

SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES,

BEING FOR THE •

FISCAL YEAR ENDED 30TH JUNE, 1874.

Printed by Order of Parliament.



OTTAWA :

• PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1875.

CONTENTS.

	Page
REPORT BY THE DEPUTY MINISTER.....	v
REPORT BY THE COMMISSIONER OF FISHERIES.....	lvii
App. No.	
1. STATEMENT OF EXPENDITURE ON ACCOUNT OF CONSTRUCTION OF LIGHTS ABOVE MONTREAL.....	3
Statement of Expenditure on account of Maintenance of Lights above Montreal.....	5
2. REPORT OF AGENT AT QUEBEC.....	10
Statement of Expenditure on account of Construction between Montreal and Quebec....	44
Statement of Expenditure on account of Maintenance between Montreal and Quebec....	45
Statement of Expenditure on account of Construction below Quebec.....	43
Statement of Expenditure on account of Maintenance below Quebec.....	52
3. REPORT OF AGENT FOR NEW BRUNSWICK.....	60
Report of Inspector of Lights.....	73
Statement of Expenditure on account of Construction.....	80
Statement of Expenditure on account of Maintenance.....	82
4. REPORT OF AGENT FOR NOVA SCOTIA.....	92
Statement of Expenditure on account of Construction.....	137
Statement of Expenditure on account of Maintenance.....	141
Statement of Receipts on account of casual Revenue.....	160
5. STATEMENT OF EXPENDITURE ON ACCOUNT OF MAINTENANCE OF LIGHTS IN PRINCE EDWARD ISLAND.....	161
6. REPORT OF AGENT FOR BRITISH COLUMBIA.....	162
Statement of Expenditure on account of Construction.....	167
Statement of Expenditure on account of Maintenance.....	168
7. STATEMENT OF EXPENDITURE ON ACCOUNT OF DOMINION STEAMERS.....	171
8. STATEMENT OF EXPENDITURE ON ACCOUNT OF MARINE POLICE.....	179
STATEMENT OF EXPENDITURE ON ACCOUNT OF GUNBOAT <i>Prince Alfred</i>	182
10. STATEMENT OF EXPENDITURE ON ACCOUNT OF STEAMBOAT INSPECTION.....	183
11. STATEMENT OF EXPENDITURE ON ACCOUNT OF INSPECTION AND CLASSIFICATION OF VESSELS.....	184
12. STATEMENT OF EXPENDITURE ON ACCOUNT OF EXAMINATION OF MASTERS AND MATES.....	185
STATEMENT OF EXPENDITURE ON ACCOUNT OF TRINITY HOUSE, MONTREAL.....	186
14. STATEMENT OF EXPENDITURE ON ACCOUNT OF TRINITY HOUSE, QUEBEC.....	187
15. STATEMENT OF EXPENDITURE ON ACCOUNT OF HARBOUR POLICE, MONTREAL AND QUEBEC.....	188
Statement of Receipts of Harbour Police Dues collected at Montreal and Quebec.....	191
16. STATEMENT OF EXPENDITURE ON ACCOUNT OF METEOROLOGICAL OFFICE.....	192
17. STATEMENT OF EXPENDITURE ON ACCOUNT OF WEATHER SIGNALS.....	197
18. STATEMENT OF EXPENDITURE ON ACCOUNT OF QUEBEC OBSERVATORY.....	198
19. STATEMENT OF EXPENDITURE ON ACCOUNT OF ST. JOHN OBSERVATORY.....	199
20. STATEMENT OF EXPENDITURE ON ACCOUNT OF INVESTIGATIONS INTO WRECKS AND CASUALTIES...	200
21. STATEMENT OF EXPENDITURE ON ACCOUNT OF REWARDS FOR SAVING LIFE.....	201
STATEMENT OF EXPENDITURE OF MARINE AND IMMIGRANT HOSPITAL, QUEBEC.....	202
23. REPORT OF THE MARINE HOSPITAL, ST. JOHN, N. B.....	206
OF THE MARINE HOSPITAL, ST. ANDREWS, N. B.....	207

SH
223
All
187A
5551

App. No.	Page
25. REPORT OF THE MARINE HOSPITAL, MIRAMICHI, N.B.....	208
26. STATEMENT OF EXPENDITURE ON ACCOUNT OF MARINE HOSPITALS, SICK AND DISABLED SEAMEN, AND SHIPWRECKED AND DISTRESSED SEAMEN	209
Statement of Receipts on Account of "Sick Mariners" Fund.....	219
27. STATEMENT OF TRIPS BY THE STEAMSHIPS OF THE QUEBEC AND GULF PORTS STEAMSHIP COM- PANY, MADE UNDER AGREEMENT WITH THE GOVERNMENT	221
28. MISCELLANEOUS PAYMENTS	223
29. SCHEDULE OF FISHERY OFFICERS IN THE DOMINION	224
30. STATEMENT OF EXPENDITURE ON ACCOUNT OF FISHERIES	237
31. STATEMENT SHEWING NAMES OF MEMBERS OF STAFF, ETC	251
32. SUMMARY OF EXPENDITURE THROUGHOUT THE DOMINION ON THE VARIOUS SERVICES UNDER THE CHARGE OF THE DEPARTMENT.....	256

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CONTENTS.

	Page
REPORT BY THE DEPUTY MINISTER.....	v
REPORT BY THE COMMISSIONER OF FISHERIES.....	lvii
App. No.	
1. STATEMENT OF EXPENDITURE ON ACCOUNT OF CONSTRUCTION OF LIGHTS ABOVE MONTREAL.....	3
Statement of Expenditure on account of Maintenance of Lights above Montreal.....	5
2. REPORT OF AGENT AT QUEBEC.....	10
Statement of Expenditure on account of Construction between Montreal and Quebec.....	44
Statement of Expenditure on account of Maintenance between Montreal and Quebec.....	45
Statement of Expenditure on account of Construction below Quebec.....	43
Statement of Expenditure on account of Maintenance below Quebec.....	52
3. REPORT OF AGENT FOR NEW BRUNSWICK.....	60
Report of Inspector of Lights.....	73
Statement of Expenditure on account of Construction.....	80
Statement of Expenditure on account of Maintenance.....	82
4. REPORT OF AGENT FOR NOVA SCOTIA.....	92
Statement of Expenditure on account of Construction.....	137
Statement of Expenditure on account of Maintenance.....	141
Statement of Receipts on account of casual Revenue.....	160
5. STATEMENT OF EXPENDITURE ON ACCOUNT OF MAINTENANCE OF LIGHTS IN PRINCE EDWARD ISLAND.....	161
6. REPORT OF AGENT FOR BRITISH COLUMBIA.....	162
Statement of Expenditure on account of Construction.....	167
Statement of Expenditure on account of Maintenance.....	168
7. STATEMENT OF EXPENDITURE ON ACCOUNT OF DOMINION STEAMERS.....	171
8. STATEMENT OF EXPENDITURE ON ACCOUNT OF MARINE POLICE.....	179
STATEMENT OF EXPENDITURE ON ACCOUNT OF GUNBOAT <i>Prince Alfred</i>	182
10. STATEMENT OF EXPENDITURE ON ACCOUNT OF STEAMBOAT INSPECTION.....	183
11. STATEMENT OF EXPENDITURE ON ACCOUNT OF INSPECTION AND CLASSIFICATION OF VESSELS.....	184
12. STATEMENT OF EXPENDITURE ON ACCOUNT OF EXAMINATION OF MASTERS AND MATES.....	185
STATEMENT OF EXPENDITURE ON ACCOUNT OF TRINITY HOUSE, MONTREAL.....	186
14. STATEMENT OF EXPENDITURE ON ACCOUNT OF TRINITY HOUSE, QUEBEC.....	187
15. STATEMENT OF EXPENDITURE ON ACCOUNT OF HARBOUR POLICE, MONTREAL AND QUEBEC.....	188
Statement of Receipts of Harbour Police Dues collected at Montreal and Quebec.....	191
16. STATEMENT OF EXPENDITURE ON ACCOUNT OF METEOROLOGICAL OFFICE.....	192
17. STATEMENT OF EXPENDITURE ON ACCOUNT OF WEATHER SIGNALS.....	197
18. STATEMENT OF EXPENDITURE ON ACCOUNT OF QUEBEC OBSERVATORY.....	198
19. STATEMENT OF EXPENDITURE ON ACCOUNT OF ST. JOHN OBSERVATORY.....	199
20. STATEMENT OF EXPENDITURE ON ACCOUNT OF INVESTIGATIONS INTO WRECKS AND CASUALTIES.....	200
21. STATEMENT OF EXPENDITURE ON ACCOUNT OF REWARDS FOR SAVING LIFE.....	201
STATEMENT OF EXPENDITURE OF MARINE AND IMMIGRANT HOSPITAL, QUEBEC.....	202
23. REPORT OF THE MARINE HOSPITAL, ST. JOHN, N. B.....	206
OF THE MARINE HOSPITAL, ST. ANDREWS, N. B.....	207

App. No.	Page
25. REPORT OF THE MARINE HOSPITAL, MIRAMICHI, N.B.....	208
26. STATEMENT OF EXPENDITURE ON ACCOUNT OF MARINE HOSPITALS, SICK AND DISABLED SEAMEN, AND SHIPWRECKED AND DISTRESSED SEAMEN	209
Statement of Receipts on Account of "Sick Mariners" Fund.....	219
27. STATEMENT OF TRIPS BY THE STEAMSHIPS OF THE QUEBEC AND GULF PORTS STEAMSHIP COM- PANY, MADE UNDER AGREEMENT WITH THE GOVERNMENT	221
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To His Excellency the Right Honourable Sir Frederic Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, one of Her Majesty's Most Honourable Privy Council. Knight of the Most Illustrious Order of St. Patrick, and Knight Commander of the Most Honourable Order of the Bath, Governor General of Canada, and Vice Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit herewith for the information of Your Excellency and the Legislature of Canada, the Seventh Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1874.

I have the honour to be,

Your Excellency's most obedient servant,

A. J. SMITH,

Minister of Marine and Fisheries

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1875.

SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1874.

REPORT

BY THE

DEPUTY MINISTER OF MARINE AND FISHERIES.

To the Honourable ALBERT JAMES SMITH,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith a report of the transactions of this Department for the fiscal year ended 30th June last, as well as an account of much of the business up to the end of the calendar year.

Although the financial statements of the Department in the Appendices to this Report are made up, as required by law, to the 30th of June last, the report contains an account of many of the operations of the Department up to the close of the calendar year, which ended yesterday. Five supplements will be issued with this Report: the first being a list of lights in the Dominion on the 31st December, 1874: the second embracing a list of the vessels remaining at same date on the registry books at the various ports in the Dominion; a report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year, with a list of all Masters and Mates who have received certificates of competency or service in the Dominion up to 31st December, 1874; a report of the Chairman of the Board of Steamboat Inspection for the calendar year, with a list of steamers which have been inspected in 1874, and a list of engineers who have received certificates; statements of the wrecks and casualties both to sea-going and inland vessels during the calendar year; reports of investigations into cause of wrecks of certain vessels; a list of persons, subjects of the Dominion of Canada, to whom rewards have been granted by the British and Foreign Governments during the calendar year, for gallant and humane services rendered in saving life from shipwrecked British and Foreign vessels; and a list of persons to whom rewards have been granted by the Government of the Dominion of Canada during the calendar year for gallant services rendered in saving life from shipwrecked Canadian vessels: the third supplement containing the reports of the Quebec Trinity House, the Pilot Commissioners' Reports, the Shipping Masters' Reports, the Harbour Masters' Reports, and the Reports of the Water and River Police of Montreal and Quebec: the fourth containing the Reports of the Meteorological Office, the Magnetic Observatory and the other Observatories of the Dominion: and the fifth supplement embracing the Fisheries Reports.

The total amount expended on the various branches of the public service administered by this Department, including Departmental salaries and contingencies, during the fiscal year ended 30th June last, was \$912,371.03, while the total amount voted was \$1,061,348.67.

The total number of persons engaged in the outside service of this Department at the end of last calendar year was 1,371.

ONTARIO DIVISION.

This Division includes the lights and lightships of that part of the Province of Quebec extending between Montreal and the boundary line between the Provinces of Quebec and Ontario, as also those on the Upper Lakes, embracing the lights on Ottawa River, the St. Lawrence River above Montreal, Lakes Ontario, Simcoe, Erie, Huron, Superior and Georgian Bay. In this Division there were 102 light-houses and light beacons in operation at the close of navigation, three light-vessels maintained wholly by the Government, and one light-vessel partly maintained by the Government.

The number of keepers paid directly by the Government for maintaining these lights was 88, although in some cases the keepers employed assistants at their own expense.

Reference was made in the report of last year to the new light-house put in operation at Corbay Point, Batchewana Bay. The expenditure on account of it to the 30th June, 1873, was given as \$2,030, and there has been expended during the past fiscal year the sum of \$5,330.34 on account of contract and extras, making the cost of construction, including lighting apparatus, to amount to \$7,360.34.

A very superior light-house has been erected during the past year at Thunder Cape, Lake Superior, which will prove of much service to the steamboat trade on the Lakes. The light exhibited is revolving white, on the catoptric principle, showing a flash every minute, is visible from all points of approach, and in clear weather will probably be seen at a distance of from 12 to 18 miles. It was first put in operation on the 8th October last. The tower is a square wooden building, with dwelling attached, and is painted white. The cost of construction of this light will appear in the accounts of the current fiscal year. Mr. D. McEachen was appointed keeper of this light on the 8th August last, at a salary of \$500 per annum.

A light-house has also been erected on the North Pier at the entrance of Kincardine Harbour, Lake Huron, and a light shown for the first time on the 2nd May last. This light is red, and on the catoptric principle, and shows to all points of approach from the lake, and will be seen probably at a distance of 10 miles. The tower is a square wooden building painted white, standing on an open-framed base seven feet high. The cost of its construction, including lighting apparatus up to the 30th June last, was \$1,370.54. Mr. Ross Robertson was appointed keeper on the 30th April last, at a salary of \$120 per annum.

Two range lights having been established by the Government of Ontario, at the entrance to the Kaministiquia River, near Fort William, Lake Superior, for the purpose of guiding vessels through the channel at the entrance of that river, it was considered advisable to assume the charge and defray the expenses incurred in connection with their erection and maintenance, and arrangements were accordingly made during the past season to assume the charge. No formal appointment of keeper of these lights has yet been made, but they are attended to, under the direction of Mr. McIntyre, the Hudson Bay factor at Fort William.

Another light-house was erected during last season on Brown's or Knapp's Point, Wolfe Island, in the interests of the navigation of the St. Lawrence, and a fixed white light, visible at a distance of 10 miles, was shown on the 15th July last. This light is also on the catoptric principle. The tower is a square wooden building, 20 feet high, and painted white. The cost of construction, including lighting apparatus, up to the 30th June last, was \$1,261.20. Mr. John Boyd, who lives in the vicinity of the light-house, has been placed in temporary charge, until a permanent keeper is appointed.

A new light-house has also been in course of construction at Port Lewis, Huntingdon County, but owing to the failure of the contractor to fulfil his engagement the Department has been obliged to take the work from him and complete the light-house. It is not quite finished, but the light will be shown on the opening of navigation. Mr. Donald McKillop was appointed keeper of this light on the 7th September last, at a salary of \$100 per annum; his appointment to take effect from the date on which the light is put in operation. The amount expended on this light-house will appear in the accounts of the current fiscal year.

Six beacon light-houses of an inexpensive description were erected in the interests of the steamboat navigation of the Lower Ottawa, at the following points of that river, viz: Two at Caron's Point, two miles below St. Anne's, two beacons at St. Anne's, and two at St. Placide, about 17 miles further up the river. The beacons are square wooden buildings, and are lighted with lamps and reflectors on the catoptric principle. They were first put in operation on the 27th June last. Mr. Charles Gauthier, on the 1st May last, was placed in charge of the beacons of St. Placide at a yearly salary of \$100, but no appointments have been made as yet to the charge of the others; they have been attended to by persons living in the vicinity. The cost of the construction of these beacons, including lighting apparatus, up to 30th June last, amounted to \$1,618.20.

In the Report of last year, reference was made to the pier and light-house erected at Point aux Anglais on the Ottawa River, the expenditure on account of which to 30th June, 1872, amounted to \$1,396.55. There has been an additional amount paid during the past year on account of construction and lamps, &c., amounting to the sum of \$1,507.25, making the total cost to 30th June last amount to \$2,903.80.

The lightship situated near Point Claire, Lake St. Louis, being deemed unfit for service, it was considered advisable to construct a pier on a shoal near the station of the lightship, and erect a light-house thereon. This work has been completed during the past season, and the lightship was withdrawn and the light on the pier put into operation on the 10th November last. This light is on the catoptric principle, and will probably be seen at a distance of nine miles. The cost of construction of pier and light-house up to the 30th of June last, was \$1,492.50.

The light-house situated on Gull Island, near Port Hope, Lake Ontario, was partially destroyed by fire on the morning of the 30th May last. The accident was thought to be occasioned by the bursting of a lamp. The keeper, after strenuous exertions, succeeded in putting out the fire before it extended to the pier on which the light-house was built. Arrangements were made immediately to show a temporary light and to repair the light-house, and the cost of the repairs will appear in the accounts of the year ending 30th June next.

It was deemed advisable in the interests of navigation to change the character of the light at Long Point, or North Foreland, Lake Erie, and arrangements were made to change the light from a fixed white to a revolving white light on the catoptric principle, and the change was carried into effect on the 5th November last. The cost of supplying the necessary machinery, lamps and reflectors amounted to \$1,241.65.

Reference was made in last year's report to the injury caused by the ice to the ice-breaker in front of the pier and light-house at Point Claire. The portion carried away has been brought back and replaced, but the repairs to this work have not been fully completed.

A lightship is maintained at Colchester Reef, Lake Erie, at a short distance from the Canadian shore, by Messrs. A. & H. Hackett, of Colchester, to whom a subsidy has been granted by the Government for some years past. The amount of subsidy allowed for the past season was \$700, and this amount has been supplemented by private subscription from steamboat owners and others who are benefited by the establishment of the lightship.

A lightship has also been established by private enterprise during the past season at Bar Point, Lake Erie, in Canadian waters, and an application has recently been made to the department for Government assistance towards the cost of maintenance, and as the vessel has proved of great service to steamers and other vessels navigating Detroit River, it might be considered advisable by the Government to contribute towards its maintenance.

