. do .. do .. do ..	May 16 do 16 do 10 do 17 do 20 do 19 do 19 do 20	May 21 do 19 do 16 do 21 do 21 do 21 do 21 do 22	1 2 3 4 5 6 7 8	do	340 00 349 00 350 00 369 00 375 00 392 00 405 00 480 00	Accepted.

Bridgewater to Pleasant River. (20 miles.)	Service once per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 18	May 23	William Newcomb, jun. Moses Wile Dean Wile	Bridgewater do do	May 8 do 19 do 19 do 21	May 10 do 21 do 21 do 21	do	94 00 130 00 140 00	Accepted.
Trails to Hubbard's Cove. (26 miles.)	Service twice per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 19	May 23	Nathaniel Zink, .. Benjamin Dorey .. Charles Coolin, .. Neil C. McLean.	Blandford Sandy Beaches.. Hubbard's Cove do	May 15 do 14 do 21 do 19	May 17 do 21 do 21 do 19	do	300 00 600 00 750 00 775 00	Accepted.
Salmon River Lake Settlement of South River Lake. (15 miles.)	Service once per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 21	May 23	John McDonald, .. John Sinclair, .. Robert Flynn, .. Bryant McGuire	Salmon R. Lake do do do	May 12 do 19 do 10 do 14	May 15 do 22 do 10 do 17	do	47 00 48 62 50 00 80 00	Accepted.
Oxford, P.O., to Shimenicas Bridge. (14 miles)	Service once per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 21	May 30	George L. Purdy Valentine Wood Wm. W. Black. Shinemicas J. C. Schuman. Oliver Fillmore.	Oxford do Shinemicas Oxford River Philip....	May 27 do 26 do 16 do 29 do 21	May 29 do 28 do 21 do 30 do 24	do	70 00 84 00 90 00 94 00 120 00	Accepted.
Five Islands to Farrisboro'. (15 miles.)	Service three times per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 21	May 30	William Shinney Martin Gavin George Smith... Amos B. Hoeg... N. McLaughlin. John H. Holmes G. Gesner R ad. D. McNamara... Robert Alkern J. W. Bowditch Wm. J. Corbett John Bird A. R. Graham....	Farrisboro' do do do do do do do do do do do do do do	May 21 do 12 do 10 do 5 do 30 do 17 do 25 do 24 do 24 do 2 do 12 do 19 do 19	May 23 do 14 do 17 do 7 do 30 do 21 do 28 do 28 do 30 do 6 do 11 do 12 do 13	do	185 73 199 00 200 38 220 00 233 38 239 00 240 00 250 00 289 00 300 00 300 00 312 00 335 00	Accepted.
Bale Verte to Goose River. (24 miles.)	Service twice per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed terms of contract as above.	April 22	May 30	John S. Angus. Simon P. Mills John S. Angus. Simon P. Mills Ketver Hunter. Daniel Mills... Ketver Hunter. Amos Hunter... John Husten....	Goose River.... do do do do do do do do	June 4 do 4 do 7 do 19 do 27 do 27 do 14 do 26 do 28	June 7 do 7 do 20 do 27 do 30 do 22 do 28 do 28 do 26 do 28	do	164 00 164 50 170 00 170 00 172 00 175 00 180 00 185 00 200 00	Accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Pictou to West Branch River John. (22 miles).	Service twice per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1873. April 25	1873. May 30	John Ross, Wm. A. Berry, Thos. Anderson H. Williamson, K. McKenzie James Ross,	Loganville, West Branch River John, Pictou West Branch River John, Loganville, West Branch River John, West Branch River John, West Branch River John, Plainfield	1873. May 14 do 3 do 28 do 12 do 26 do 5 do 26 do 5	1873. May 16 do 19 do 30 do 22 do 30 do 8 do 28 do 8	1 2 3 4 5 6 7 8	In conformity with terms of advertisement.	148 00 180 00 180 00 198 00 199 00 200 00 220 00 275 00	Accepted.
Amherst to Fenwick. (5 miles).	Service once per week, to commence on 1st July. Mails to be conveyed on horseback, or by horse and wagon. Proposed term of contract as above.	April 25	May 23	W. C. Pipes T. P. Lowther, Geo. S. Davison Benj. Wilson	Amherst Fenwick do Amherst	May 16 do 19 do 17 do 20	May 20 do 22 do 20 do 22	1 2 3 4	do	18 00 28 00 32 00 52 00	Accepted.
Harbottle to Morden. (9 miles).	Service once per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	May 2	May 30	Wesley Balcolm	Morden	May 13	May 28	1	do	60 00	Accepted.
Sheet Harbour to Upper Musquodoboit. (23 miles).	Service once per week, to commence on 1st July. Mails to be conveyed by horse and wagon. Proposed term of contract for one year, subject as above.	May 3	May 30	T. Archibald, Joseph Tays, George Murray Fred. W. Henry	Sheet Harbour, Shubenacadie, Upper Musquodoboit, Upper Musquodoboit,	May 27 do 29 do 20 do 24	May 28 do 30 do 24 do 28	1 2 3 4	do	140 00 199 50 260 00 296 00	Accepted.