The oil and other supplies for the lights in this division, excepting those on the Upper and Lower Ottawa, were delivered during the months of July and August last by the propeller "Bruno," for the sum of \$2,750, a considerable increase on the amount paid the previous season, owing to the increase in the number of light-houses, and the contract requiring that the supplies should be delivered to the lights in Lake Superior, which lights had formerly been supplied by passenger steamers.

The following changes have occurred during the past year in the list of keepers of lights in this division :—

Mr. Edwin Shibley, who was appointed Superintendent of Lights on the 18th of October, 1873, at a salary of \$1,200 per annum, in the room of Mr. Isaac Hope, died after a short illness on the 5th December last.

Mr. E. Charlebois was appointed keeper of the light-house at Point aux Anglais on the 1st May last, at a salary of \$200 per annum, in place of Mr. Arsene Labrosse, whose services were dispensed with.

Mr. Alex. Sutherland was appointed keeper of the light-house at Port Burwell on the 7th May last, at a salary of \$200, in the room of his father who died on the 4th April last.

Mr. W. H. Sherwood was appointed on the 29th April last keeper of the main light at Presqu'Isle, at a salary of \$325, in place of Mr. G. B. Simpson, who was appointed keeper of the range lights and the buoys in Presqu'Isle Harbour, and also guardian of the Peninsula, at a salary of \$375.

Mr. Wilson Bentley, keeper of the light at Scotch Bonnet, in the River St. Lawrence, died in September last, and the light since his decease has been temporarily in charge of his son Lafayette Bentley.

The total cost of maintaining the lights, light vessels, fogbells and buoys and beacons in this division for the last fiscal year, was \$56,242.65. The expenditure during the same period from the general appropriation for construction of new light-houses, light-bacons and fogbells, was \$24,461.86.

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

This division comprises the light-houses and lightships below Montreal and in the Richelieu River, formerly under the charge of the Trinity House, Montreal, besides all the lights, lightships, steam fog-whistles and buoys in the river and gulf of St. Lawrence, Straits of Belleisle, Coast of Labrador and Northwest Coast of Newfoundland. It is the largest and most important division in the Dominion, and is managed by Mr. Gregory, the Agent of the Department at Quebec, who receives a salary of \$1,800 per annum, and who attends also to the business of the Dominion Steamers and Marine and River Police.

In this division there were at the close of navigation 113 lights, 8 lightships, 7 steam fog-whistles (three of these on lightships), 8 fog cannon, 67 buoys, 55 beacons, and 8 provision depots, and the number of light keepers, engineers of fog-whistles and captains and crews of lightships, was 143.

Owing to the disaster occasioned at the opening of navigation by the ice-shove in the harbour of Quebec the steamship "Napoleon III," was so seriously injured as to be rendered quite unserviceable, and it was found necessary to employ the Government schooners "Dunscomb" and "Nickerson," and also the steamer "Lady Head" to

assist the steamer "Druid" in the delivery of supplies to the various lighthouses. The Agent in his report (Appendix No. 2) states that this service, although attended with anxiety and risk, was successfully accomplished, but that a suitable steam vessel, with large carrying capacity, has become a necessity, owing to the large number of lights, steam fog-whistles, &c., requiring to be supplied every season. It is in contemplation by the Department to make such improvements and alterations in the steamship "Napoleon" as will render her suitable for this service.

Reference was made in last year's report to the serious accident which resulted in the wreck of the Red Island lightship, at White Island Reef, while on her way from her station at the close of navigation in 1873. Efforts were made during the last season to recover this vessel, and a competent person employed to endeavor to raise her, and it is gratifying to state that the exertions made were successful, and the vessel raised and towed bottom up to Rivière du Loup, where she was righted and brought to Quebec. It was found on examination that this vessel was in much better condition than was expected, that her frame had sustained very little injury, and that she might be again fitted up at comparatively moderate expense to resume her old station on Red Island Reef. Instructions have been given to have these repairs effected, and the cost will appear in the expenditure of the current fiscal year.

A considerable portion of her rigging and outfit was saved at the time of her wreck, but when the ice turned her bottom up, her masts broke off and destroyed all her bulwarks and fittings on deck. The engine and boilers were not so much damaged as was expected.

It was deemed advisable to replace the lightship at Red Island Reef with the iron lightship "Halifax," which had been placed for service at the entrance to Halifax Harbour, but found unsuitable for so exposed a station, and this vessel was accordingly brought from Halifax and placed at Red Island early in the season. It has been found, however, that the "Halifax" from her size is not so well fitted for Red Island Station as the old vessel, and it will consequently be advisable to employ her at the Lower Traverse.

The lower Traverse lightship, as stated in the report of last year, having been found unfit owing to her age for further service, was brought to Quebec, and after being examined and found to be rotten and not worth repairing, was offered for sale at public auction, and sold for the sum of \$500. The lightship with steam fog-whistle, usually placed at the Manicouagan Shoals, was removed from her station and placed in the Lower Traverse on the 28th May last, till other arrangements could be made to supply the place of the old lightship. As a necessary consequence there has been no lightship at the Manicouagan Shoals during the past season, as there was no spare one in reserve; but arrangements will be made at the opening of navigation next season to place the Manicouagan lightship back again at her old station. She is still under the charge of Captain Connell, one of the most experienced pilots of the Lower St. Lawrence, and it is very important that

the light vessel stationed at that dangerous place should be under the charge of an able and reliable seaman and good pilot.

NEW LIGHT-HOUSES.

During the past fiscal year a new light-house has been erected at St. John, Island of Orleans, in the River St. Lawrence, and the light put in operation on the 1st May last. The light is white revolving, on the catoptric principle, showing a flash every thirty seconds, and will probably be seen at a distance of fifteen miles. The tower is a square wooden building 23 feet high, painted white, and stands on a wharf. The cost of construction of this light up to 30th June last, was \$3,112.46.

The new lighthouse at Entry Island, one of the Magdalen Islands, to which reference was made in the report of last year, was put in operation on the 20th April last. The light is a fixed red one, on the catoptric principle, elevated 90 feet above high water, and has been easily seen at a distance of twelve miles. The tower is a square wooden building, with dwelling for keeper attached, and painted white. The cost of construction, up to 31st December last, was \$5,818.01.

A powerful steam fog-whistle was also put in operation on the 22nd May last in the vicinity of the new light-house at Gaspé Cape. It is sounded in fogs, &c., for ten seconds in each minute, leaving an interval of fifty seconds between each blast. The cost of construction up to 30th June last was \$4,149.42.

A new lighthouse was erected during the past season at Point Maquereau, on the dividing line between the Counties of Bonaventure and Gaspé, near the entrance to the Bay of Chaleurs, and the light put in operation on the 15th August last. The light is a red and white revolving one, on the catoptric principle, making a complete revolution in two minutes, and will probably be seen at a distance of from twelve to eighteen miles. The tower is a square wooden building, 27 feet high, painted white. The cost of construction up to the 30th June last was \$4,480.36. Mr. Alexander Brotherton was appointed keeper of this light on the 18th October, 1873, at a salary of \$300 per annum.

A new light-house has also been erected at Cape Despair, Bay of Chaleurs, in the County of Gaspé, and the light shown for the first time on the 1st September last. The light is white revolving, showing a flash at intervals of half a minute, and will probably be seen at a distance of from fifteen to twenty miles. The tower is a square wooden building, 18 feet high, painted white, with red roof. Mr. John Beck was appointed keeper of this light on the 10th August, 1874, at a salary of \$400, such appointment to take effect on the day on which the light was put in operation. The cost of construction up to the 30th June was \$4,912.64.

A new light-house was also erected at Little Metis Point, in the County of Rimouski, on the River St. Lawrence, and a light shown for the first time on the 20th October last. This light is a white revolving one, showing a flash every minute and making a complete revolution in two minutes, and will probably be seen at a

distance of about fifteen miles. The tower is a square wooden building 40 feet high, painted white, with red roof, and has a dwelling for the keeper attached. Mr. Jules Martin was appointed keeper of this light on the 23rd July last at a salary of \$300 per annum. The cost of construction of this light-house, up to 30th June last, was \$1,983.84.

The new light-house on Whitehead Cape, Perce Roadstead, to which reference was made in the report of last year, was completed during the past season, and the light put in operation on the 6th November last.

The light is a fixed white light, on the catoptric principle, elevated 138 feet above high water, and will probably be seen at a distance of upwards of thirteen miles. The tower is a square wooden building 20 feet high, and painted white. Mr. Charles Bourget was appointed keeper of this light on the 18th October, 1873, at a salary of \$100 per annum.

The cost of construction of this light-house up to 30th June last was \$310.42.

Reference was made in the report of last year to a new steam fog-whistle to be erected at Etang du Nord, on the west side of Grindstone Island, Magdalen Islands. This fog-whistle was put in operation on the 10th November last, and will be sounded in fogs, &c., with two blasts of eight seconds duration in each minute, leaving an interval of 22 seconds between each blast. A qualified engineer has been placed in charge of this fog-whistle and the light-house in its vicinity, but no permanent appointment has as yet been made. The cost of this fog-whistle, engine-house, &c., up to the 30th June last, was \$4,943.80.

A change occurred in the keepership of the Lightship No. 3, Lake St. Peter, owing to the resignation of Mr. Dussereau, the keeper, and Mr. Amadée Magnon, was appointed keeper on the 26th March last, at a salary of \$52 per month, during the season of navigation, being the same as allowed his predecessor; out of this amount he has to pay his assistant, and to furnish board for himself and assistant.

Mr. Damase Babin, jun., was appointed keeper on the 23rd February last, of the Pillars Light-house, in the room of Mr. Damase Babin, resigned, at a salary of \$450 per annum.

Mr. Louis Treflé Coté was appointed, on 10th September last, keeper of the light-house on Cape Chatte, at a salary of \$300 per annum, in place of Mr. Joseph Roy, deceased,

Mr. Peter Whalen was appointed keeper of the light-house on Bird Rocks, Magdalen Islands, on the 2nd December last, at a salary of \$1,500 (he being required from this sum to provide fuel and assistants, as well as their board) in place of Mr. Geo. Preston, who was obliged by reason of mental infirmity to relinquish the situation.

This station, which is only a rock standing high out of the water, with a very small surface, is probably the most desolate and lonely light-house station in the Dominion, as it is very difficult and dangerous to effect a landing on it; and the

keepers have to live there during the whole winter, the ice on the surface of the rock being so slippery in the winter that they have to move about on their hands and knees for fear of being blown off.

For further particulars as to the light-houses, light-ships, fog-whistles, buoys, and beacons in this division, reference may be had to the report of the Agent at Quebec, (Appendix No. 2,) and to the list of lights published as a supplement to this report.

Appropriations were made by Parliament at its last Session for the erection of light-houses or beacons at the following places in this Division, viz: Algernon Rock, near Pillars light, between Cape Chatte and Magdalen River; Point Origneau wharf, River Ouelle, and at Seven Islands, to replace the light-house burned down in 1872; Tadousac and Point Rouge, near the River Saguenay; Ash Island and Bloody Island, River Richelieu; and for a fog-whistle at Belle Isle. Contracts have been let for the erection of some of these light-houses, and it is probable that, in the course of the coming season, they will all be well advanced towards completion.

The total amount expended from the general appropriation made during the year ended 30th June, 1874, for the maintenance of lights, light-ships, buoys and beacons in this District, was \$113,439.13.

The sum of \$41,950.32 was also expended during the period referred to, in the construction of new light-houses, steam fog-whistles, &c., out of the general appropriation made by Parliament for this purpose.

NEW BRUNSWICK DIVISION.

In this Division there are fifty-five lights, requiring the supervision and attendance of forty-seven light-keepers, and in addition to these; there were in operation on the 31st December last, six steam fog-whistles and one in course of construction.

In the report of the Agent of this Department (Appendix No. 3), and in the list of lights published as a supplement to this Report, full particulars are given respecting the light-houses, fog-whistles, buoys and beacons in this Division.

Reference was made in the report of last year to the new light-house constructed at Cape Spencer, in the Bay of Fundy, near the eastern entrance of St. John Harbour, the cost of which, as will appear by reference to last year's report, amounted to \$6,723.22. To this may be added the sum of \$125.25 expended during the past fiscal year, making the total expenditure amount to \$6,848.47.

This light has been reported to be one of the best revolving lights in the Dominion, and has been of great service to vessels navigating the Bay of Fundy.

During the past fiscal year the sum of \$8,318.43 has been expended in the construction of the steam fog-whistle on the Island of Grand Manan, which was put in operation on the 1st July last. This whistle is sounded for four seconds three times in each minute, with an interval of sixteen seconds between each blast.

A steam fog-whistle has also been established on Machias Seal Island, and is the most powerful one in the Bay of Fundy, and the sum of \$9,673.08 was expended on its

construction during the year ended the 30th June last. Mr. Wright Edmondston was appointed engineer of this fog-whistle and keeper of the light-house on the 15th September last, at a salary of \$1,000 per annum, out of which he has to pay and board his assistant.

Reference was made in last year's report to a fog-whistle established at Point Escuminac, at the entrance of Miramichi Bay. This whistle was put in operation on the 1st June last, and the total amount expended on its construction up to the 30th June last, was \$4,702.81. It is sounded during fogs for ten seconds in each minute.

Mr. Thomas Philips, who was appointed keeper of the light-house on the 19th September, 1873, is also engineer of the fog-whistle, with a salary of \$800 per annum.

A steam fog-whistle has also been erected on Miscou Island, near the entrance to the Bay des Chaleurs during the past season, and the sum of \$3,978.02 expended during the fiscal year, making the cost of construction to amount, together with the expenditure of the fiscal year ended 30th June, 1873, to \$6,018.02. Arrangements have not yet been made to put this fog-whistle in operation, but they will probably be completed on the opening of navigation next season.

Reference was made in last year's report to the erection of a light-house on Middle Island, in Miramichi River. This light was put in operation on the opening of navigation last season, and the sum of \$160 was paid on account of construction during the fiscal year.

The lights at Robertson's and Fanjoy's Points, Grand Lake, which went into operation on 1st October, 1873, have been fully completed, and the additional expenditure on both light houses to the 30th June, amounts to \$802.78, making the total cost to amount to \$1,206.30.

Reference was made in the last report to the erection of a steam fog-whistle at Cape Enragé, in the County of Albert. This fog-whistle has been completed, and was put in operation on the 20th October last. It is sounded in fogs and thick weather for eight seconds in each minute. The total expenditure on account of this fog-whistle to the 30th June, amounted to \$1,893.30. Mr. W. J. Starratt was appointed engineer of the fog-whistle and keeper of the light-house at this station on the 13th October last, at a salary of \$800 per annum. The boiler and engine used at this station were brought from Partridge Island, near St. John, where they were formerly used, but were no longer required.

During the past season a new light-house has been erected at Goose Lake, on Miscou Island, near the entrance to the Bay of Chaleurs; and arrangements will be made to put it in operation at the opening of navigation next season. The expenditure on account of this light-house will appear in the accounts of the current fiscal year.

A new light-house has also been completed on Heron Island, in the Bay of Chaleurs, which will also be put in operation at the opening of navigation. The cost will appear in the accounts of the current fiscal year.

Appropriations were made by Parliament at its last session for the erection of light-houses at Beaver Harbour, Charlotte County; for a beacon light at the entrance to Washademoak Lake, Queen's County; and for beacon lights at Mark and Spruce Points on the St. Croix River, and on Pokemouche Island, near Shippegan, in the County of Gloucester. Plans and specifications of these new light-houses have been prepared, and tenders will shortly be invited for their construction. It is probable that they will be completed during the next season of navigation.

Very extensive repairs were found necessary at Quaco Light Station, owing to a severe gale which occurred on the 30th November, 1872, by which a portion of the block which surrounds the light-house was carried away. These repairs were completed during last season at a cost of \$730. The revolving machinery of the light at this station is very old, and of a very primitive description, and the agent recommends that owing to the importance of the light, it be replaced by machinery of the most modern description.

Owing to repeated injuries to the Beacon block in St. John Harbour, caused by violent gales, it was deemed necessary to make extensive repairs during the past year, involving an expenditure of \$822.75, and it is probable that still further repairs will require to be made to put the block in a safe condition.

Important alterations in the light at Point Lepreaux were made during the past year. The old lamps and reflectors being replaced by new ones, which has added greatly to the power of the light. The cost of these, together with that of ordinary repairs, involved an expenditure of \$1,250.

At Head Harbour Station the sum of \$317.19 has been expended in placing new landing ways, the old ones having been carried away by the sea. This change has proved of great advantage, as it is found that the supply steamer can now deliver supplies without loss of time. It has been suggested to the Department that the establishment of a steam fog-whistle at this station would prove of great service to the steamers navigating the Bay of Fundy; and in the report of the Agent will be found a letter addressed to him by Captain Winchester, of the steamer "New York," on this subject.

During a heavy gale on 23rd November last, the light-house at St. Andrews, standing on a block near the public wharf, was blown over, but no serious injury it would appear was incurred, and it has been lifted and set upright on the public wharf. As the light-house in its old position did not prove as serviceable to the interests of navigation as could be desired, it has been recommended to the Department to have a new light instead of the old one erected on a block on the eastern Sand Bar, and it is probable that the change could be effected during the next season, if the necessary funds should be voted by Parliament for it.

During the past year very extensive repairs were carried out in connection with the steam fog-whistle and buildings on Partridge Island. The small engine and boilers at this station not being required were repaired and sent to Cape Enrage for

use in the fog-whistle there, as already mentioned, and a new engine was constructed for the contract price of \$879. Repairs and changes in buildings and fog-whistle, including cost of removing boiler and engine from the Island, amounted to \$1,450.

The steam fog-whistles in the Bay of Fundy in this Division, with the exception of Point Lepreaux, were supplied with coal by the Government schooner "Ella G. McLean," Captain Purdy, in the months of October and November last. This schooner, although rather small for the purpose, has rendered much valuable service in carrying supplies during last season.

During the past year arrangements were made to have a signal for vessels arriving made from Partridge Island repeated from the top of the Custom House building.

Mr. John Longley was appointed on the 26th March last, Signal Officer, and also to have charge of the storm-signal, drum and time ball, at a salary of \$550, out of which he is required to provide a boy to carry messages to the Board of Trade and News Room.

Two deaths occurred during the past year among the light keepers in this Division, viz: that of Mr. Francis Russell, keeper of the light at Grant's Beach, in November, 1873, and that of Mr. Farnham Letson, keeper of the light-house at Neguac, in December last. Mr. George Grant was appointed keeper of the Grant's Beach Light on the 21st March last, at a salary of \$100, and Mr. William Morrison was appointed keeper of the Neguac Light, at a salary of \$150 per annum.

Mr. Narcisse Porlier was appointed keeper of the light on Caraquet Island on 30th April last, at a salary of \$200 per annum, in place of Mrs. Thomas Kerr.

The total amount expended on account of construction of light-houses, fog-whistles, etc., in this Division for the past fiscal year, out of the general appropriation made by Parliament, amounted to \$31,572.60, and the amount expended in the maintenance of lights, fog-whistles, buoys and beacons amounted to \$53,439.04.

NOVA SCOTIA DIVISION.

In the report of the agent of this Department at Halifax (Appendix No. 4), will be found a very full account of the light-houses and fog-whistles in this Division, and additional particulars as to the latitude and longitude, colour, shape and height of the buildings, and the distinguishing characteristics of the lights will be found in the supplement giving the list of lights before referred to.

The number of light-houses in this Division at the close of the last calendar year was 94, and of steam fog-whistles 7. The number of light-house and fog-whistle keepers was 97. There are no assistant light-house keepers in this Division, and in the case of fog-whistles situated at light-house stations the engineers of the fog-whistles have generally charge also of the light-houses, and provide their own assistants.

During the past season new light-houses have been erected and put in operation at the following points, viz.: Bunker's Island, in Yarmouth Harbour; Church Point,

Digby County; Whitehead Island, Yarmouth County; Bon Portage Island, Shelburne County; Grand Narrows and McKenzie's Point, Victoria County, Cape Breton; Creighton's Head, Richmond County; Point Aconi, Cape Breton County; Cape La Ronde, Richmond County; Ouetique Island, Richmond County; Lingan Head, Cape Breton County; and Isaac's Harbour, Guysboro County. For particulars as to these lights, reference may be had to the report of the agent. The expenditure on account of each light-house for the fiscal year ended 30th June last, is as follows:—

Bunker's Island, Pier and Light-house.....	\$3,802 18
Church Point.....	2 50
Whitehead Island.....	2,165 99
Bon Portage Island.....	<i>Nil</i>
Grand Narrows.....	821 00
McKenzie's Point.....	600 00
Creighton's Head.....	610 80
Point Aconi.....	912 50
Cape La Ronde.....	<i>Nil</i>
Ouetique Island.....	<i>Nil</i>
Lingan Head.....	462 50
Isaac's Harbour.....	<i>Nil</i>

It will be observed that no expenditure had been incurred on account of the light-houses at Bon Portage Island, Cape La Ronde, Ouetique Island, and Isaac's Harbour previous to 30th June, and the cost of these light-houses will appear in the accounts of the current fiscal year.

In addition to the new light-houses above enumerated, a steam fog-whistle has been erected on Cape d'Or, at the entrance to Minas Channel, Bay of Fundy, and has been in operation since December, 1874. It will be sounded with two blasts, each of six seconds duration in each minute, with intervals of 24 seconds between each blast. The cost of construction of this fog-whistle up to the 30th June last amounted to \$4,428.34, and further expenditures on account of it will appear in the financial statements of the current year. It has been of great service already to the steamers and other vessels passing in that neighborhood.

A new light-house has been completed at Money Point, Cape North, Victoria County, Cape Breton, which will be put in operation on the opening of navigation. The sum of \$1,194.73 was expended on account of this light-house to 30th June last.

A new light-house has also been completed at Cape George, on the south side of Bras d'Or Lake, which also will be put in operation on the opening of navigation, and the cost of this light-house will appear in the accounts of the current fiscal year.

The new light-house at Shelburne Harbour, to which reference was made in the report of last year, has been fully completed, and the total cost of this light-house to the 30th June last, amounts to \$860.

The light-house at Margaret's Bay, Green Island, in the County of Lunenburg, to

which reference was also made in last year's report, has likewise been fully completed and the total cost up to the close of last fiscal year, amounted to \$3,203.

The light-house on Spectacle Island, Port Mouton, has also been completed; and the total expenditure on account of construction of this light-house, and a dwelling house for the keeper, to 30th June last, amounted to \$1,675.25.

The sum of \$755.50 has been expended during the past year in connection with the completion of the new light-house at Walton Harbour, in the County of Hants, referred to in the report of last year, constituting the total expenditure on account of this light-house.

Reference was made in the report of last year to the light-houses and fog-whistles and keepers' dwellings on Sable Island. The sum of \$11,759.18 has been expended in connection with these works during the past year, as will be seen by reference to the accounts for construction of light-houses, &c., in this Division.

It was found necessary during the past year, owing to the smallness of the light-houses erected at Negro Island and Mahone Bay, to make additional accommodation for the light-house-keepers; and the sum of \$600 has been expended at each of these stations in the erection of a dwelling-house.

The sum of \$890 has also been expended in connection with the steam fog-whistle erected at Brier Island, in the County of Digby, making the total expenditure on account of this fog-whistle to amount to \$7,490.74.

As stated in the report of last year, the new iron lightship placed at the entrance to Halifax Harbour, proved to be unsuitable for so exposed a situation, and it was thought advisable to bring her to the River St. Lawrence; and during the past season she has occupied the place of the Red Island Lightship, which vessel was unfortunately wrecked on White Island, on returning from her station in the fall of 1873.

It is the opinion of many seafaring persons, that it would not only be very difficult, but dangerous, to keep a lightship anchored in the open Atlantic in the winter months at the place where this vessel was stationed, as the weather is usually so stormy during that period, and that a powerful steam fog-whistle on Sambro Island, although not so serviceable to the shipping entering Halifax Harbour from the westward as a lightship with fog-whistle on board, would be of great benefit to the navigation of that dangerous coast.

The necessary funds having been voted by Parliament for the purpose. Plans and specifications are now being prepared for a powerful steam fog-whistle for that station, and it is probable it will be in working operation in about six months from this time.

The light-houses, steam fog-whistles and Humane Establishment on Sable Island have been kept in efficient operation during the past year, and the Agent has made a very full report on the condition of matters on this Island. The fog-whistle established at the east end was unfortunately destroyed by fire on the 21st May last,

and its machinery has been brought to Halifax and put in thorough repair. As to the utility of this whistle, owing to the distance to which the North-East Bar stretches into the sea, had been questioned, it was decided by the Department not to re-erect this whistle, and the machinery will probably be available for use at some other station.

The following wrecks and disasters have occurred on the Island since the date of last report:—

The Norwegian barque "Gladstone," bound to New York, struck on the North-East bar on the 20th May last. The captain and crew took to the boat and succeeded in reaching the light-house, and the Superintendent of the Humane Establishment started for the wreck with the captain, but on their arrival there no trace of the vessel was to be found.

On the 6th July last the Barque "Highlander," of Sunderland, struck in a thick fog on the North-East bar, about five miles from the light-house. The sails, rigging and some other materials were saved, but the vessel and cargo were lost.

On the 20th July last the steam-ship "Tyrian" of the Anchor line, from Glasgow bound to Halifax, struck on the outside bar near the East-end Light-house, and a number of the passengers were landed on the Island. The vessel, however, floated off after a few hours, the passengers re-embarked, and she proceeded on her voyage without having suffered any material injury.

On the 28th July last the barque "Nashwaak" struck on the south side of the Island in a fog. Sails, rigging and other materials were saved, and efforts are still being made to save the cargo, the vessel by last accounts not having broken up.

During the past season changes have taken place in the management of St. Paul's Island lights and Humane Establishment. Mr. D. J. McNeil, who held the position of Superintendent of the Humane Establishment for the last eleven years, was placed on the superannuated list on the 4th November last, at a yearly allowance of \$180.95, and Mr. Samuel C. Campbell, light-house keeper on Ingonish Island, and formerly Superintendent of St. Paul's, appointed again to that position. Mr. A. H. Rand, the engineer in charge of the fog-whistle, retired on the 4th August, and Mr. Robert Muirhead was placed in charge. Five boatmen are allowed the Superintendent to assist in the management of the two light-houses and the fog-whistle, and to perform the service of the Humane Establishment. The total cost of maintaining this staff is \$2,350 per annum; and the staff is arranged as follows:—

One Lighthouse Keeper for the two lights, who will also superintend the Humane Establishment and the fog-whistle, at an annual salary of..... \$ 600

One Engineer for fog whistle—salary..... 500

Five boatmen, who besides performing the service of the Humane Establishment will also serve in turn when required as assistants to the Lighthouse Keeper and Engineer, at a salary of \$250 each 1,250

\$2,350

During the past season one wreck occurred on the Island, viz., that of the Swedish ship "Anna" of Gottenberg.

This vessel went ashore on the 8th September last, on the north-west side of the Island, and eleven out of a crew numbering eighteen in all were drowned. Further details of this casualty are given in the report of the Agent.

During the past season three iron bell-buoys of the most approved description were imported from England for service in this Division at a cost including freight of \$6,523.69. One of these has been placed on Trinity Ledge, lying off Digby County; another has been placed on the Blind Sisters, a dangerous shoal lying to the eastward of Sambro Island, and it is proposed to place the other on Grime's Shoal, off Cranberry Island, Guysboro' County.

An enumeration of the different buoys and beacons under the charge of this Department in Nova Scotia will be found in the report of the Agent before referred to, from which it will appear that the whole number of buoys and beacons amounts to 138.

During the past season the buoys in Halifax Harbour, which have heretofore been under the charge of the Admiralty, were transferred to this Department, and it is proposed to change the system of buoyage formerly observed, and to make it conform with that generally followed on this continent, and also to increase the number and size of the buoys. These changes will be carried out in the spring.

Appropriations were made by Parliament at its last session for construction of fog-whistles at the entrance of Halifax Harbour and on Cape Sable Island, and tenders have been invited for these works. Tenders have also been invited, and a contract made for the construction of a light-house on Betty's Island, near the place where the ill-fated steamship "Atlantic" was wrecked, and it is probable that this light-house will be built in the early part of the next season.

Arrangements are also being made for the construction of light-houses at Kidston's Island, near Baddeck, Cape Breton, Torbay Point, Guysboro' County, and George's Island in Halifax Harbour, for all of which works appropriations were made by Parliament at its last session. An appropriation was also made for the erection of a pier and light-house at Wosse's Ledge, Barrington Harbour, Shelburne, but it has been considered that a lightship at this point would best serve the interests of navigation; and arrangements are being made to fit out the Dominion schooner "Nickerson" for this purpose, and to place her at the station sometime in March or April next.

The total cost of maintaining all the light houses, buoys, beacons and steam fog-whistles in Nova Scotia, including the Humane Establishment on Sable Island, St. Paul's and Scattarie Island, during the fiscal year ended the 30th June last, amounted to \$106,499.81, and the amount expended out of the general vote for construction of light-houses in this Division was \$51,867.94.

PRINCE EDWARD ISLAND DIVISION.

During the past season the light-houses in this Division have been visited by the General Superintendent of Light-houses, and arrangements made to have repairs performed on the light houses most urgently requiring them. The necessary supplies for the light-houses were delivered at each station by the Government schooner "Nickerson." As stated in the report of last year, the light-houses and lighting apparatus were found by the Superintendent to be very inferior, and to require a large amount of repairs and improvements, and the following is a summary of the work performed at each station, and of the improvements required.

BLOCK HOUSE POINT, CHARLOTTETOWN HARBOUR.

The buildings at this station are so much decayed by age as scarcely to merit repair, and it was thought advisable to perform only some slight temporary repairs, till arrangements could be made to erect a new light-house and dwelling. It is proposed to erect a tower of the height of 30 feet to shew a fixed white light to all points of approach, and to show also a powerful red light in the direction of the outer buoy on Governor Island reef. It is also proposed to place a bell buoy on this reef.

POINT PRIM LIGHT-HOUSE.

This light-house is built of brick, and the walls were found to be in good condition. Repairs have been made to the foundation of the tower, and also to the lantern, but it will be necessary ere long to provide a new lantern, as the present one is very old and cannot be depended on. Seven new lamps and reflectors were provided, and some minor repairs also performed in the light-house in addition to those stated.—The dwelling-house was found to be unfit for occupation, and the necessary steps were taken to put it in good condition.

MURRAY HARBOUR RANGE LIGHTS.

A new lantern, lamps and reflectors were supplied to this station, but it is proposed to erect two open framed towers, one on the wharf and the other on the beach, in place of the present arrangements, and to place both light-houses in charge of one person instead of two as at present.

PANMURE HEAD.

The tower at this station consists of a large framed building, and during the past season it has been thoroughly repaired and painted. The copper and iron work in the lantern has also been repaired, and new lamps and reflectors supplied, and also extensive repairs made in the dwelling house.

ST. ANDREW'S POINT.

The tower and lantern were repaired, and new lamps and reflectors supplied. A new breastwork has also been built on both sides of the lighthouse.

TRACADIE RANGE LIGHTS.

The present lights are placed in small lanterns standing on day beacons 700 feet apart. New lamps were supplied and the lanterns repaired. It is proposed to build two towers at this station, and to show a red light from one and a white light from the other.

RUSTICO.

The range lights at this point are in small lanterns raised on beacons placed 270 feet apart. Temporary repairs to the lighting apparatus were made at this station, but the General Superintendent is of opinion that it will be necessary to erect a tower at this station, and make other improvements in the interests of navigation.

NEW LONDON.

The range lights at this station are placed in small lanterns raised on the day beacons. A new lantern, with lamp and reflector, was supplied at this station, but it would appear that a tower is required to be built, as in the case of Rustico.

FISH ISLAND, MALPEQUE BAY.

The light-house at this station is a slight wooden structure not worthy of repair, and the dwelling-house has been abandoned as unfit for use. New lamps and reflectors were supplied to this light-house, but it will be necessary to erect a new light-house, dwelling and oil store at this station, and also to establish a beacon range light.

LITTLE CHANNEL.

The range lights at this station are of the most temporary description, and it will be necessary to erect a small tower and dwelling, and also an oil store, and to place a range light on a moveable frame.

CASCUMPEC.

The light-house at this station is placed on Sandy Island. It consists of a small tower, showing a white fixed light. There is also a dwelling-house and a small beacon showing a red light, but the buildings are all so decayed by age as to be unworthy of repairs. Some improvements are made to the lighting apparatus, but a new light-house and other buildings would seem also to be required at this station.

NORTH CAPE.

This is one of the most important light stations on the Island. The tower is a good substantial building, and there is a small dwelling-house for the use of the keeper. The present illuminating apparatus consists of a dioptric light of the fourth order, but the light is not of the power and character that its importance demands, and it is proposed to replace it with a powerful revolving white light on the catoptric principle. Some light repairs were performed at this station.

SUMMERSIDE OR BEDEQUE HARBOUR.

The light-house at this station is situated on the Queen's Wharf, Summerside, but the tower is so low that the light is often obstructed by vessels. A tower with open framing below, sufficiently high to show a light 32 feet above the wharf is required at this place.

SEA-COW HEAD.

The light-house consists of a heavy framed octagonal building with stone foundation. Considerable repairs to the foundation were carried out, the tower painted and repaired and a new copper ventilator supplied to the lantern. A dwelling-house appears to be required at this station for the use of the keeper.

GRAPAUD.

This light is only of a temporary character, the lantern being raised on a pole with guide rods. A new lantern, lamps and reflector were supplied at this station, but it will be necessary to erect a tower here also.

Appropriations were made by Parliament at its last session for the construction of a light-house on Wood's Island, and tenders will shortly be invited for this work. An appropriation was also made for the erection of a light-house on West Point, and it is probable that this work will be under contract during the ensuing season of navigation.

During the past season a number of Harbour Masters have been appointed for ports and harbours in this Province, in accordance with the provisions of the Act passed at the last session of Parliament relating to Harbour Masters; and the buoys at these ports have been placed under their charge, but it will be necessary that in future new arrangements be made for the oversight of the extensive buoy service on the Island.

The total expenditure for maintenance of light-houses, buoys and beacons in Prince Edward Island for the year ended 30th June last, was \$3,357.71.

BRITISH COLUMBIA DIVISION.

During the past season the new light-house at Cape Beale on the west coast of Vancouver Island, to which reference was made in last year's report, has been completed and put in operation on the 1st July last. The light is a white revolving light on the catoptric principle, elevated 164 feet above high-water, and will be seen in clear weather at a distance of nineteen miles. The tower is a square building, with a detached dwelling-house. Mr. Robert Westmoreland was appointed keeper of this light on the 14th May last, at a salary of \$700 per annum. As this light-house was constructed by the Department of Public Works, the cost will be found in the accounts of that Department.

During the past season a new light-house has been erected at Point Atkinson, in

the Gulf of Georgia, but owing to great delay which has occurred in connection with the lighting apparatus, the light-house has not been fully completed and put in operation. It will probably be put in operation about the 1st of May next. The cost of construction of this light-house will appear in the accounts of the fiscal year ending 30th June next.

Two iron beacons have been placed, one on Gabriola Reef, in the Gulf of Georgia, and the other on Walker Rock, Trincomalee Channel. A stone beacon has also been placed on Lewis Reef, which lies in the direct tract of steamers and other vessels leaving Victoria. Two bell buoys were also constructed and placed in position, one on Brothie Lodge, near the entrance to Victoria Harbour, and the other on Kelp Reef, which lies close to the track of vessels bound northward from the Straits of Juan de Fuca. By reference to the report of the Agent (Appendix No. 6) further particulars respecting these buoys and beacons may be obtained. The number of buoys and beacons in this Division amounts to thirty-nine, fifteen of which are iron and the rest wood.

During the past year repairs were performed on the light-houses at Race Rocks and Fisgard, and the Fraser River Lightship has been kept in position and rendered good service to navigation. The total cost of the maintenance of lights and buoys and beacons in this Division for the fiscal year ended the 30th June last, amounted to \$18,519.15, but the cost of the new buoys and beacons is included in this sum.

OIL.

The oil required for the light-houses in the Dominion was supplied for the past season by Messrs. Fitzgerald & Co., of the Union Petroleum Company, London, Ontario, and was of Canadian manufacture, with the exception of that required for the Nova Scotia and British Columbia Lights. The oil required for Nova Scotia was supplied by Messrs. Yeomans & Barney, of Montreal, and was of American manufacture. In British Columbia colza oil imported by the Department is used for the lights, with the exception of the new light at Cape Beale, for which refined petroleum is used. The tender of Messrs. Fitzgerald for the past season, and which was accepted for one year, was at the rate of 16 cents per gallon for oil to be delivered at Quebec, 14½c. at Montreal, 12½c. at Hamilton and 11½c. at Sarnia. The tender of Messrs. Yeomans & Barney, and which was also accepted for one year, was at the rate of 19½ cents per gallon for oil delivered at Halifax.