Amherst to Little River. (18 miles).	Service twice per week, to commence on 1st July. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	1 June 27	A. W. S. Courley B. W. Chipman E. B. Black J. R. Lamey J. Albert Black	Amherst do do do do	June 19 do 25 do 19 do 26 do 25	June 26 do 27 do 21 do 27 do 27	do	196 00 248 00 260 00 310 00 398 00	Accepted.
Canaan Road to Turbrook. (5 miles).	Service once per week, to commence on 1st July. Mails to be conveyed on horseback, or by horse and waggon. Proposed term of contract as above.	6 June 27	J. H. Banks W. H. Wheelock Israel Whitman Isaac Fortune	Turbrook do do do	June 24 do 25 do 27 do 23	June 26 do 26 do 29 do 25	do	38 00 40 00 44 00 46 00	Accepted.
Lewis Bay to Sydney. (22 miles).	Service twice per week, to commence on 1st July. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	6 June 27	Robert Martin Neil McSween John Brown Wm. P. Brown J. E. Kavanaugh Alex. McRae M. Ferguson Hugh Gillies Robert Martin Robert Bell Louis Madure William Brown	Sydney do do do do Forks Road Sydney do do do do do	June 24 do 24 do 21 do 24 do 24 do 21 do 23 do 18 do 25 do 19 do 19	June 26 do 26 do 26 do 26 do 26 do 26 do 26 do 21 do 21 do 27 do 27 do 24	do	349 00 350 00 350 00 350 00 350 00 360 00 370 00 380 00 400 00 400 00 450 00 600 00	Accepted.
Middle River to West Side of Middle River. (3½ miles).	Service once per week, to commence on 1st July. Mails to be conveyed on foot or horseback. Proposed term of contract as above.	7 June 27	J. W. Campbell Kenneth McRae Sam. Nicholson Donald McLean	Middle River do do Badleck	June 13 do 16 do 20 do 18	June 21 do 21 do 25 do 21	do	20 00 30 00 32 00 40 00	Accepted.