The oil supplied for the light-house service of the past season was required to be of the best quality, of double distilled standard white extra refined petroleum, non-explosive, at a vapour test of 110° Fahrenheit, and to have a specific gravity of 44° Baume, at a temperature of 60° Fahrenheit. Few complaints have been received as to the quality of the oil delivered. The quantities supplied by Messrs. Fitzgerald for the light houses above Montreal was 17,801 gallons, and for the lights in the

Quebec District, and on the north shore of New Brunswick and Prince Edward Island, 29,363 gallons, making the total amount supplied by Messrs. Fitzgerald 47,164 gallons. The quantity supplied by Messrs. Yeomans & Barney for the Nova Scotia Lights amounted to 31,752 gallons.

DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw-steamer "Napoleon III.," "Druid," paddle-wheel; the "Lady Head," screw; the "Sir James Douglas," screw; the "Richelieu," paddle-wheel; and two small River Police steamers, "Dolphin" and "Adele," employed in connection with the River Police at Quebec, and in taking the Harbour Master of Quebec in his daily visits round the harbour.

The steamer "Napoleon III.," as previously stated in the report, was unfortunately sunk by the shoving of the ice in the Harbour of Quebec on the 9th May last, a full account of which disaster will be found in the report of the Agent at Quebec. The vessel, however, was successfully raised, and having been found on examination to be not so seriously damaged as was at first supposed, it is purposed to cover her in with a spar deck, to add to her carrying capacity and employ her again in the light-house service. The necessary repairs and alterations for this purpose are now in progress.

The steamer "Druid" was slightly damaged by the action of the ice, at the same time that the "Napoleon III." was injured, but was temporarily repaired and employed during the early part of the last season in attending to the placing of the buoys and lightships and supplying the lights between Quebec and Montreal. During the month of June and part of July she was placed at the disposal of His Excellency the Governor General, and was used in conveying him and his suite to different places in the Lower St. Lawrence. During the month of August she broke her intermediate shaft, and it was found necessary to place her into dry dock, and put her in good repair. Those repairs were effected, and in the fall she was employed as usual in attending to the buoy service.

The steamer "Lady Head" during the past season was employed as usual in attending the Humane establishment on Sable Island, and the light-houses and fog-whistles on that island. She also supplied all the lights in Nova Scotia and the lights in New Brunswick, situated in the Bay of Fundy. She also supplied with coal several of the steam fog-whistles. She also conveyed to its designation from Miramichi, the steam fog-whistle and boiler for Etang du Nord, Magdalen Islands. She also visited, late in the season, and supplied the light-houses on Anticosti, and the light-houses in the Quebec division, and also visited St. Paul's and Sable Islands, being employed in these services till nearly the end of December.

The steamer "Sir James Douglas" was employed to the end of January last in carrying mails and passengers on the east coast of Vancouver Island, and performing duties

connected with the maintenance of the lights in British Columbia. At that time, owing to the breaking of her shaft, she was rendered unfit for service, and her officers and crew were paid off. As the services of a steamer are much required in this Province, it was deemed in the interest of the public service to authorize extensive repairs to the hull of this vessel, and to put in new boilers; and these repairs will shortly be completed, when the vessel, it is expected, will be able to perform for some years all the Dominion service that may be required in this province.

The expenditure on account of the Dominion steamers "Napoleon III," "Lady Head" and "Sir James Douglas" during the fiscal year, will be found detailed in Appendix No. 7 of this report, by which it will be seen that the sum of \$27,282.29 was expended on the "Napoleon III," \$22,118.26 on the "Druid," \$30,008.99 on the "Lady Head," \$10,555.67 on the "Sir James Douglas," and the sum of \$15,099.45 on general account, wharf improvements, etc., making the total expenditure on account of Dominion Steamers to amount to \$105,064.66.

The steamer "Richelieu" having been transferred in the meantime to the Montreal Harbour Commissioners, no expenditure on her account has been incurred during the past fiscal year, with the exception of the sum of \$5,195.12, incurred for repairs in the early part of the year, and which amount is included in expenditure for light-house service between Quebec and Montreal.

METEOROLOGICAL OBSERVATIONS.

In Supplement No. 4 to this Report will be found a report of Professor Kingston Superintendent of the Meteorological Office of the Dominion, for the year ended 31st December last, and tabular statements of temperature and rain fall, etc., at various places in the Dominion. The chief objects of the meteorological system are the collection and arrangement of meteorological statistics, the combination of the materials collected from numerous places in a series of years, and the deductions from such combination of the climatic character of the several districts, and weather prognostications. As stated in the report of last year, this system is only in its infancy in Canada, but the progress made has not been inconsiderable during the past two years. It will be seen by reference to Professor Kingston's report and statements, that there are in all nine chief stations in the Dominion, whose primary functions are to record observations, whereby the corrections for diurnal and non-periodic variations may be computed. These stations are as follows: Halifax and Sydney, in Nova Scotia; St. John and Fredericton, in New Brunswick; Quebec and Montreal; Woodstock, in Ontario; Winnipeg, in Manitoba; and Spencer's Bridge, in British Columbia. There are fifteen reporting telegraph stations, some of them are chief stations, which are required to telegraph to the Central Office in Toronto, certain meteorological conditions at regular stated hours, and also at extra hours when required. There are also four reserve telegraph stations, at which observations are

made as at the last named stations, but they are generally reported daily by mail and not by telegraph. In addition to these, there are thirty-six drum stations, to which warning telegrams are despatched occasionally from the Central Office, and where the whole duty consists in hoisting and lowering a cautionary drum or in posting weather notices. Besides these, there are scattered over the Dominion a considerable number of what are termed ordinary stations, where observations are taken by unpaid observers, but not such as are required at chief stations.

It appears by the report of the Superintendent, that during the year, storm warnings were issued on fifty-six different days, the total number given being 544; that of these 222 were issued on twenty-nine days to Quebec and points westward, and 322 on thirty-four days to points below Quebec and the Lower Provinces. Of these warnings 104 were sent in the month of November. Complaints not unfrequently have been made of the unsatisfactory character of these warnings, and the tardiness of their delivery, especially in the Lower Provinces; and it will appear by the report of the Superintendent, that the chief cause of the delay in transmission, is owing to the fact that the storm probabilities are worked out at Washington three times daily, and transmitted to the Toronto office soon after 10 a.m., 7 p.m. and 1 a.m., and that those received at the two hours last named, are too late for the small telegraph offices in the Lower Provinces, which are then closed.

By reference to Appendix No. 16, it will be seen that the expenditure from the vote of \$37,000 made by Parliament for this service during the past fiscal year was: for salaries, etc., of Central Office \$5,092.50; for chief stations, \$3,546.67; for telegraph stations, including reserve stations, \$5,451.50; for drum stations, \$815; and for telegraphing instruments and apparatus, masts and drums and general expenses \$18,585.36, making the total expenditure for the year \$33,491.03.

OBSERVATORIES.

In the Supplement No. 4 will be found a report by Professor Kingston on the Magnetic Observatory at Toronto, of which he is Director, for the fiscal year ended on the 30th June last; a report of Mr. C. H. McLeod, Director of the Montreal Observatory; a report of Commander Ashe on the Quebec Observatory; and of Mr. Geo. Hutcheson, Director of the Timeball and Observatory at St. John, N. B.

The Magnetic Observatory at Toronto was established by the Imperial Government in 1840, and was maintained by it till the year 1853, when it was handed over to Canada on condition of continuing the observations. The objects of this institution are fully explained in the report of Professor Kingston before referred to, and it will be seen among other things that this observatory determines the correct time, by which all the clocks and watches in Ontario have been regulated for more than thirty years, and that for more than three years the observatory has given time daily to Toronto by striking all the fire alarm bells at a fixed instant. The sum of

\$4,800 was voted by Parliament for this observatory, and the sum of \$4,816.10 expended.

Owing to the death of Dr. Smallwood, the Observatory at Montreal, in connection with the McGill University, was placed in February last under the charge of Mr. C. H. McLeod, who also acts as meteorological observer in connection with the Central Office at Toronto. Observations are taken at this observatory at equal intervals of three hours daily, and published daily in one morning and one evening city newspaper and furnished regularly by mail to Toronto. Three observations are also daily telegraphed to the Central Office in Toronto. The sum of \$500 is granted annually by Parliament for the maintenance of this observatory, and in addition to this it receives an allowance of \$500 as a chief station from general meteorologic vote.

A new observatory and house was completed early in May last at Quebec by the Department of Public Works, and it will be seen by the report of Commander Ashe, the Director, that he has now much greater convenience than formerly for taking celestial observations. One of the most important functions proposed by Commander Ashe is that of giving the correct time to the very large fleet of shipping which every season frequents the Port of Quebec, by which they are enabled to rate their chronometers. The time-ball is dropped from the citadel by electricity from the new observatory at 1 p. m. every day during navigation, except on Sundays. The sum of \$2,400 was voted by Parliament and expended during the last fiscal year for the purposes of this observatory.

The only other observatory and time-ball in the Dominion in connection with this Department is that in St. John, N. B., under the management of Mr. George son. The time-ball is placed on the top of the Custom House and dropped at 1 p. m. every day except Sundays, thus giving the correct time to ship masters and others. The sum of \$1,000 was voted by Parliament for this observatory, and the sum of \$869.56 has been expended during the fiscal year ended 30th June last.

The sum of \$500 was voted in aid of the Kingston Observatory, and a report from Rev. Dr. Williamson, of Queen's College, has been received as to the operations of this institution during the past year, and will be found in Supplement No. 4. The sum of \$1,500 was also voted by Parliament for an observatory at Halifax, N. S., but no portion of this sum has been as yet expended.

IMPROVEMENT OF HARBOURS.

Under the provisions of the Acts 32 and 33 Vic., chap. 40, a tax of ten cents per ton for improvement of harbours has been imposed on vessels arriving at the Ports of Bathurst, Richibucto, N. B., Amherst and House Harbour and Cape Chatte, Quebec, which ports have been proclaimed under the operation of the Act.

The amount collected at these ports for the year ended 30th June, 1874, was as follows:—

Bathurst.....	3,143 tons	\$ 314 30
Richibucto	20,386 "	2,038 60
Amherst	3,266 "	326 60
House Harbour	736 "	73 60
Cape Chatte, Gaspé.....	168 "	16 80
<hr/>		<hr/>
Total.....	27,699	\$2,769 90

The amount collected for the year ended 30th June, 1873, was \$2,976.70.

At the Port of Richibucto, however, extensive improvements have been made, and a new break-water, 320 feet long, extending from the north beach at the entrance of the harbour has been constructed, and was completed on the 26th September last. During the fiscal year ended 30th June last, the sum of \$5,815.75 was expended on this work by the Department of Public Works, in addition to which a subsidy of \$2,500 was paid for the services of a steam-tug at Richibucto during the last fiscal year, for the purpose of assisting vessels out and in the harbour till the break-water could be completed.

At the Port of Amherst, Magdalen Islands, the sum of \$4,721.03, was expended during the last fiscal year in blasting rock and clearing the channel into the Harbour.

At the Port of Miramichi the sum of \$2,000 was paid as a subsidy to two tug steamers for the purpose of towing vessels out and in the River, but no tax under this Act has ever been levied on shipping entering the Miramichi River.

The dredge steamer "Canada" was employed at House Harbour, Magdalen Islands, during the months of July and August, 1873, during which time she worked nineteen days and moved 6,800 tons of coarse gravel out of that Harbour. The value of this work was estimated at \$1,005.85, which sum was expended.

No improvements appear to have been made during last fiscal year at the Harbour of Cape Chatte, Gaspé.

The total expenditure by the Department of Public Works for improvements on Harbours under this Act, during the last fiscal year, including the amounts paid for tug service, amounted to \$16,042.63, and the receipts for the same period amounted to \$2,769.90, being an excess of expenditure over receipts of \$13,272.73.

HARBOUR AND RIVER POLICE.

At the Ports of Montreal and Quebec a Water Police Force is maintained during the season of navigation to repress crimping and preserve order among the shipping and about the wharves. To provide for the maintenance of this force a tax of three cents per ton is imposed under the Act 31 Victoria, Chapter 62, on vessels arriving at these ports; those of over one hundred tons being required to pay this tax twice in

each year, and those of one hundred tons and under only once. In Quebec the force as sworn in on the 10th May last, consisted of the Chief, who is also Shipping Master for the Port of Quebec, at a salary of \$1,200 per annum; one Assistant Chief at \$2.40 per diem; one Steersman, at \$1.90; six Coxswains, at \$1.80; twenty-seven Constables at \$1.50 per diem; one Engineer at \$50 per month, and an Assistant at \$25 per month for the River Police steamers.

On the arrival of the spring fleet, it was found necessary to increase the force, by the addition of ten constables, making the total number the same as that employed during the previous season. The two small steam yachts, which are employed at this port, are constantly kept on patrol among the shipping during the day, the rowing boats attending to the night service.

It will be seen by reference to the report of the chief—Supplement No. 3—that during the past season, crimps and their runners have been kept in check, and not permitted to go on board ships on their arrival, or during the time they remain in port. Four runners who attempted to go on board ships, were arrested, convicted and sentenced to two years' imprisonment in the Penitentiary. This severity has had a most salutary effect, and it is to be hoped that crimping, which so long was a disgrace to the Port of Quebec, will soon be a thing of the past.

The total amount expended at Quebec in connection with this branch of the Public Service during the fiscal year, ended 30th June, 1874, was \$26,526.66, while the dues collected for the same period amounted to \$22,089.18, showing an excess of expenditure over receipts of \$4,437.48. This expenditure included clothing for the force as well as pay, and the maintenance of the River Police steamers and other disbursements. The amount expended during the previous year was \$18,200.

The Water Police Force at Montreal, for the past year consisted, as heretofore, of one chief constable, four sergeants and twenty constables, and the remuneration allowed them was as follows: The Chief Constable, \$3.00 per diem; the Sergeants, \$1.90; and the Constables each \$1.50 per diem. It will be seen by the Report of the Commissioner, to be found in Supplement No. 3, that a marked decrease in crimping has occurred in Montreal, as in the case of Quebec, there being only six arrests during the past season instead of fourteen, as reported in the previous year. Every effort is made to suppress this evil, and the results during the past season have been encouraging. The River Police Force both at Montreal and Quebec are disbanded at the close of navigation, but during the past two winters four sergeants have been retained to look after property on the Canal at Montreal.

The total expenditure on account of the Montreal Water Police Force for the past year, as will be seen by reference to Appendix No. 15, amounted to \$12,370.86, while that of the previous year amounted to \$14,453.87, showing a decrease in the expenditure for the year ended 30th June, 1874, of \$2,083.01.

The amount of Harbour Police dues collected at Montreal during the last fiscal year amounted to \$6,561.21, showing an excess of expenditure over receipts of \$5,809.65.

The total amount expended at Quebec and Montreal on account of the River Police Service for the past fiscal year, amounted to \$38,897.52, and the amount voted on account of the service was \$39,595, of which \$6,000 was a supplementary vote.

The total amount collected at Quebec and Montreal amounted to \$28,650.39, which, deducted from the expenditure, viz: \$38,897.52, shews an excess of expenditure over receipts of \$10,247.13.

The receipts and expenditure on account of this service during the past five years ended 30th June last, are as follows:—

				Receipts.		Expenditure.
The fiscal year ended 30th June 1870.....				\$23,996 68	.....	\$18,461 83
do do 1871.....				21,235 06	.....	17,400 73
do do 1872.....				27,215 80	.....	20,348 00
do do 1873.....				26,618 50	.....	32,653 87
do do 1874.....				28,650 39	.....	38,897 52
				<hr/>		
				\$127,716 43	.....	\$127,761 95
Deduct receipts from expenditure						127,716 43
				<hr/>		
Excess of expenditure over receipts for five years ended 30th June last.....						\$45 52

SICK AND DISTRESSED MARINERS.

The provisions of the Sick and Distressed Mariners' Act, 31 Vic., cap. 64, by which a tax of two cents per ton is imposed on vessels, do not apply to the Province of Ontario, and consequently no collections are made for Sick Mariners' dues at Ports in that Province, and no expenditure for sick seamen of that Province will appear in the public accounts. A small grant of \$500 has, however, been made to the hospital at St. Catherine's, where sick seamen are frequently received for treatment, and a grant of a similar amount to the hospital at Kingston for the same purpose.

The sum of \$2,000 was granted by Parliament at its last session as aid towards the extension of the hospital at St. Catherine's, and this amount has been paid. In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for Marine and Immigrant Hospital at Quebec, as will be seen by reference to Appendix No. 26 of this report, amounted for the fiscal year ended 30th June last, to \$24,996.06, of which sum \$1,290.87 was expended on account of shipwrecked and distressed seamen, and \$626.14 for sick seamen at Ports other than those of Montreal and Quebec,

At the Port of Montreal sick seamen are cared for at the General Hospital under an arrangement made by the Department, by which 60 cents per diem is paid for each seaman. The Directors have, however, intimated, that this sum is not sufficient to meet the expenses involved, and it is not improbable that an additional amount will be required to be paid during the next season. The number of sailors treated at this Institution during the past fiscal year was 269, and the amount paid was \$2,622.60.

At the Port of Quebec, sick seamen, which are a very numerous class owing to the large amount of shipping visiting that port, are provided for in the Marine and Immigrant Hospital. The sum expended on account of this hospital for the fiscal year amounted to \$20,456.45, while the appropriation made by Parliament amounted to \$24,000.

The sum of \$4,000 was paid by the Government of Quebec for the care and maintenance of residents of Quebec, and an additional sum was received from other sources, making the total amount deposited to the credit of the Receiver-General \$4,269. The sums contributed by the Dominion Government on account of this Hospital during the last fiscal year, therefore, amount to \$16,187.45, which includes the cost of maintaining sick immigrants as well as mariners, and estimating the cost of the immigrants of whom there were 121 in the Hospital, having 2,529 days' treatment, at \$2,484, the cost of sick mariners would amount to \$13,703.45.

The Report of the Trustees of the Hospital for the year ended 31st December last, will be found in Supplement No. 3, from which, and the return of the Resident Physician, it will be seen that during the year 1,215 patients were admitted to the Hospital in addition to 56 remaining on 31st December, 1873; 1,075 discharged and 56 deaths, leaving the number remaining in the Hospital on the 31st December last, 84. The average time of each patient in the Hospital was 19 days, the average number of patients daily attended to, 63; and the total number of days, 23,103. The large increase in the mortality is attributed to the prevalence of small pox and fever. Of the patients admitted 769 were seamen, 68 immigrants, and 322 citizens and strangers in Quebec; and of the total number of days spent in the Hospital, 10,135 were spent by seamen, 1,905 by immigrants, and 11,063 by residents and strangers.