A. CAMPBELL,
Postmaster-General.

A. WOODGATE,
Post Office Inspector.

NEW BRUNSWICK.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed on Tender.	Amount per annum proposed in Tender.	Observation.
French Lake and Russagornis Station.	Service once per week, to commence 1st September, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. July 17.	1872. Aug. 12.	Henry Bunker. Geo. Armstrong. W. A. Smith. A. H. Smith.	Rusagornis. French Lake. do. Burton.	July 31. Aug. 6. do. do. do.	1872. Aug. 12. do. 12. do. 12.	1. 2. 3. 4.	In conformity with terms of advertisement.	\$ cts. 60 00 96 00 97 00 100 00	No. 1 accepted.
Kingston (K ^t) and Richibucto Village.	Service once per week, to commence 1st September, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	July 26.	Aug. 15.	Peter McCaie. Urban Freau. Placide Richard.	Richibucto. Kingstons. Richibucto.	Aug. 15. do. 8. do. 12.	Aug. 15. do. 15. do. 15.	1. 2. 3.	do	32 00 40 00 45 00	No. 1 accepted.
Blissville and Juvenile Settlement.	Service once per week, to commence 1st September, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	July 22.	Aug. 15.	Geo. Hoyte.	Blissville.	Aug. 13.	Aug. 15.	1.	do	40 00	Tender considered too high; arrangement made with Mr. Hoyte, at \$36 per annum.
Elgin and Petitecodiac.	Service once per week, to commence 1st October, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 24.	Sept. 16.	W. P. Robinson. Lewis Gildart. George Killom. Sol. Mansman. J. D. Sleeves. George Kinney.	Elgin.	Sept. 13. do. 13. do. 13. do. 13. do. 12. do. 13. do. 13.	Sept. 16. do. 16. do. 16. do. 16. do. 16. do. 16.	1. 2. 3. 4. 5. 6.	do	51 50 52 00 55 00 75 00 99 00 104 00	No. 1 accepted.
Anagance and Elgin.	Service once per week, to commence 1st October, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 24.	Sept. 16.	Lewis Gildart. S. Horsman. Peter Gildart. J. D. Sleeves. George Killam. George Kinney. G. H. Jonah.	Elgin.	Sept. 13. do. 13. do. 13. do. 12. do. 13. do. 13. do. do.	Sept. 16. do. 16. do. 16. do. 16. do. 16. do. 16. do. 5.	1. 2. 3. 4. 5. 6. 7.	do	104 00 155 75 162 50 188 00 209 00 208 00 300 00	No. 1 accepted.

Narrows and Washedemoak	Service once per week, to commence on 1st January, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Oct. 18.	Dec. 2.	Moses H. Dyke-Johnston, man. W. H. White W. E. Wilson. A. D. McLean.	Nov. 27	Dec. 21	do	do	115 00 143 00 149 00 156 00	No. 1 Accepted.
Narrows and Wickham.	Service once per week, to commence on 1st January, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Oct. 18.	Dec. 2.	Amos E. Polyea. Vincent Wilson. Wm. Brander. B. Akerley. Wm. Kincaid.	Nov. 18	Dec. 21	do	do	156 00 199 00 200 00 200 00 200 00	No. 1 accepted.
Menramcook, Dorchester and Rockland.	Services six and three times per week, to commence 1st July, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Dec. 11.	1873. Jan. 20.	John Sutherland	Dec. 23	1873. Jan. 20	do	do	200 00	No. 1 accepted.
Sheffield and Upper Gasperaux.	Service twice per week, to commence 1st March, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873. Jan. 3.	Feb. 3.	Peter Bourgeois. Thos. P. Upton. W. C. Burpee. S. Ferguson. A. Thompson. A. Ferguson. J. McGowan. J. E. Simmons.	Jan. 18	do 20	do	do	60 00	Informal.
Cody's and Springfield.	Service once per week, to commence on 1st March, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873. Jan. 3.	Feb. 3.	Wm. J. Northup Jas. Kellier. Jas. H. Pickle. Wm. Kellier. Patrick Rogers. Jas. Huggard. J. W. Worden. Geo. McNair.	Jan. 30	Feb. 31	do	do	573 00 620 00 639 00 674 00 680 00 750 00 800 00	No. 1 accepted.
Collins Corner and Springfield.	Service once per week, to commence 1st April, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Feb. 17.	Mar. 10.	Jas. Kellier. Wm. Kellier. J. H. Pickle. G. G. Scovil. J. A. Worden. W. G. Scovil. E. Northup. O. N. Mott. G. W. Shanklin. J. W. Huggard.	Feb. 5	Mar. 10	do	do	75 00 78 00 78 00 79 80 79 80 89 00 100 00 104 00 105 00	No. 1 accepted.

Mail Tender Register, New Brunswick—Continued.