The cost of the Hospital for the calendar year is given by the Trustees as \$23,095.05. This will make the cost of each patient, the whole number of days spent in the Hospital being 23,103, to amount to a little less than a dollar per diem.

The sick mariners' dues collected in the Province of Quebec for the fiscal year, amounted to \$19,234.21, while the expenditure, estimating the actual cost of seamen in the Marine Hospital at Quebec, at \$13,703.45, would amount to \$18,243.06, shewing an excess of receipts over expenditure of \$991.15.

The expenditure on account of sick and disabled seamen in the Province of New Brunswick amounted for the past fiscal year to \$10,654.42, being a very considerable increase over the expenditure of the previous year, and for shipwrecked and distressed seamen, \$933.16. The amount of dues collected was \$9,811.76, showing an excess of expenditure over collections of \$1,775.82.

In this Province there are Marine Hospitals at St. John, St. Andrews, Miramichi, Richibucto and Bathurst, and a new Hospital was put into operation in May last at Sackville at a cost of \$3,200, which will be found very serviceable for seamen belonging to ports at the head of the Bay of Fundy, Shediac, etc.

The average weekly number of patients in these Hospitals is about as follows :—
St. John Marine Hospital, 11; Miramichi, 6; St. Andrews, 3.

Of the total amount expended, the sum of \$5,734.23 was expended on account of the Marine Hospital at St. John; \$1,822.76 for the Marine Hospital at Miramichi; \$1,046.81 for the Marine Hospital at Richibucto; and \$766.98 for the Marine Hospital at St. Andrews. The amount expended at the other ports in New Brunswick, where no marine hospitals exist, was \$1,283.64.

The collections at the Port of St. John amounted to \$6,120.08.

In the Province of Nova Scotia no Marine Hospitals have as yet been established; but during the past year it has been found advisable to appoint medical officers at the Ports of Pictou, Sydney, and North Sydney, as the expenditure on account of sick seamen at these ports was very considerable. Dr. Wm. Cooke was appointed Medical Officer at Pictou on the 13th October, 1873, at a salary of \$400, Dr. Alexander D. McGillivray, Medical Officer at Sydney, on the 23rd July last, at a similar salary, and Dr. Duncan McLarty, Medical Officer at North Sydney on the 23rd July last, also at a salary of \$400 per annum. Appropriations have been made by Parliament for the erection of Marine Hospitals at Pictou, Yarmouth and Sydney, but this work will be attended to by the Department of Public Works. None of these have yet been built.

At the Port of Halifax sick mariners are treated in the Provincial and City Hospital, and the rate charged for medical care and attendance was \$5 per week. The amount paid the Hospital the last year was \$3,689.01; and the amount of dues collected at Halifax was \$3,027.74. The amount collected in Nova Scotia for sick mariners' dues during the year ended 30th June, 1874, was \$10,961.91; while the amount expended for sick seamen was \$17,960.23; and for shipwrecked and distressed seamen, \$2,527.62, making a total expenditure of \$20,487.85, and showing an excess of expenditure over receipts of \$9,525.94.

In the Province of Prince Edward Island the expenditure on account of sick and distressed seamen for the past fiscal year amounted to \$922.83, while the amount collected was \$516.86.

A Marine Hospital is established in Charlottetown, and Dr. F. P. Taylor was appointed Medical Superintendent on the 5th May last, at a salary of \$300 per annum. The average number of patients attended to in this Hospital is nearly three per week.

The provisions of the Sick Mariners' Acts were only extended to the Province of Prince Edward Island on the 1st July last, but the Act providing for the extension of these Acts to that Province also declared the duties which had been collected under them during the previous year to have been lawfully demanded and paid.

The Sick Mariners' Acts came into operation on the 1st January, 1873, in the Province of British Columbia. The amount expended in that Province on account of sick seamen for the past fiscal year was \$1,231.12, and the dues collected amounted

to \$975.42. During the past year a Marine Hospital has been erected in Victoria, under the superintendence of the Department of Public Works; and it will appear by the public accounts that the sum of \$15,474.57 has been expended upon it during the past year. Dr. John C. Davis was appointed Medical Officer of this institution on the 20th June last, at a salary of \$300 per annum, and Mr. Thomas Wood appointed keeper at a salary of \$500, with an allowance of \$5 per week for each seaman attended to in the Hospital. The average number of patients attended to in this hospital is a little over two weekly.

During the past year the sum of \$6,503.64 has been paid to the Imperial Board of Trade to reimburse expenses incurred in caring for shipwrecked and distressed seamen of Canada in foreign ports.

The total expenditure by this Department on account of sick, disabled, shipwrecked and distressed seamen during the last fiscal year, including the grant of \$500 made to the Hospital at St. Catharines, and \$500 to the Hospital at Kingston, to provide for sick seamen, amounted to \$59,778.90, and deducting the amount collected from shipping for Sick Mariners' Dues, viz., \$41,509.16 from the amount expended, leaves an excess of expenditure over receipts of \$18,278.74.

The amounts of receipts and expenditure in connection with this service during the last six fiscal years were as follows:—

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1869 ...	\$31,353 78 ...	\$26,987 64
do do 1870 ...	31,410 46 ...	27,029 34
do do 1871 ...	29,683 41 ...	28,978 22
do do 1872 ...	34,911 64 ...	38,947 60
do do 1873 ...	37,136 10 ...	41,016 43
do do 1874 ...	41,500 16 ...	59,778 90
Deduct receipts from expenditure.....	205,995 55	222,738 13
		205,999 55
Balance to the debit of the Fund.....		16,738 58

CERTIFICATES TO MASTERS AND MATES.

During the past calendar year ended 31st December, 1874, examinations have been conducted as usual by the Board of Examiners at Halifax, St. John, and Quebec, under the superintendence of the Chairman, Captain P. A. Scott, R. N. The principal number of examinations during the past year, as in the case of the previous year was held at the ports of St. John and Halifax, four examinations only having been held at Quebec, owing to the small number of candidates offering at that port, while 22 were held at Halifax, and 19 at St. John. 350 candidates presented themselves for examination, viz., 147 at Halifax, 189 at St. John, and 14 at Quebec; and

of this number 156 succeeded in obtaining certificates of competency as Masters, and 48 certificates of competency as Mates, making a total of 204 candidates (out of 350) that succeeded in passing the required examination. Of the 156 candidates that obtained Masters' certificates, 61 passed at Halifax, 88 at St. John, and 7 at Quebec; while of the 48 candidates that passed as Mates, 25 passed at Halifax, 21 at St. John, and 2 at Quebec.

The number of candidates who have passed and obtained Masters' certificates since the Act went into operation, viz., 16th Sept., 1871, up to 31st Dec., 1874, was 525; and the amount paid for these certificates, at the rate of \$10 each, was \$5,250. During the same period 118 candidates received certificates of competency as mates; and the amount paid, at the rate of \$5 each, was \$590.

In Supplement No. 2 of this Report will be found a list of all who have obtained certificates of competency and service, either as Masters or Mates, to the 31st December, 1874.

During the past calendar year, 149 certificates of service have been granted to Masters, and 58 to Mates. These certificates are not recognized in the United Kingdom, and are granted to Masters and Mates who are unable or unwilling to undergo examination for certificates of competency, who have held situations as Masters and Mates previous to 1st January, 1870, and who can produce certificates of experience and general good conduct. The fee charged for these certificates is at the rate of \$5 for Masters, and \$3 for Mates; and the whole number of certificates of this class issued since the Act went into operation to the 31st December last, was 659 for Masters, and 213 for Mates.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last, was \$2,995; and for the six months ended 31st December, 1874, \$1,547.50, making the total amount received from the 1st July, 1873, to the 31st December, 1874, \$4,542.50. The amount expended on account of this service, as will be seen by reference to Appendix No. 12 of this Report, was \$4,520.19 for the fiscal year ended 30th June last; while the amount voted by Parliament was \$7,000, leaving an unexpended balance of \$2,479.81, which reverted to the Treasury.

As stated in the Report of last year, it was found necessary to subsidize Messrs. McNally and Seaton to keep up schools for the instruction of persons wishing to qualify as candidates for certificates at Quebec, St. John and Halifax, and the sum of \$1,500 was allowed the firm referred to for the year ended 31st October last. It has been deemed advisable to continue this subsidy for another year to Mr. Seaton, in order that facilities may be afforded to parties in Quebec who may wish to qualify, and schools will be maintained under this arrangement at Quebec, Halifax and St. John until the 31st October next.

On the 1st July last, the salary of the Chairman of the Board was increased from \$1,600 to \$1,800 per annum, and that of the Clerk from \$800 to \$900.

On the 22nd December last, Captain David Hunter was appointed Examiner of Master and Mates for the Port of Halifax, in the place of Captain John Taylor, resigned.

Reports of the Chairman as to the proceedings of the Board, and the operations of the past year will be found in Supplement No. 2.

STEAMBOAT INSPECTION.

The Report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last will be found in Supplement No. 2 of this Report, together with statements showing the names of engineers examined, and to whom certificates had been granted or whose certificates had been renewed,—the amount of fees paid for such certificates—the number and names of steamboats inspected in the Dominion and the amount of duties and fees collected—also statements showing the steamers added to the number in the Dominion and those broken up, lost or rendered unfit for service during the year. From these statements it will be seen that during the year there have been issued 1,058 certificates, being an excess of 234 over the number issued in the previous year. Of this number 387 were issued to first, second and third-class engineers, and the remainder to first, second and third-class assistant engineers. The sum of \$2,929 was received by the Chairman on account of these certificates and deposited to the credit of the Steamboat Inspection Fund, showing an excess of \$824 over the amount received the previous year.

The total number of steamers inspected during the calendar year was 595, having a gross tonnage of 102,138 tons and 62,518 tons register. Of this number 178 were inspected in the West Ontario, Huron and Lake Superior Division, 77 in East Ontario, 108 in the Montreal Division, 53 in the Three Rivers Division, 83 in Quebec and 94 in the Maritime Provinces. Of the 595 steamers inspected, 280 were paddle steamers, 315 screw-boats, 232 passenger steamers, 79 freight steamers, and 284 tug steamers.

During the last calendar year there were added to the list of steamers in Canada 74 new steamboats, making a gross tonnage of 12,252 tons and 8,361 register, and adding very considerably to the steam marine of Canada. During the same period there were 24 steamers lost, broken up or put out of service, having a gross tonnage of 5,563 tons and 3,227 tons register, and this will give a gain of 50 steamers of a gross tonnage of 6,689 tons and 5,074 tons register. The very great increase that has taken place in the steam tonnage of the Dominion is shown by the fact that, while in 1868 the number of steamers inspected was only 359, in 1874 the number was 595. The number of engineers examined in 1868 was only 249, while in 1874 the number was 1,058.

The amount received during the last fiscal year on account of inspection of steamboats and licenses to engineers was \$15,663.19, while the expenditure as shown

in Appendix No. 10 amounted to \$10,291.58, showing an excess of receipts over expenditure of \$5,311.61. The fees chargeable on steamers for their inspection and certificates are as follows:—For each steamer of 100 tons and under, \$5. and for each steamer over 100 tons \$8. In addition to these fees there was a charge of ten cents per ton on each steamer irrespective of size, such dues being charged on the gross tonnage of the vessel. The amount voted by Parliament for the last fiscal year was \$10,850, while the amount expended was \$10,291.58, leaving an unexpended balance of \$558.42, which reverted to the Treasury.

The large balance in favour of this fund during the last five fiscal years would appear to warrant a reduction of the Inspection fees.

The returns printed in the supplement do not include any from British Columbia, and it will appear by the Statement of Steamboat Inspection dues that only the sum of \$66.27 was collected in that Province on account of the Steamboat Inspection Fund during the past fiscal year. As stated in the Report of last year, the operation of the Steamboat Inspection Act was suspended in that Province till the 1st June last, in order to enable steamboat owners to equip their boats in accordance with the requirements of the Act. By reference to the report of the Agent of this Department at Victoria (Appendix No. 6), it will be seen that but little difficulty was experienced in placing all low-pressure boats within the provisions of the law, but the high-pressure boats plying on the Fraser River anticipated considerable difficulty in complying with its provisions. The difficulties, however, appear to have been overcome, and the agent is of opinion, that in time the Act in British Columbia will be found to work satisfactorily.

At the last session of Parliament it was deemed advisable to make some amendments to the Steamboat Inspection Act, providing for the better inspection of boiler plates, increase to the number and size of life-boats and precautions to be taken in respect to such life-boats, and for the regulation of pumps in steamboats carrying passengers.

In the report of the Chairman of the Board will be found a statement of the different casualties which occurred to steamboats during the past calendar year, and it is gratifying to note that the loss of life in the casualties reported is exceedingly small, and in this respect compares favourably with the previous year. In the Ontario, Huron and Superior Division, the propeller "City of London" while lying at the wharf at Collins' Inlet, was burnt and one of the deck hands lost his life. In the Montreal Division the steam-tug "Forest Queen" was burnt in May last while towing on Allumette Lake, and the cook lost his life.

The other casualties reported were not attended with loss of life.

The receipts on account of this service for the last five fiscal years, as will be seen by the accompanying statement, amounted to \$65,617.62, and the expenditure for the same period to \$45,717.30, showing a balance to the credit of the fund of \$19,900.32.

Comparative statement of receipts and expenditure on account of Steamboat Inspection Fund for the past five years:—

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....	\$12,521 29 ...	\$ 7,399 18
“ “ 1871.....	10,369 96 ...	8,321 00
“ “ 1872.....	11,710 43 ...	8,500 00
“ “ 1873.....	15,412 75 ...	11,205 54
“ “ 1874.....	15,603 19 ..	10,291 58
	<hr/>	<hr/>
	\$65,617 62 ..	\$45,717 30
	<hr/>	<hr/>
	45,717 30	

Excess of receipts over expenditure remaining
in the hands of the Government.....\$19,900 32

During the past calendar year it has been deemed advisable to increase the salaries of the steamboat inspectors, and this increase took effect on the 1st July last, by which the Chairman of the Board receives \$1,800 per annum, the Deputy Chairman and Inspector for the Maritime Provinces \$1,400, the Inspectors of the West Ontario and Montreal Divisions each \$1,200, and the Inspectors for the East Ontario, Three Rivers and Quebec Divisions \$1,000 each per annum.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

As mentioned in last report a comprehensive Act respecting the shipping of seamen was passed in the session of 1873, and was reserved for the Royal assent, which assent was given on the 20th November, 1873. The proclamation setting forth the particular day on which the Act was to come into operation was issued in the *Canada Gazette* of the 16th March last, the Act coming into force on the 27th March last. This Act regulates the shipping and discharge at all the ports in the Provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia. Shipping offices have been established and shipping masters appointed for the Ports of Quebec, St. John, and St. Andrews, N. B., and Halifax, Pictou, Liverpool, La Have, Sydney, North Sydney, Cow Bay, Little Glace Bay, Langan, Louisburg and Arichat in the Province of Nova Scotia. At ports where no separate shipping offices are established, the 9th section of the Act provides that the Governor in Council may direct that the whole or any part of the business of the shipping office shall be conducted at the Custom House, and the Chief Officer of Customs be held and deemed to have been appointed shipping master; and in accordance with this section of the Act, an Order in Council issued on the 21st April last applying this provision to the Provinces of Quebec, Nova Scotia, New Brunswick and British Columbia, and constituting the chief officers of customs at the ports where no separate shipping offices had been established, shipping masters under the

Act. By an Order in Council of the 2nd December last the provisions of this section of the Act have also been applied to the Province of Prince Edward Island, so that shipping masters are now to be found at all the maritime ports empowered to carry out the requirements of the Act.

In the supplement No. 3 to this report will be found a statement showing the returns received from shipping masters for the half years ended 30th June and 31st December last, of fees received under the Act. As the Act has been in operation for so brief a time, it will be observed that these returns are very incomplete, and many ports of importance do not appear, but it is expected that future returns will be much more complete.

The following is a list of the shipping masters appointed since the Act went into operation, and the dates of such appointment:—

William W. Oliver for the Port of Sydney, N. S., on the 9th April, 1874.

Albert Corbett “ “ North Sydney, N. S., 9th “ “

Joseph W. Peppett “ “ Cow Bay, N. S., 9th “ “

Roderick McNeil “ “ Little Glace Bay, N. S., 23d “ “

Matthew Roche “ “ Lingan, N. S., 23d “ “

Wm. H. McAlpine “ “ Louisburg, N. S., 23d “ “

Daniel O. C. Madden “ “ Arichat, N. S., 7th May, “

Samuel Billings “ “ St. Andrews, N. B., 8th July, “

The following is a summary of the reports received from the shipping masters at some of the principal ports in the Dominion:—

The Shipping Master at Halifax shipped during the year ended 31st December last 3,164 seamen, for which he received fifty cents each, making the sum of \$1,582, and discharged 2,350, for which he received the sum of thirty cents each, making the sum of \$705, in all a total sum of \$2,287, out of which, after deducting his expenses, \$1,178, he had as remuneration \$1,109.

At St. John, N. B., the Shipping Master shipped during the year ended 30th June last 4,168 seamen, receiving therefrom \$2,084, and discharged 525 seamen, receiving \$157.50, making a total receipt of \$2,241.50, out of which he paid for assistant and incidental expenses \$1,302.07, leaving the net income of his office \$939.43. For the half year ended 31st December last he shipped 2,336 seamen and received \$1,168, and discharged 1,018, receiving \$305.40, making in all \$1,473.40 received, out of which he paid for salary of assistant and incidental expenses \$579.50, leaving his net income for the half year \$893.90.

From the report of the Shipping Master at Quebec, to be found in Supplement No. 3, it appears that during the half year ended 31st December, 1873, 1,459 seamen were shipped at Quebec, of whom 1,050 paid fees, and 466 seamen were discharged, of whom 286 paid fees. The total amount of fees collected for the half year amounted to \$1,297.32. Under the operations of the Act 36 Vic., Chap. 129, during the half year ended 30th June last, the number of ships that shipped seamen was 117, the number

of seamen shipped 805, and the number that paid fees 732; the number of seamen discharged was 179, of whom 71 paid fees. The total number of seamen shipped at Quebec during the fiscal year ended 30th June last, would thus appear to be 2,264, and the number discharged 645.

WRECKS AND CASUALTIES.

The number of casualties to sea-going vessels reported to this Department as having occurred during the calendar year ended 31st December last, was 278, representing an aggregate tonnage of 100,199 tons register, and the amount of loss and damage, so far as could be ascertained, was \$1,856,398. The number of lives lost in connection with disasters to sea-going vessels, so far as could be ascertained, was 108.

The number of casualties reported to this Department as having occurred on the inland waters of the Dominion was 30, representing an aggregate tonnage of 6,663 tons register, and the amount of loss and damage, so far as could be ascertained, was \$173,567. There was only one life reported to be lost in connection with the casualties on the inland waters.

The ship "Shalimar," of 1,357 tons register, owned by Messrs. Nivins & Fraser, of St. John, N. B., sailed from Shields for Bombay on 16th October, 1873, and has not since been heard from; by the loss of this vessel 27 persons are supposed to have perished, the vessel was only two years old, and was valued at about \$73,000.

The Swedish ship "Anna," of Gottenburg, was totally lost on St. Paul's Island, on the 8th of September last, while on a voyage from Gottenburg to the Saguenay River, Province of Quebec. It appears, from the Captain's report, that the vessel had lost her sails and become unmanageable, previous to her being driven on the Island. By this casualty eleven persons perished, and seven made their escape by jumping from the vessel on to the rocks. The survivors were cared for by the Superintendent of the Humane station on that island, and were taken to Halifax by the steamer "Lady Head" on her first visit to the island after the casualty.

The brig "Hilda," of 221 tons registered tonnage, owned by the Hon. J. C. Pope, of Charlottetown, was totally lost on the 31st day of December last, on Cheticamp Island, C. B., while on a voyage from Cascumpec, P. E. I., to Queenstown, and all on board, nine in number, perished. She was a new vessel, on her first voyage, and valued at \$8,800.

The bark "Cynthia Palmer," registered at St. John, N. B., and owned by John S. DeWolf, Esq., of Liverpool, England, sailed from the latter port for Maitland, N. S., on the 5th of May last, and has not since been heard from. She was a vessel of 335 tons, ten years old, and had a crew on board of ten persons, all of whom are supposed to have perished. She was valued at \$13,000.

The amount expended in connection with investigations relating to wrecks and procuring wreck returns for the year ended 30th June last, as will appear by reference to Appendix No. 21, amounted to \$2,313.31, while the amount voted for this

service was \$3,400. Of the amount expended, \$489.38 was for expenses incurred in connection with the investigation into the circumstances attending the loss of the ill-fated steamer "Bavarian," to which reference was made in the report of last year, \$603 for investigation into the wreck of the steamship "Atlantic," \$100 for the "Northern," \$114 for the "Royal Sovereign," and a considerable sum for procuring wreck returns.

REWARDS FOR SAVING LIFE.

In Supplement No. 2 will be found a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in the saving of life from Canadian vessels, and also a list of Canadian mariners to whom rewards or testimonials have been granted by the British or foreign Governments for gallant and humane services in saving life from British and foreign vessels. From these returns it will be seen that the Government of Canada, during the past year, presented 48 testimonials and money rewards, accompanied by letters of thanks, and in eight instances letters of thanks alone were sent. Money rewards were made in cases where it was supposed money would be more acceptable than testimonials.

The amount expended for this service in the past fiscal year was \$2,014.03, while the amount voted, including also an appropriation for life-boats and life-preservers, was \$6,000. A special appropriation of \$3,000 was made by Parliament to provide for the expenses incurred in connection with the burial of the bodies recovered from the wreck of the ill-fated steamship "Atlantic," and for conferring rewards on the parties who rescued and provided for the survivors from the wreck, and the sum of \$2,917.75 was expended for these purposes from the amount appropriated.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 3 to this Report will be found reports of the Harbour Commissioners at Toronto, Montreal and Quebec for the year ended 31st December, 1874.

From the report made by the Harbour Master of Toronto to the Board of Harbour Commissioners of that Port, it appears that \$10,144.15 was received for harbour dues during the season of navigation; that the total receipts amounted to \$18,568.49, and the expenditure to \$18,560.21.

1,534 sailing vessels loaded, and 150 unloaded, during the season; 561 steamboats loaded and fifteen unloaded; 196 propellers loaded and 68 unloaded during the same period.

There appears to have been a falling off in the number that loaded and unloaded of 629 vessels from the previous year, and this the Harbour Master attributes to dullness in shipping business and low freights.

The report of the Montreal Harbour Commissioners is to the 31st December last, and contains returns in reference to pilotage, which is now under the control of that body since the abolition of the Trinity House. From these returns it appears that

five pilots were licensed during the year 1874, and the number of licensed pilots, including those added during the year, 42. One pilot, who was deprived of his branch in the season of 1873, was reinstated; one was suspended for three months for drunkenness. Four pilots are on the pension list. The gross earnings for 1874 amounted to about \$36,630. The receipts of Decayed Pilots Fund, arising from the per centage of earnings of pilots and interest on investments, amounted to \$2,291.92, and the amount paid for pensions to the old and infirm pilots and widows of deceased pilots, amounted to \$1,260. There are twenty-one pensioners on the list. The minimum allowance to widows and infirm pilots has been fixed at \$60 per annum; extreme cases being specially dealt with. In consequence of the amount embezzled by the late Registrar of the Trinity House, Montreal, having been made good by Parliament at its last session, the Decayed Pilots Fund is now in a better condition than at any previous period. A statement of this fund will be found in Supplement No. 3.

The revenue of the Harbour Commissioners for the year ended 31st December last, amounted to \$280,021.45, against \$248,884.96 for the previous year, showing an increase of \$31,136.49.

The receipts from other sources, including proceeds of sale of debentures, interest and receipts from the Dominion Government, amounted to \$655,021.41, making the total receipts \$935,042.86, while the total expenditure on account of improvements amounted to \$892,215.53.

It will be seen by the report of the Harbour Master that the total number of vessels that entered the Port of Montreal during last year was 731, with a gross tonnage of 423,423 tons; the number the previous year being 702 vessels, with a tonnage of 412,479 tons, thus shewing a considerable increase in the year just closed.

The revenues of the Quebec Harbour Commissioners are derived principally from tonnage dues, and the total revenue received for the year ended 30th April, 1874, amounted to \$49,920.89. \$28,356.93 of this amount was received from tonnage dues, and the balance chiefly derived from the rent of wharves and other properties. From the 1st May to the 31st December 1874, the revenue amounted to \$75,239.33, of which sum \$52,971.94 was derived from tonnage and other dues, and the remainder from rents of properties. The expenditure from 1st May, 1873, to 31st December, 1874, as will appear by the statement attached to the report of the Commissioners, amounted to \$106,569.37. The total value of the assets of the Commissioners, including wharves and other properties, was \$739,492.83, and the liabilities amounted to \$723,000.

During the past season the Commissioners, with a view of obtaining the best advice as to the most feasible improvements to the harbour, offered the sum of \$5,000 for the best plans and specifications, and \$1,000 for the plans next in value; and ten competitors have sent in plans &c., which are now in course of consideration.

A report of the Harbour Commissioners for the Port of Pictou also appears in the supplement, and also a statement showing the fees collected by harbour masters appointed under the Acts 36 Vic., chap. 9, and 37 Vic. chap. 34, and also a list of all the harbour masters in the Dominion.

In supplement No. 3 will be found a report of the Harbour Master at Halifax for the year ended 31st December last, from which it will be seen that fees were collected from 925 vessels, amounting to the sum of \$990; that \$175.60 was paid by the Harbour Master for office rent and incidental expenses, leaving his net income for the year \$814.40.

At many of the ports the fees received by the harbour masters under the Acts, 36 Vic., Chap. 9, and 37 Vic., Chap. 34, are merely nominal, owing to the exemption of ships engaged in trading between ports and places in the Dominion and vessels engaged in the fishing trade, from the payment of fees. Much dissatisfaction has in consequence been expressed by harbour masters at the remuneration received, and it may prove advisable to make such amendments to the Acts at the approaching session of Parliament, as will bring fishing and trading vessels under its operation, and thus provide for some remuneration to harbour masters, as these classes of vessels are as much interested in maintaining the harbours of the Dominion in good order, as other vessels, and use the harbour more frequently than foreign-going ships.

PILOTAGE AUTHORITIES.

TRINITY HOUSE, QUEBEC.

The duties of this Corporation are now chiefly confined to the pilotage of the Lower St. Lawrence, as stated in the report of last year, to which reference may also be had for information as to the different officers of the Corporation, salaries &c.

The amount paid for salaries, contingencies, &c., for the year ended 30th June last, amounted to \$7,995, while the amount voted by Parliament was \$7,995.

The report of the Trinity House for the year ended 30th June last, as also the annual statement of the Quebec Decayed Pilots Fund for the year ended 31st December last, will be found in supplement No. 3 to this report. Lists of all the pilots licensed for and below the harbour of Quebec, and of pilot apprentices, and statements of pilotage dues in force, of the amount received for such dues, and of receipts and expenditure of all moneys received in respect of pilots, will also be found in the supplement referred to.

The number of pilots on the active list on the 31st^h December last was 201, being ten less than reported last year, and the total number of apprentices was 51, being an increase over the number of last year of 13.

Of the 201 pilots on the active list, three were in charge of steamers, two in charge of light-ships, and fifteen were old pilots licensed for one year from April last. Eleven pilots were pensioned during the year, and two died. Thirteen apprentices were indentured and one apprentice was branched or licensed. No pilots were suspended during the year.

During the past year eight cases of prosecutions against pilots and others for infringement of pilot and harbour regulations were adjudged by the Trinity House, but many cases of complaint against pilots, lodged with the Harbour Master were not acted upon by him, as he considered that he had lost the right of prosecuting pilots before the Trinity House for the loss of vessels under their charge, unless such pilots had been found guilty of an indictment under the 71st section of the Pilotage Act of 1873. This seems to me to be an erroneous view of the law, but as the doubt exists it may perhaps be advisable to declare by an Act that the Trinity House still retains the power of suspending or dismissing pilots for misconduct, irrespective of any indictment which may be found against them by the law courts.

On the 31st December last the Decayed Pilots' Fund stood as follows:—

Money invested.....	\$54,401 19
Interest due.....	104 90
Cash on hand in Savings Bank and Treasurer's hands....	6,291 29
	<hr/>
	\$60,797 38
Deduct arrears of pensions due.....	326 58
	<hr/>
Balance to credit of fund.....	\$60,470 80

The number of infirm or decayed pilots on the list is 54. The pensions range from \$40 to \$160, but the greater number receive \$96 per annum.

The amount paid for pensions during the year was \$11,618.78, and the percentage or contributions of pilots to the fund amounted to \$11,100.90. Ten pilots were temporarily relieved from the fund to the amount of \$618.83. There were 92 widows receiving relief from the fund, varying from \$40 to \$80, and the money paid these amounted in the aggregate to \$6,296. Twenty-nine children of pilots received pensions, ranging from \$10 to \$48, and amounting in all to the sum of \$675.60.

The total receipts of the fund during last year amounted to \$25,944.48, including the poundage or percentage received from pilots, capital paid in and interest received on loans and temporary deposits in savings banks, and the expenditure amounted to \$26,020.54.

The pilotage receipts from 319 foreign vessels, amounted to \$33,866.02, and from 1,049 British vessels to \$125,076.13, thus making the total receipts for the past year \$158,942.15. The expenditure for the past year by the Corporation of Pilots amounted to \$30,739.08, not including the dividends to pilots, and the dividend received by each pilot for last season amounted to \$658, while that of the previous season amounted to \$635.50.

ST. JOHN, NEW BRUNSWICK.

A pilotage authority for this port was established by Order in Council of the 16th June last, under the provisions of the Pilotage Act of 1873. Mr. George Stymest was appointed Secretary and Treasurer at the same date at a salary of \$800

per annum as provided for by the Act. Rules and regulations for the government of pilotage were approved by Order in Council of the 4th November last. In supplement No. 3 will be found a report from the pilotage authority, giving a list of pilots licensed, a list of apprentices, the rates of pilotage, and receipts and expenditure to 31st December last. These returns embrace only a small portion of the past year, owing to the late period at which the rules were put in force.

CHARLOTTE COUNTY, N.B.

A pilotage authority for the County of Charlotte was established by Order in Council of the 2nd April last, and rules and regulations approved by Order in Council of the 16th June last. A report from the Commissioners will be found in Supplement No. 3 to this report, from which it appears that, owing to the rules not being in force till late in the season, only ten pilots took out licenses; \$65 was received and \$55 expended.

MIRAMICHI, N.B.

A pilotage authority was formed for the District of Miramichi, N. B., by Order in Council of the 7th May last, and rules approved by Order in Council for the government of pilots on the 17th June last, but no report has been received as to the operations of the past year.

RESTIGOUCHE, N.B.

A pilotage authority was also formed by Order in Council of 22nd October, 1873, for the District of Restigouche, N. B., but no rules and regulations have been framed under the Pilotage Act, and no report has been received of the operations of the authority.

HALIFAX, N.S.

A pilotage authority for the District of Halifax, N. S., was formed by Order in Council of the 6th June last, but regulations have not yet been framed under the new Act, and no report could in consequence be made as to the operations of the past year.

PICTOU, N. S.

A pilotage authority for the District of Pictou, N. S., was established by Order in Council of the 23d March last, and rules adopted under the new Pilotage Act on the 11th May last. A report from the Commissioners will be found in Supplement No. 3 to this report, from which it will appear that the sum of \$4,140 was received by the pilotage authority for pilotage dues and licenses to pilots, and the same amount expended; \$3,909.50 of this amount was divided among the pilots, thirteen in number, \$200 paid as salary to the Secretary, and the balance was for incidental expenses.

SYDNEY, N. S.

A pilotage district was formed on the 9th April last for Sydney, N. S., and an authority appointed, but no rules have been frame under the new Act and no report received for the past year.

DIGBY AND ANNAPOLIS N.S.

A pilotage authority was also formed on the 30th April last for the counties of Digby and Annapolis, N. S., but as the pilotage dues were non-compulsory, no pilots have applied for licenses and no steps have been taken by the authority in the matter.

GREAT AND LITTLE BRAS D'OR, N. S.

A pilotage authority was formed on the 7th May last for Great and Little Bras d'Or Lake, and between Smoky Cape in Victoria County and Point Aconi in Cape Breton, but no rules have been framed under the new Act, and no report has been received for the past season.

MERCHANT SHIPPING OF THE DOMINION.

The management, control and supervision of the registration and measurement of the shipping of Canada formerly belonged to the Department of Customs; but by an Order of the Governor in Council, dated 18th December, 1874, it was transferred to the Department of Marine and Fisheries, the transfer to take effect on the 1st January, 1875.

The Canadian shipping trading on the Inland waters of Canada was ormerly registered under the Canadian Inland Registry Act, which differed materially from the Imperial Merchant Shipping Act, under which Act all other British shipping in Her Majesty's Dominions was registered. Under the Inland Registry Act of Canada no foreign built vessel could be registered. Another important difference between the two Acts was in the measurement of steamers, as under the Imperial Act all closed in spaces above the main deck are measured, with certain deductions for the engine room and crew, while under the Inland Act, only the hull of the vessel was measured, with deduction for the engine room. The effect of allowing the Inland Act to remain in force was to make the register tonnage of a steamer with large saloon cabins on deck very much smaller than what she would measure under the Imperial Act, thus presenting the anomaly of a Canadian steamer registered in Ontario, measuring very much less than what she would measure in New Brunswick. In the case of tug steamers, or steamers without saloon cabins on deck, the difference between the two measurements would not be great.

One of the objects of the Canadian Act, 36 Victoria, Chap. 128, which was prepared by this Department, was to remedy this state of affairs, and to require all the shipping of Canada to be registered in future under the Imperial Act. The Canadian Act alluded to was reserved for Her Majesty's pleasure, and it received the Royal

assent on the 20th November, 1873, and was proclaimed by the Governor General of Canada to take effect on the 27th March, 1874.

As the Imperial Merchant Shipping Act has become complicated by so many amendments during the last twenty years, and as it was found difficult to procure enough copies of that Act with all its amendments relating to the registry and measurement of shipping for all the Registrars of shipping in Ontario, as well as the Registrars of new ports of registry in the other Provinces of the Dominion, I am preparing to have printed all the Imperial Acts relating to this subject, as well as the Canadian Act alluded to, with explanatory marginal notes for the use and information of all the Registrars of Shipping in the Dominion; and along with these Acts will be a book of instructions based on the Imperial instructions, with such additions or alterations as may have become necessary by the changes and alterations of the laws, as also a specimen copy of every form used under these Acts properly filled up, in order to enable every Registrar in the Dominion to understand his duties under these laws, and to make the necessary entries correctly when called upon to do so.

The fourth part of the Canadian Act alluded to, relating to shipping, provided that the Governor in Council might make rules and regulations for the inspection and classification of shipping whenever it might be deemed advisable to do so; but up to the present time no action has been taken to bring this part of the Act in force. Many persons interested in shipping are of opinion that the time has now arrived when Canada should have a national classification of her own, without having to resort to other countries to have her shipping classed; while, on the other hand many persons are averse to such an institution, and express fears that it may be made compulsory, and thus impose additional expense upon their ships in the event of their preferring to class their vessels in the old established institutions which are already well known throughout the world. In the event of the Government of Canada establishing a national classification of its own, it might be of great service to our shipping, by preventing Canadian vessels from being subjected to any additional survey in England, should the British Parliament make any new laws for the safety of shipping, requiring such survey, as it is probable that any survey by the officers of the Canadian Government would be recognized by the British Government. Classification, however, by the Government of Canada should be entirely optional, leaving shipowners to choose between the Canadian classification and the institutions which are now engaged in this business.

From the applications which have been made to this Department, and the numerous opinions which have been expressed by persons interested in shipping in favour of such a system of classification in Canada, there is little doubt that the owners of a large number of our small vessels not hitherto classed in any office would avail themselves of the opportunity which would be afforded them by such a system of obtaining a classification in a Canadian office, as the cost would be but trifling, and the advantages would be great either in chartering or selling their vessels.

When the last annual report of this Department was published, the supervision and management of the registry and measurement of the shipping of the Dominion had not been transferred to this Department, and there were no returns in existence from which the total registered tonnage of Canada could be ascertained ; but in the Canadian Act, 36 Victoria chap. 128, authority was given to the Minister of Marine to require from every Registrar of Shipping in Canada a return of all existing ships on his registry on the 31st December in each year. When the Act alluded to had been duly sanctioned by Her Majesty, and proclaimed to be in force in Canada on the 27th March last, steps were immediately taken by this Department to collect such returns from all the registry ports in the Dominion, but owing to the great distance of some of the ports from Ottawa, and the length of time necessary to have the returns examined, corrected, and printed, it was late in the year before the Supplement to the annual report of this Department containing all such information was published and circulated. The supplement alluded to contained the names of every vessel registered in Canada, with the year and place of building, dimensions, tonnage, and name of managing owners. A similar Supplement to the Annual Report will be published this year, and it will contain, in addition to the list of ships registered in the Dominion, an account of the steamers inspected and certified by the Board of Steamboat Inspection, as also a list of all the engineers in the Dominion who have been licensed by that board, with other information relating to steamers ; also a list of masters and mates who have received certificates of competency or service from this Department ; also an account of the wrecks which have taken place in Canadian waters during last year, and an account of the rewards which have been given for saving life during the same period.