Service.	Conditions stipulated by Department in Advertising Service:—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Dorchester and Rockport.	Service twice and thrice per week, commencing 1st April, 1873, Mail to be conveyed in a suitable vehicle. Proposed term of contract four years, with the usual reservation in favor of Postmaster General.	1873. Jan. 11.	1873. Feb. 24.	John Read ..	Rockport.....	1873. Feb. 20.	1873. Feb. 24.	1	In conformity with terms of advertisement.	\$ cbs. 120 00	Other arrangements made for the service.
Hammock Vale and Sussex Corner.	Service twice per week, to commence 1st October, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	1872. Sept. 11.	1872. Sept. 27.	Edward L. Price David J. Fowler J. H. Brown ... G. H. Cogle ... J. A. Humphrey R. Hayes W. McMonagle ..	Sussex Vale..... Hammock Vale. do do Sussex Vale..... Sussex Corner. Hammock Vale. Sussex Corner ..	1872. Sept. 25. do 25. do 17 do 17	1872. Sept. 27. do 27 do 27 do 27 do 27 do 27 do 27	1 2 2 3 4 5 6 7	do	148 90 169 00 173 00 175 00 196 00 200 00 270 00	No. 1 accepted.
Black River and Escuminac.	Service once per week to commence 1st November, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 24.	Sept. 30.	Wm. V. Ullock. J. McNaughton. I. G. McKay ... B. McNaughton J. Watling	Black River ... do do do Glencol	Sept. 14. do 14 do 11 do 10 do 27	Sept. 30. do 30 do 30 do 30 do 30	1 2 3 4 5	do	99 00 137 80 145 00 152 00 170 00	No. 1 accepted.
Edmundston and Grand Falls.	Service six times per week, to commence 1st November, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 26.	Sept. 30.	Levite Theriault	Saint Bazil.....	Sept. 10.	Sept. 30.	1	do	1899 00	Tender considered too high; former contract renewed

412

Location	Service Description	Start Date	Contractor	Location	Start Date	End Date	Amount	Notes
Saint George & Second Falls	Service twice per week, to commence 1st November, 1872. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	25 Oct.	Jas. C. Pratt, D. Campbell	Second Falls, Saint George	Oct. 14	21	80 00 199 00	No. 1 accepted.
Coles Island and Narrows	Service once per week, to commence 1st January, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	18 Dec.	Butler Thorne, N. A. Foster, J. R. Belyea, A. D. S. Worden, R. B. Akerley	Johnston	Nov. 18	21	100 00 114 00 110 00 120 00 200 00	No. 1 accepted.
Narrows and Springfield	Service once per week, to commence 1st January, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	18 Dec.	Patrick Rogers, Wm. Kellier, Jas. Huggard, Jas. Kellier, Jos. Gilles, E. L. Hughes	Springfield	Nov. 26	21	50 00 59 00 69 00 78 00 80 00 160 00	No. 1 accepted.
Narrows and Upper Gaspareaux	Service once per week, to commence 1st January, 1873. Mail to be conveyed in a suitable vehicle. Proposed term of contract as above.	18 Dec.	John W. Jurvis, Donald Mott, Isaac Jarvis, J. Seftener, T. R. Foster, A. Wilson, G. S. Black, A. D. McLean	Mill Cove, White's Cove, Mill Cove, White's Cove, Wickham, Cam bridge, do, do	Nov. 18	21	235 00 236 00 245 00 345 00 390 00 569 00 570 00 680 00	No. 2 accepted.
Gagetown and Oromocto	Service thrice per week, commencing 1st April, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873, Jan. 11	Sam. E. Nevers, Robt. Bryson, Wm. Knox, Amos P. True, Jas. Holden, John Knox, John Harris	Barton, Oromocto, do, Lincoln, Oromocto, do, Burton	1873, Feb. 18	24	495 00 525 00 529 00 584 00 648 00 660 00 750 00	Nos. 1 and 2 with- drawn. No. 3 accepted.
St. John, St. Martin's, and Salmon River	Service six times and once, to commence 1st April. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	11 Feb.	T. Hennesy, Pat. H. Nugent, Thos. Brown, Wm. Ingram, A. G. Fowncs, P. Connolly	Saint John, Saint Martin's, do, do, do, do, Saint John	Feb. 24	24	435 00 540 00 720 00 780 00 800 00 1000 00	No. 1 declines No. 2 accepted.

Mail Tender Register, New Brunswick.—Continued.