As the annual report of this Department, with its supplements, has now become so large, and it is found to be so very difficult to have such voluminous public documents printed during the session of Parliament when the Government contractors for printing are so much engaged in parliamentary work, it is not probable that this large supplement can be issued till after the session of Parliament, as the returns of shipping are all made up to the 31st December, and are not generally received here till about the end of January or even later.

The following statement will show that the quantity of shipping registered in the Dominion of Canada on the 31st December, 1873, including inland shipping, canal and river barges, &c., was 6,782 vessels, measuring 1,073,718 tons. On the 31st December, 1874, it was 6,930 vessels, measuring 1,158,363 tons, showing a very considerable increase in 1874 over 1873. It would be very difficult to arrive at a correct valuation of this property, as there is such a wide difference in the value of the different descriptions of vessels on the registry books ; some of the steamers with their machinery costing from \$80 to \$100 a ton, while some of the small sailing craft or barges would not be worth more than \$15 or \$20 a ton. Good sized, new sailing vessels, duly classed in British or French Lloyds, might fairly be valued at

from \$40 to \$50 per register ton. As a large number of the vessels on the registry books are old and much reduced in value, it would not in my opinion be safe, to put the average value of the shipping of the Dominion at a much higher figure than \$30 per ton, for, while many of the new vessels and steamers are much more valuable, a large number of the old vessels and inland craft are not worth nearly so much. Taking this low rate as an average value, it would give the total value of the registered shipping of the Dominion as \$34,750,890, at the lowest calculation, although some persons might place the value at a higher amount than this.

COMPARATIVE Statement showing the number of vessels and number of tons on the Registry Books of the Dominion on the 31st of December, 1873 and 1874.

	1873.		1874.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,147	277,850	1,144	294,741
Nova Scotia	2,803	449,701	2,787	479,669
Quebec	1,842	214,043	1,837	218,946
Ontario	681	89,111	815	113,068
Prince Edward Island	280	38,918	312	48,688
British Columbia	30	4,095	35	3,611
	6,783	1,073,718	6,930	1,158,363

Being an increase in 1874 of 147 vessels and 84,645 tons.

Description of Vessels.

	1873.	Tons.	1874.	Tons.
Ships	205	223,005	236	267,107
Barques	542	307,262	546	320,843
Barquentines	15	6,052	25	10,769
Brigs	66	16,774	62	15,708
Brigantines	557	114,069	542	114,689
Schooners	3,642	218,169	3,643	230,383
Woodboat Schooners	133	8,173	142	8,889
Woodboats	57	2,830	56	2,761
Barges	912	101,356	916	102,737
Sloops	45	2,168	45	1,788
Yacht	1	45	1	45
Scows	48	3,986	80	6,088
Steamlifts	2	69	2	69
Steamers	558	69,760	634	76,487
	6,783	1,073,718	6,930	1,158,363

The following statement of new vessels registered in the Dominion during last calendar year, shews that there were 490 such vessels measuring 183,010 tons register, in addition to which there were six new vessels measuring 7,746 tons

register, which proceeded to the United Kingdom under Governor's pass without being registered, making altogether 496 new vessels measuring 190,756 tons register, which were registered during last year, including those which proceeded to England under Governor's pass. In cases where vessels are built in Canada for owners in the United Kingdom, or for sale there, it is sometimes an advantage to their owners or builders to send them to the United Kingdom under a pass instead of a register, as it enables the new owners or purchasers in England to change the name previous to registry.

The value of a new classed ship during last year might be stated at \$40 or \$50 per ton, while unclassified vessels and small craft would not probably average more than \$30 per ton. The new steamers with their engines would probably be worth about \$100 a ton. The average value of all the new vessels built in the Dominion last year might fairly be stated at about \$45 per ton, including small and unclassified vessels which would give the value of new shipping built in Canada last year as \$8,584,020.

New vessels registered in Canada during the year ended 31st December, 1874, and built there.

	No. of Vessels.	Register Tonnage.
New Brunswick.....	99	42,027
Nova Scotia.....	175	84,480
Quebec.....	73	20,796
Ontario.....	50	10,797
P. E. Island.....	88	24,634
British Columbia.....	5	276
	490	183,010

Description of Vessels.

49 Ships measuring.....	62,747
94 Barques "	64,100
12 Barquentines "	5,421
18 Brigs "	4,790
78 Brigantines	19,871
165 Schooners.....	15,454
12 Wood-boat schooners.....	906
2 Sloops	28
18 Barges	4,277
42 Steamers (gross tonnage 8,177).....	5,416
490	183,010

New vessels built in the Dominion of Canada which proceeded to the United Kingdom under Governor's pass without being registered during the year ended the 31st December, 1874.

St. John, N. B.,.....	5 ships, measuring.....	7,441 tons.
Charlottetown,.....	1 barquentine "	305 "
	<hr/>	<hr/>
	6	7,746

Recapitulation.

490 Vessels registered in Canada, measuring.....	183,010 tons.
6 " which left under Governor's pass.....	7,746 "
<hr/>	<hr/>
496 new vessels.	190,756 "

Although an approximate estimate may be made of the value of shipping *registered* in the Dominion, it would be very difficult to make such an estimate of the tonnage *owned* in the Dominion, as a reference to the list of ships registered in Canada will show that many vessels on the registry books of Canada are owned by persons who do not reside in Canada, and have no connection with it; while, on the other hand there is a number of vessels registered in the United Kingdom which are partly or wholly owned by persons residing in Canada. The Imperial Registry Laws allow a British shipowner to register his vessel in any registering port in Her Majesty's Dominions he may select. The tonnage of the steamers registered in Ontario and at Montreal, under the Inland Registry Act, would also be very much increased if registered under the Imperial Registry Act; and in future all new steamers in the Inland waters must be measured and registered under the Imperial Act, by the same rules which apply to steamers in the Maritime Provinces, and in all other parts of Her Majesty's Dominions.

Much interest and pride is naturally felt by all Canadians in the important position which Canada is now assuming, with reference to the rapid growth of her mercantile marine, and her relative position among the other shipowning states of the world. If her merchant shipping increases as fast in the future as it has done in the past, and there is every reasonable ground for believing that it will do so, there can be very little doubt but that before many years elapse she will stand third or fourth on the list of the ship-owning countries of the world—Great Britain and Ireland holding the first position, and the United States of America the second. Statisticians all seem to agree, however, that it is very difficult to obtain comparative statistics of shipping from which correct deductions can be drawn, as the accuracy of such statistics cannot be absolutely relied on, owing to so many circumstances preventing it, such as different modes of measurement and different systems of making up the returns of shipping, some countries having part of their tonnage calculated under their old systems, and part of it under the British system, commonly known as Moorson's tonnage, while

others again still adhere altogether to their old system of measurement, which differs widely from the British system. In Canada we have two systems in operation, viz: Moorsom's tonnage, which is that of the Imperial Merchant Shipping Act of 1854; and the system adopted by the Registry Law, 8 and 9 Victoria, Cap. 89, which was repealed on the 1st May, 1855, when the Registry Law came into operation. The difference in the results between these two systems, as regards an ordinary sailing ship with a poop deck or with three decks is very little, the tonnage under Moorsom's system being rather less than under the former system. As Moorsom's plan, however, includes all closed in spaces on deck in addition to the poop, with certain deductions for space for the crew, which the previous law did not allow, it would tend to swell the tonnage of the vessel a little if she had large round houses on deck, and thus tend to bring the tonnage of the vessel up to what it would have been under the previous law. On the whole, there was very little practical difference between the two systems as regards this class of vessels. But with regard to coasting, river and lake steamers, the case was entirely different. Under Moorsom's plan all closed in spaces for saloons, cabins, and accommodations for passengers are measured and included in the register tonnage, while under the former system they were exempted. In our inland waters and lakes nearly all the steamers have been measured and registered under the old system, which makes the total tonnage of this class of vessels very much less than it would have been if measured under the Imperial Law.

Another serious difficulty in obtaining reliable comparative statistics relating to tonnage is, that the returns of some countries include only their sea-going tonnage, while others include lake, river, and canal inland tonnage. In Canada all registered tonnage is included in the returns, and, as will be seen by our shipping list, there is considerably upwards of 100,000 tons of canal and inland sailing tonnage, without reference to our inland steamers.

In the book published by the Bureau Veritas, known as the *Repertoire General*, for 1874-75, a statement is given of the tonnage of each flag, both of sailing and steam vessels, and it is probably as reliable an authority as can be found on this subject, but with reference to sailing ships it distinctly states that it only gives the sea-going vessels, leaving out probably a large quantity of coasting and inland tonnage of each country. With reference to steamers, it also gives only the sea-going vessels, and all those ^{over} ~~under~~ one hundred tons net register, while in Canada everything is included in the official returns of tonnage registered. It will be seen, therefore, how difficult it is to make, with any degree of accuracy, comparative statements of the tonnage owned by different countries, unless the same systems of measurement were adopted in each country, and the same descriptions of vessels were included in each of the returns of the respective States, relative to which comparisons are made.

Frederick Martin, Esquire, the author of the *Statesman's Year Book*, writes me on this subject as follows:—

“Comparative statistics, embracing any number of States, are as yet not in

"existence any more than a uniform system of money, weights and measures for all nations. I am in correspondence with the leading statisticians of all the principal countries of Europe, and there is not one who is not deeply impressed by the fact that absolutely trustworthy and accurate international statistics are as yet unattainable. My friends, Dr. Engel, of Berlin, Maurice Block, of Paris, and others, have made many attempts to remedy this state of things, and their efforts have been as ineffectual hitherto as those of statistical congresses. I am blamed in some quarters for even making the attempt to get up "comparative tables;" and my only defence is that I try to do the best with such imperfect materials as can be obtained, deeming it preferable to give an imperfect picture of a most interesting subject, than to "give none at all."

I subjoin herewith a table, taken from the *Repertoire General*, of the sea-going sailing vessels and sea-going steamers over 100 tons net tonnage, of the different states of the world for the year 1874, from which some idea may be formed of the relative standing of Canada as regards tonnage; but with such a wide difference in the mode of making them up as compared with the Canadian system, which includes inland tonnage, while such tonnage is excluded from these returns, it will be seen that it can only be an approximate comparison. It appears by this authority that the net register sea-going tonnage for 1874 of the British Dominions, was 7,374,718 tons, which includes the colonial tonnage of the empire. Martin, in the *Statesman's Year Book*, gives the total tonnage of Great Britain and Ireland for 1874 as 5,748,097 tons, and he informs me that the figures were furnished to him by the British Board of Trade, and may therefore be considered reliable. These figures do not, however, include the tonnage of the British colonies.

The next largest shipowning country of the world is the United States of America, which, according to the *Repertoire General* had, in 1874, 2,685,360 tons of sea-going shipping and steamers, excluding inland and river craft and steamers under 100 tons. Martin gives the total tonnage of that country for 1873 as 4,468,046 tons.

The next on the list, as given by the *Repertoire General*, is Norway, which it states had 1,385,843 tons in 1874 of sea-going shipping and steamers.

The fourth on the list, according to the same authority, is Italy, which it states had in 1874, 1,288,627 tons of sea-going shipping and steamers.

The fifth on the list of the *Repertoire General* is Germany, which it states had in 1874, 1,040,735 tons of sea-going shipping, exclusive of inland vessels and steamers under 100 tons. The total tonnage of Canada for 1874 was 1,158,363, but if the inland tonnage and steamers under 100 tons were deducted from that amount, it is doubtful if it would equal the tonnage of Germany. Martin gives the total tonnage of Germany for 1873, as 2,480,625 tons, which is more than double that of Canada, but he does not give the tonnage for 1874.

With these figures, therefore, it is difficult to say positively whether Canada stands fifth or sixth on the list as regards the quantity of tonnage registered under

each of the national flags of the maritime States, but enough has been stated to shew that before many years have elapsed, Canada may reasonably expect to take her position as the third or fourth greatest ship owning country of the world.

France, according to the *Repertoire General*, owned in 1874, 941,817 tons of sea-going shipping, while according to Martin the total tonnage of that country in 1873 was 1,064,379 tons; the tonnage for 1874 is not given.

A reference to the following table will shew that these are the seven principal ship-owning countries of the world, after which come the Spanish, Dutch, Swedish, Greek, Russian, Austrian, and Danish States; none of the latter, however, come near any of the former named seven countries in point of importance as regards the tonnage registered under their respective flags:—

STATEMENT showing the Seagoing Tonnage and Tonnage of Steamers over 100 tons net register of each of the Maritime States of the World, for 1874, taken from the *Repertoire General* for 1874 and 1875.

Nationality.	Steamers.	Gross tonnage of Steamers.	Net tonnage of Steamers.	Sailing Vessels.	Net tonnage of Sailing Vessels.	Total Net Tonnage.
British.....	3,002	3,015,773	1,990,955	20,538	5,383,763	7,374,718
American.....	613	768,724	503,701	6,869	2,181,659	2,685,360
Norwegian.....	412	51,103	36,705	4,464	1,339,138	1,385,843
Italian.....	110	91,011	60,811	4,343	1,227,816	1,288,627
German.....	220	268,828	187,996	3,483	862,789	1,040,785
French.....	315	318,757	205,491	3,780	736,326	941,817
Spanish.....	212	155,417	105,044	2,674	569,767	614,811
Dutch.....	107	93,723	69,749	1,418	385,301	455,050
Swedish.....	195	77,440	54,091	1,905	361,368	415,459
Greek.....	9	5,329	3,502	2,063	406,937	410,439
Russian.....	144	111,072	70,030	1,428	331,350	401,380
Austrian.....	81	83,039	55,951	955	327,742	383,693
Danish.....	67	38,976	26,422	1,239	173,480	199,902
South American.....	72	52,387	35,392	219	82,761	118,153
Portuguese.....	23	18,452	12,958	410	92,808	105,766
Turkish and Egyptian.....	29	27,530	18,060	277	43,360	61,420
Central American.....	9	5,332	3,556	138	46,580	50,136
Belgian.....	39	40,536	28,425	51	17,158	45,583
Asiatic.....	6	3,459	2,240	35	13,527	15,767
	5,365	5,226,888	3,471,079	56,289	14,523,630	17,994,709

SUBSIDIES TO STEAMERS.

Since the year 1868, a subsidy has been given to the Quebec and Gulf Ports Steamship Company, for keeping up a line of steamers to the lower ports for the accommodation of passengers, and for freight traffic. This subsidy has been paid by this Department, and until last season has been at the rate of \$15,000 per annum, in addition to the amount paid by the Post-Office Department for carrying the mails. During the season of 1874 the sum of \$10,000 was paid by the Department of

Marine and Fisheries, being the amount appropriated by Parliament for the purpose. Under the contract made with the Company by the Post Office Department, the sum of \$600 is allowed for a round trip of a steamer from Quebec to Pictou and return, calling at Father Point, Gaspé, Perce, Paspébiac, Dalhousie, Chatham, Newcastle, and Shediac. In Appendix No. 27 will be found a statement showing the trips made by the boats belonging to the Company, with the date of departure from and return to Quebec, given in detail, from which it will be seen that the first boat started from Quebec on the 14th May, and the last boat arrived at Quebec on the 27th November.

Under a contract made by the Nova Scotia Government, previous to Confederation with the Prince Edward Island Steam Navigation Company, the sum of \$16,000 Nova Scotia currency, has been paid for the past ten years for carrying mails and passengers between Charlottetown and Pictou twice a week, but as the contract expired in February last no subsidy was voted by Parliament for this service at its last session. The last payment to the company was made in January 1874, and amounted to \$1,557.33, Dominion currency.

STAFF IN DEPARTMENT AT OTTAWA.

In Appendix No. 31 a list is given of the members of the establishment staff at Ottawa, the rank of each, and the amount of salary and bonus they severally received during the fiscal year ended 30th June, 1874.

On the 7th February 1874, Mr. Arthur Chisholm, aged 24 years, was appointed a third-class clerk and stenographic writer, at a salary of \$600 per annum; Mr. Chisholm having temporarily acted in that capacity since the 7th of January previously.

On the 28th February, 1874, Captain Marmaduke Graburn, a senior second-class clerk in the Department, who had, previous to his appointment on the staff on the 18th October 1873, been in command of the Government schooner "J. H. Nickerson," was transferred to the outside service to assume command again of that vessel. After the close of navigation and throughout the winter, Captain Graburn serves as a clerk in the Department at Ottawa.

On the 21st March, 1874, Mr. François Frederick Gourdeau was promoted from a junior second-class clerkship at \$1,000 per annum, to be a senior second-class clerk, at a salary commencing at \$1,100 per annum, in the room of Captain Graburn, transferred.

On the 28th March, 1874, Mr. Thomas Wheeler, who was in receipt of a salary of \$450 per annum, as a messenger, resigned his situation, which resignation was accepted.

On the 20th April, 1874, Mr. William Edward Everest, a junior second-class clerk and private secretary to the Minister, at a salary of \$750 per annum, resigned his situation and left the Civil Service.

On the 28th May, 1874, Mr. George Trudeau, advocate of Quebec, aged 34 years,

was appointed a junior second-class clerk at a salary commencing at \$700 per annum in the room of Mr. Everest resigned.

On the 6th June, 1874, Mr. James Robertson, aged 14 years, was appointed assistant messenger, at a salary of \$180 per annum, in the room of Mr. Thomas Wheeler resigned.

On the 22nd August, 1874, Mr. Frederic Edmund Anthony Gautier, aged 26 years, who had acted as an extra clerk in the Department since 21st April previously, was appointed a third-class clerk at a salary of \$500 per annum, such appointment to take effect from the 22nd July of that year.