Service.	Conditions stipulated by Department in Advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tenders by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1873.	1873.				1873.			\$ cts.	
Kouchibouyg, Cascapouia and Point Leprieux.	Service once per week, to commence 15th April, 1873. Mails to be conveyed in as suitable vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	Feb. 21	Mar. 10	W. S. McKnight John Tweedie S. A. Donnell O. Sullivan Geo. Raymond Thos. Grogan	Carleton Kouchibouyg do do do do	Mar. 5 do 6 do 6 do 5 do 5 do 5 Feb. 28	Mar. 10 do 10 do 10 do 10 do 10 do 10 do 10	1 2 3 4 5 6	In conformity with terms of advertisement.	109 00 130 00 135 00 150 00 200 00 220 00	No. 1 accepted.
McLaughlin Road and St. Pauls.	Service once per week, to commence 1st May, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Feb. 25	Mar. 17	William Ross A. J. Hicks J. Bristol Jos. Arseneau Jos. Bernard	Dundas McLaughlin Road Saint Paul's do do	Mar. 10 do 10 do 12 do 10 do 10 do 10	Mar. 17 do 17 do 17 do 17 do 17 do 17	1 2 3 4 5	do	50 00 50 00 80 00 40 00 55 00	Lowest tender— No. 4 accepted. Start from Coat's Mills.
Colliet Corner and Elgin.	Service once per week, to commence 1st May, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Mar. 31	April 12	G. M. Killam Jos. Robinson D. M. Steeves P. Gildart G. A. Trites	Elgin do do do do	April 19 do 18 do 16 do 11 do 18	April 12 do 12 do 12 do 12 do 12	1 2 3 4 5	do	98 00 100 00 103 00 120 00 150 00	No. 1 accepted.
Blackville and Cain's River.	Service once per week, to commence 1st May, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Mar. 21	April 14	Martin Vickers Henry Hall	Blackville do	Mar. 31 do 31	April 14 do 14	1 2	do	75 00 200 00	No. 1 accepted.

Great Shemongre & Upper Sackville.	Service once per week, to commence 1st June, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	May 17	12 Charles Ward ... J. K. King ... Chas. Thompson ... B. Boyce ... J. Boyce ... R. Amos, jun. ... F. W. Bowes ...	Sackville ... do ... Upper Sackville ... Sackville ... Great Shemongre ... Upper Sackville ... Sackville ...	do	112 00 139 00 145 00 149 00 150 00 155 00 186 00	No. 1 accepted.
Aldonans and McLeod's Mills.	Service once per week, to commence 16th June, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	May 13	2 Demess Richard ... H. Landen ... J. J. Paigle ... B. Richard ...	Saint Louis ... do ... do ... do ...	do	38 00 40 00 45 00 55 00	No. 1 accepted.
Bay du Vin per Bay du Vin.	Service once per week, to commence 1st July, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract four years, with the usual reservation in favor of Postmaster General.	May 14	9 W. Dickens ...	Upper Bay du Vin ...	do	40 00	Accepted.
Campbellton & Dalhousie.	Service six times per week, to commence 15th July, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	June 2	30 A. K. Thomson. Simon McGregor ... Arch. McKenzie ... Thos. Malcolm ... Fidele Babin ...	Dalhousie ... do ... Campbellton ... do ... do ...	do	425 00 624 00 800 00 850 00 600 00	No. 1 withdrawn. No. 2 accepted. Received too late.
Both and Wicklow.	Service six times per week, to commence 1st August, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	July 14	14 T. H. Estey ...	Wicklow ...	do	80 00	This tender being considered too high. Arrangements were made with the former contractor to continue the service.

Mail Tender Register, New Brunswick.—Continued.

Service.	Conditions stipulated by Department in Advertising Service;— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Rusagornis & Waassis Ltd.	Service three times per week to commence 1st August, 1873. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	1873. June 17	1873. July 14	Amos Grass A. McFarlane... Abner Smith... Arch. Conley... W. Hayward... Samuel Jones... Geo. F. Grass... Laugh. McLean	Lincoln do Rusagornis... do Lincoln Rusagornis... Lincoln Oronocto.....	1873. July 10 do 5 do 7 do 7 do 5 do 11 do 10 do 12	1873. July 14 do 14 do 14 do 14 do 14 do 14 do 14 do 14	1 2 3 4 5 6 7 8	In conformity with terms of advertisement.	\$ cts. 75 00 79 00 80 00 84 00 88 00 100 00 100 00 148 00	tenders being considered too high. Arrangements for the service were made with Mr. J. Phillips at the rate of \$50 per annum.

A. CAMPBELL,
Postmaster-General.

JOHN McMILLAN,
Post Office Inspector

REPORT No. 15.

STATEMENT of Dead Letters received at the Dead Letter Office, Canada, during the year ended 30th June, 1873, and of their contents, valuable or otherwise.

TABLE 1.—Shewing the Numbers of Letters of all kinds received, and the disposition made of them.

Whence Received.	No. of Letters.	How disposed of.	No. of Letters.
From England (originating in Canada)	5,682	Returned to England	15,880
do United States do	66,562	do United States.....	38,096
do Bermuda do	.....	do Bermuda.....	76
do Newfoundland do	98	do Newfoundland	281
do Australia and New Zealand (originating in Canada).....	21	do Australia and New Zealand	62
do Prince Edward Island (originating in Canada)	515	do Prince Edward Island ...	406
do West Indies (originating in Canada)	269	do West Indies.....	134
do Post Offices in Canada (originating either in Canada or other Countries).....	*353,739	Disposed of in Dead Letter Office, Canada	371,861
Total number of Dead Letters received at Dead Letter Office, Canada.....	† ‡ 426,886	Total	426,886

* Of this number were Paid Letters..... 243,780
do Unpaid Letters

Total

do sent to Dead Letter Office for a Post Office address..... 9,492

† Of this number were Registered Letters

‡ Of this number special record has been kept in the Books of the Dead Letter Office, they being either Registered Letters or containing Enclosures of Value

REPORT No. 15.—Continued.

TABLE 2.

SHewing the Number of Letters received containing Money, or other Enclosures of Value, the amount and nature of their contents; the number of such Letters delivered during the year; and the number remaining undelivered.

No. of Letters undelivered on 30th of June, 1872, they being either in hands of Post-masters waiting delivery or lying unclaimed in D. L. O.	No. of foregoing Letters delivered during year ended 30th June, 1873.	No. of foregoing Letters undelivered on 30th June, 1873, and now in D. L. O.	No. of Letters received during year ended 30th June, 1873.	Total.	NATURE OF CONTENTS.	Value of contents of Letters received during year ended 30th June, 1873.	No. of Letters delivered of those received during year ended 30th June, 1873.	No. of Letters undelivered on 30th June, 1873, they being either in hands of Post-masters waiting delivery or lying unclaimed in D. L. O.
372	6	366	1,212	1,578	Money	10,107 40	1,089	479
10	..	10	109	119	Bills of Exchange	53,602 60	107	12
11	..	11	176	187	Cheques	29,619 42	170	17
9	..	9	117	126	Drafts	42,086 41	114	12
..	4	Letters of Credit	231,833 36	4	..
28	2	26	240	266	Money Orders (Post Office)	6,208 90	224	42
10	..	10	11	21	Orders	892 59	8	13
..	15	15	Passage Certificates	623 76	15	..
25	4	21	329	350	Promissory Notes	85,477 50	317	33
42	1	41	124	165	Receipts	16,859 97	121	44
..	127	127	Registered Letters sent to Dead Letter Office, London, England	..	127	..
..	97	97	do do do Washington, U.S.	..	97	..
..	1	1	do do do Bermuda.	..	1	..
..	3	3	do do do Charlottetown, P. E. I.	..	3	..
31	..	34	154	188	Deeds	..	132	56
2	..	2	4	4	Soldiers' Discharge	..	1	3
1	..	1	2	3	Gold Brooches	..	1	2
1	..	1	3	4	do Ear-rings	..	2	2
1	..	1	4	24	do Finger-rings	..	15	9
1	..	1	20	1	do Lockets	..	..	1
1	..	1	..	1	do Pens	..	..	1
1	..	1	..	1	do Pins	..	..	1
2	..	2	..	2	do Pins	..	..	2

1	1	2	do Watches	2	1	2	1
2	1	1	do Bracelet and Silver Watch	3	3	3	2
1	2	2	Silver Finger Ring	1	1	1	1
1	1	1	do Spoons	1	1	1	2
1	1	1	do Watches	3	3	3	2
4	4	18	Certificates—Baptism	14	14	14	10
1	1	1	do Character	1	1	1	1
1	1	1	do Clearance	1	1	1	1
1	1	1	do Death	1	1	1	1
3	8	6	do Marriage	3	3	3	1
1	1	4	do Masonic	4	4	4	1
1	1	1	do Medical	1	1	1	1
1	1	3	do Odd Fellows	3	3	3	3
1	1	4	do Orange Lodge	3	3	3	3
6	6	24	do School Teachers	18	18	18	11
1	1	3	do Stock	3	3	3	3
572	13	559	Total	2,805	477,411 91	2,603	*761
			*In hands of Postmasters, waiting delivery			72	Contents.
			Lying unclaimed in D. L. O.			689	\$278 87.
						3,364	

423 Number and contents of unclaimed returned Letters, containing money, lying in D. L. O., for the year ended 30th June, 1873. No. 74.

W. H. GRIFFIN
D.puty Postmaster General.

A. CAMPBELL,
Postmaster General.

REPORT No. 16.

POST OFFICE SAVINGS BANKS, CANADA.

ACCOUNT of all Deposits received and paid under the authority of the Act 31st Vic., cap. 10, from 1st July, 1872, to 30th June, 1873, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.
1. Balance due Depositors on 30th June, 1872, as already reported	3,086,500	01
2. Deposits in Post Office Savings Banks during year	2,306,918	00
3. Interest allowed to Depositors during the year, computed according to the Post Office Act, 1867, Sections 68, 69 and 70.	126,932	88
	5,530,350	89
4. Repayments (cash paid) during year		1,925,989
5. Amount written off Depositors' Accounts in Post Office Savings Bank, not paid them in cash, but inscribed on their behalf in 5 per cent. Dominion Stock, during year		397,300
Balance due to Depositors on 30th June, 1873:—		3,207,051
Bearing interest at 4 per cent	\$2,473,652	07
Bearing interest at 5 per cent	702,400	00
Outstanding Cheques held by Depositors, and not presented for payment	30,999	50
	5,530,350	89
DISPOSAL OF BALANCE.		
In hands of Receiver General on 30th June, 1872		\$3,096,500
Add—Amount of cash transferred to Receiver General on account of business transacted during the year, being the difference between items 2 and 4 in the above account		*380,918
Add—Interest allowed, as above		126,932
		\$3,604,351
Deduct—Amount which the Receiver General was requested to write off Post Office Savings Bank Account during the year, and to inscribe on behalf of certain Depositors, in 5 per cent. Dominion Stock		397,300
Balance in hands of Recr. Genl. on 30th June, 1873, as above		*\$3,207,051

*NOTE.—Of this amount, the sum of \$45,531.31, being the net deposits of June, 1873, the last month of the fiscal year, was actually paid over to the Receiver General only on the 15th July, 1873.

STATEMENT of Expenses incurred from 1st July, 1872, to 30th June, 1873.

Salaries at Central Office	\$	cts.
Payment for extra labor involved in computing Interest and Balancing Depositor's Ledgers at Central Office, on 30th June, 1873	8,745	51
Compensation to Postmasters (exclusive of City Offices)	448	00
Printing and Binding	3,797	52
Stationery	2,547	47
Advertising	1,323	78
Miscellaneous]	183	00
	35	00
	\$17,080	28
<i>Less</i> , Estimated cost (including commissions actually paid to Postmasters) of receiving from Depositors, and paying over to the Receiver General for inscription on their behalf, in 5% Dominion Stock, the sum of \$397,300.00	1,986	50
Leaving as cost of maintaining the Post Office Savings Banks during the year, the sum of	\$15,093	78

J. C. STEWART,
Superintendent, Savings Bank Branch.

A. CAMPBELL,
Postmaster General.