A reference to the addenda accompanying this report shews the number of persons employed on the outside service of the Department of Marine and Fisheries, including the officers and crews of the Government vessels under the control and management of this Department. As already mentioned in this report, the number last year was 1,371, while for the previous year it was 1,123. In addition to that number, there are sixty-one registrars of shipping who act as such under the directions and control of this Department. They are the Collectors of Customs at the various ports of registration, but receive no salary or fees in their capacity as registrars. There are also sixty-four measurers and surveyors of shipping at certain ports throughout the Dominion appointed to act as officers of this Department, who are remunerated from their fees of office, although in addition to such office they generally hold a position in the Customs service. Further, in addition to the above, by Orders in Council of 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed as a shipping master, is to receive the fees, make half yearly returns of such to this Department, and act in that capacity under its instructions.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, 1st January, 1875.

ADDENDA.

The number of Employés in the Outside Service of the Department of Marine and Fisheries on the 31st December, 1874, was as follows:—

Superintendent of Lights and Light Keepers in Ontario and above Montreal.....	89
Officers of Trinity House, Quebec.....	7
Officers of Agency at Quebec, Light-house Keepers, &c., below Quebec, and Light-house Keepers lately under charge of Trinity House, Montreal.....	159
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, &c., in New Brunswick.....	59
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, and Employés of Humane Establishments in Nova Scotia.....	127
Light Keepers in Prince Edward Island	16
Agent and Light Keepers in British Columbia	14
Officers and Crews of Dominion Steamers and Vessels	137
Examiners of Masters and Mates and Clerk to Chairman of Board	8
Inspectors of Steamboats and Clerk to Chairman of Board	8
Harbour and River Police, Montreal and Quebec.....	75
Officers and Employés in Marine Hospitals.....	63
Shipping Masters*.....	15
Harbour Masters.....	54
Officers of Observatories and Meteorological Observers, &c., receiving pay†.....	70
Receivers of wreck	16
<i>Ontario:—</i>	
Fishery Overseers	37
Fishery Guardians	35
<i>Quebec:—</i>	
Commander of "La Canadienne" and Crew.....	24
Fishery Overseers	35
Fishery Guardians.....	31
<i>Nova Scotia:—</i>	
Fishery Officer.....	1
Fishery Overseers	35
Fishery Wardens.....	172
<i>New Brunswick:—</i>	
Inspector for Nova Scotia and New Brunswick.....	1
Clerk.....	1
Fishery Overseers.....	35
Fishery Wardens.....	59
	<hr/> 1,371

There are sixty-one Registrars of Shipping and sixty-four Measurers and Surveyors of Shipping not given in the above statement.

*Collectors of Customs who act as Shipping Masters not included.

†A large number of persons act as Meteorological Observers without pay.

REPORT

OF THE

COMMISSIONER OF FISHERIES.

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

OTTAWA, 31st Dec., 1874.

SIR,—I have the honor to report on the condition and produce of the Fisheries of Canada, and the state of the Fisheries Service in connection therewith during the season of 1874.

CONDITION AND YIELD OF CANADIAN FISHERIES.

The condition of the fisheries generally throughout the Dominion is still improving. Some further amendments in the fishery regulations and requisite additions to means of enforcing them having been made, continued improvement may be expected.

The following tabular statement exhibits the yield of our fisheries last year as exceeding considerably that of the preceding year. Their money value, in 1873, amounted to \$10,754,998. It amounts, in 1874, to \$11,681,886. An increase of nearly one million of dollars. These figures comprise chiefly fish produced for exportation. It is computed that about ten per cent. more should be added for domestic supply. The produce of British Columbia, Manitoba and the North-West Territories, is not at present accounted in these returns.

COMPARATIVE TABLE.

The following Comparative Statement shows the Production in each Branch of Fishing within the respective Provinces in 1873 and 1874.

PROVINCE OF NOVA SCOTIA.

Kinds of Fish.	1874.		1873.	
	Quantities.	Value.	Quantities.	Value.
		\$ cts.		\$ cts.
Codfish.....	546,046 cwt.	2,295,195 50	595,567 cwt.	2,531,159 75
Herrings.....	153,028 brls.	612,112 00	178,126 brls.	712,504 00
do smoked.....	50,970 boxes.	12,742 00	21,430 boxes.	5,357 50
Mackerel.....	122,258 brls.	1,222,580 00	141,005 brls.	1,410,050 00
do preserved.....	80,460 cans.	12,089 00	10,842 boxes.	1,626 30
Haddock.....	3,356,874 lbs.	231,412 44	1,628,045 lbs.	97,682 70
Pollock.....	24,255 cwt.	84,892 50	25,350 cwt.	88,725 00
Hake.....	42,852 "	149,982 00	44,321 "	155,123 50
Halibut.....	572,110 lbs.	34,326 60	535,035 lbs.	32,102 10
Salmon, pickled.....	4,681 brls.	84,258 00	4,633 brls.	83,394 00
do fresh in ice.....	543,532 lbs.	81,529 80	504,523 lbs.	75,678 45
do smoked.....	26,900 "	4,035 00	37,376 "	5,664 00
do preserved.....	252,186 cans.	63,046 50	161,800 cans.	40,450 00
Alewives.....	13,469 brls.	47,141 50	11,783 brls.	41,240 00
Trout.....	46,645 lbs.	2,798 70	73,167 lbs.	4,390 02
Smelt.....	240,750 "	14,445 00	112,879 "	6,772 74
Shad.....	7,593 brls.	60,744 00	4,612 brls.	36,896 00
Eels.....	1,553 "	13,977 00	2,337 "	21,033 00
Bass.....	1,305 lbs.	81 00	2,560 lbs.	153 60
Oysters.....	1,342 brls.	4,026 00	12,128 brls.	36,384 00
Lobsters.....	5,612,545 cans.	1,403,136 25	3,462,298 cans.	865,574 50
Fish Guano.....	1,260 tons.	18,900 00	322 tons.	4,830 00
Fish used as manure.....	1,392 brls.	696 00	1,059 brls.	529 50
Cod Tongues and Sounds.....	1,328 "	9,296 00	2,467 "	17,269 00
Fish Oils.....	290,582 gals.	188,878 30	465,379 gals.	302,496 35
		\$6,652,301 59		\$6,577,086 51

PROVINCE OF NEW BRUNSWICK.

Codfish.....	98,855 cwt.	420,133 75	79,694 cwt.	338,699 00
Herrings.....	100,376 brls.	404,504 00	94,149 brls.	376,596 00
do smoked.....	401,350 boxes.	100,337 00	498,840 boxes.	124,710 00
Mackerel.....	4,243 brls.	42,430 00	3,229 brls.	39,290 00
do preserved.....	59,000 cans.	8,850 00	21,050 cans.	3,157 00
Haddock.....	247,658 lbs.	14,859 48	264,661 lbs.	15,880 86
Pollock.....	10,539 cwt.	36,886 50	18,399 cwt.	64,396 50
Hake.....	28,925 "	101,237 50	25,733 "	90,065 50
Halibut.....	17,165 lbs.	1,029 90	127,400 lbs.	7,644 00
Salmon, pickled.....	1,387 brls.	24,966 00	1,047 brls.	18,846 00
do fresh in ice.....	1,424,722 lbs.	213,858 30	1,433,188 lbs.	214,978 20
do smoked.....	110,420 boxes.	16,563 00	87,950 "	13,192 50
do preserved.....	1,402,440 cans.	350,610 00	1,121,184 cans.	280,296 00
Alewives.....	42,361 brls.	148,263 50	31,004 brls.	108,514 00
Trout.....	66,170 lbs.	3,970 20	109,980 lbs.	6,598 30
Smelts.....	915,600 "	54,936 00	697,620 "	41,851 20
Shad.....	4,749 brls.	37,992 00	2,896 brls.	23,168 00
Eels.....	1,967 "	17,703 00	3,652 "	32,868 00
Bass.....	439,075 lbs.	26,284 38	424,387 lbs.	25,463 22
Oysters.....	12,830 brls.	38,490 00	15,160 brls.	45,480 00
Lobsters.....	2,180,504 cans.	545,126 00	1,387,700 cans.	346,925 00
Fish Guano.....	2,482 tons.	37,230 00	4824 tons	7,237 00
Fish used as manure.....	2,400 brls.	1,200 00	7,788 brls.	3,894 00
Cod Tongues and Sounds.....	667 "	4,669 00	3,605 "	25,235 00
Fish Oils.....	56,406 gals.	36,663 90	57,961 gals.	37,674 65
		2,685,793 91		2,285,661 93

COMPARATIVE TABLE.—*Continued.*
PROVINCE OF QUEBEC.

Kinds of Fish.	1874.		1873.	
	Quantities.	Value.	Quantities.	Value.
		\$ cts.		\$ cts.
Codfish	151,533 cwt.	757,665 00	215,573 cwt.	893,789 00
Herrings.....	43,405 brls.	217,025 00	34,770 brls.	104,310 00
do smoked	1,889 boxes.	472 25	816 boxes.	204 00
do fresh water	20 brls.	100 00		
Mackerel	7,278 "	72,780 00	6,170 brls.	61,700 00
Haddock	241 cwt.	1,205 00	479 cwt.	2,395 00
Ling	43 "	215 00	8 "	40 00
Halibut.....	312 brls.	1,872 00	458 brls.	2,290 00
Salmon pickled.....	1,313 "	21,008 00	2,042 "	32,672 00
do fresh in ice.....	531,992 lbs.	26,699 00	632,758 lbs.	31,637 00
do preserved	280,402 cans.	70,100 00	13,000 cans.	3,600 00
do smoked			75 boxes.	2,250 00
Lunge (<i>trout</i>).....	430 brls.	10,750 00		
Winnoniche (<i>trout</i>).....	7,500 pieces	1,875 00		
Trout (<i>grey</i>).....	134 brls.	1,072 00	99 brls.	990 00
do (<i>speckled</i>)	10,000 lbs.	1,000 00		
Sturgeon.....	559 brls.	4,472 00	381 brls.	1,905 00
Bar and Whitefish.....	11,360 doz.	22,720 00	24,756 doz.	49,512 00
Shad	66,873 pieces	6,687 50	19,694 pieces	1,969 00
Pickarel.....	168 brls.	1,860 00		
Sardines	902 "	4,510 00	810 brls.	4,350 00
Eels	374,187 pieces	37,418 70	160,540 pieces	10,840 00
Pike	60 brls.	600 00		
Tom Cod.....	20,000 bush.	10,000 00		
Maskinonge	500 pieces	1,000 00		
Seals.....	12,639 "	75,834 00	12,816 pieces	76,896 00
Lobsters, preserved	254,908 cans.	63,727 00	15,000 cans.	2,250 00
Mixed fish	20,353 brls.	101,765 00	778 brls.	3,112 00
Fish used as manure	14,569 brls.	3,642 25	20,512 brls.	5,128 00
Cod Tongues and Sounda.....	209 "	1,463 00	203 "	1,421 00
Cod Oil	97,709 gals.	48,854 00	91,627 gals.	45,813 00
Seal Oil.....	54,095 "	27,047 50	58,645 "	46,916 00
Whale Oil.....	16,620 "	13,296 00	400 "	320 00
Porpoise Oil.....	17 "	13 60	143 "	71 00
		1,608,660 20		1,391,564 00

PROVINCE OF ONTARIO.

Whitefish	17,134 brls.	171,340 00	16,453 brls.	82,265 00
do	84,611 lbs.	4,230 00	1,430,514 lbs.	71,525 00
do	569,112 pieces.	56,910 00	43,686 pieces.	2,179 00
Trout	13,951 brls.	139,510 00	9,118 brls.	73,504 00
Herrings	7,959 "	39,795 00	7,348 "	36,740 00
Sciscos	293 "	1,904 50	288 "	1,440 00
Maskinonge	413 "	1,652 00	143 "	1,430 00
Bas.....	1,576 "	6,304 00	731 "	3,655 00
Pike	876 1/2 "	3,502 00	1,248 "	6,240 00
Pickarel	2,054 "	8,216 00	1,055 "	5,275 00
Coarse fish.....	3,226 "	12,904 00	2,806 "	8,838 00
		446,287 50		293,091 00

COMPARATIVE TABLE.—Concluded.
PRINCE EDWARD ISLAND.

Kinds of Fish.	1874.		1873.	
	Quantities.	Value.	Fish.	Value.
		\$ cts.		\$ cts.
Cod fish.....	7,413½ cwt.	29,018 00	Cod fish.....	46,316 00
Herrings	280 brls.	4,966 00	Hake	
Mackerel	27,317 "	221,761 00	Mackerel	115,628 00
Salmon, pickled	10½ "	114 00	Alewives	
do preserved	4,978 cans.	9,389 00	Herrings	45,651 00
Sea fish, fresh.....	181 "	7,157 00	Sounds	
do other kinds.....	32 "	4,300 00	Fish, fresh, &c.....	
Oysters	146 brls.	256 00		
Lobsters, preserved.....	1,443 cans.	10,592 00		
Fish Oil.....	2,805 gals.	1,310 00		
		288,863 00		207,595 00

RECAPITULATION.

Provinces.	Value—1874.	Value—1873.
	\$ cts.	\$ cts.
Nova Scotia	6,652,301 59	6,577,086 51
New Brunswick.....	2,685,793 91	2,285,661 93
Quebec	1,608,660 20	1,391,564 00
Ontario.....	446,267 50	293,091 00
Prince Edward Island.....	288,863 00	207,595 00
Total.....	11,681,886 20	10,754,998 44

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ending 30th June, 1874, and the current expenses and collections from 1st July to 31st December, 1874. The expenditure for the period first above named is sub-divided for the several Provinces and services, as follows :—

ONTARIO.

Fishery Overseers' salaries and disbursements, fish-breeding, &c.....	\$11,745 85
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QUEBEC.

Fishery Overseers' salaries and disbursements, expenses of La Canadienne, fish-breeding, &c.....	26,458 14
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NEW BRUNSWICK.

Fishery Overseers' salaries and disbursements, &c., &c., &c.....	14,033 95
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NOVA SCOTIA.

Fishery Overseers' salaries and disbursements, &c., &c., &c.....	10,902 63
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Total.....	\$63,140 57
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And for the subsequent half-year, as below :

Ontario, Fishery Overseers' salaries and disbursements.....	3,501 90
Quebec, do do	6,931 13
Nova Scotia, do do	4,683 75
New Brunswick, do do	4,024 44
La Canadienne, do do	6,559 85
Fish-breeding, do do	11,870 65
Total.....	\$37,571 72

PRINCE EDWARD ISLAND.

A sum of \$405.62 was spent during the fiscal year to pay the salaries of 18 water-bailiffs and contingent expenses.

MARINE POLICE.

Total expenditure.....	\$15,364 69
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The collections during the fiscal year are arranged under the following heads:—

ONTARIO.

Rents, license fees, fines and confiscations.....	\$4,386 75
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QUEBEC.

Rents, license fees, fines and forfeitures.....	8,523 54
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NOVA SCOTIA.

Taxes on nets, fines and forfeitures.....	123 94
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NEW BRUNSWICK.

Rents, taxes on nets, fines and forfeitures.....	978 60
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Total.....	\$14,012 83
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And those for the next six months are as follows:—

Ontario, rents and fees, fines and confiscations.....	\$3,070 85
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Quebec, rents and fees, do do	5,928 60
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Nova Scotia, do do do	141 20
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New Brunswick, rents and fees do	727 30
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Total.....	\$9,867 95
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The collections for the fiscal year exceed by \$3,798.59 those made in the preceding year, and the sum collected during the six months following amounts to \$801.36 more than for the same period in 1873. As a greater number of stations will be placed under license in the ensuing year, and at increased rates, the aggregate collections will increase. License fees and rents on leases are payable in advance.

STAFF OF FISHERY OFFICERS.

In 1873 the staff of Fishery Officers consisted of the following:—

ONTARIO.—Fishery Overseers (<i>ex officio</i> , Magistrates) and Fishery Guardians.....	58
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QUEBEC.—Commander and Crew of " <i>La Canadienne</i> ".....	24
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Fishery Overseers (<i>ex officio</i> Magistrates) and Fishery Guardians.....	60
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NOVA SCOTIA.—Assistant Inspectors Fishery Overseers, (<i>ex officio</i> Magistrates) and Fishery Wardens.....	190
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NEW BRUNSWICK.—General Inspector (for N. B. and N. S.), Fishery Overseers, (<i>ex officio</i> Magistrates) and Fishery Wardens.....	76
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PRINCE EDWARD ISLAND.—Fishery Wardens.....	18
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MANITOBA.—Fishery Overseer.....	1
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Additions to this staff were made in 1874 as follows:—

Ontario	14
Quebec.....	6
Nova Scotia.....	27
New Brunswick.....	14

Making altogether 488 Fishery Officers now employed in the outside service.

This regular staff receives occasional aid from lock-masters on the canals, light-house keepers, and members of the Dominion Police, which arrangement saves employing in certain places other fishery officers at separate salaries.

The growing importance of the fisheries of Nova Scotia and New Brunswick, renders it advisable to consider the matter of placing the Inspectorship in each of these Provinces on a separate footing. The duties have become very onerous and important; and notwithstanding the ability and industry of the present joint incumbent, it must soon be impossible for him to do justice to both. There are also many changes in the *personnel* and districts of subordinate officers requisite to insure increased efficiency.

FISHERY OFFICERS' REPORTS.

The reports of these officers are interesting and serviceable. Besides the valuable information they contain, the Department has from time to time received from the fishery officers many useful suggestions and important assistance. The general reports are necessarily very much condensed, and afford but a meagre proof of the extent of their labors and the various results. Attention is specially requested to the reports of the fishery officer in command of the Government vessel employed to protect the fisheries in the Gulf of St. Lawrence, and to those of the Inspector and Assistant Inspector of Fisheries for the Provinces of Nova Scotia and New Brunswick; also to the summarized reports of the several fishery overseers for different counties throughout the Dominion.

A separate report on the operations connected with artificial fish-culture by Mr. Wilmot will be found among the appendices.

The Department is indebted to Senator Haythorne, for suggestions regarding the salmon fisheries of Prince Edward Island, and to A. C. Anderson, Esq., for information respecting the fisheries of British Columbia.

SPAWNING SEASONS AND GROUNDS SET APART.

In defining the close seasons for various kinds of fish inhabiting our lakes and rivers, and also in setting apart such waters as are peculiarly adapted to the culture of fish, or from exhaustion require rest, the Department has made considerable progress. Where these reservations occasion temporary deprivation among persons accustomed to pursue fishing in the reserved waters, it has been found desirable to alternate the closure and re-opening at given seasons between different localities.

A marked increase takes place in the production of each of the waters alternately fished. At the request of the inhabitants along the River St. Lawrence between Gananoque and Cornwall, the fisheries of that section were last spring closed against nets during three seasons, in order to restore the breeding stock.

PROTECTION OF INLAND WATERS.

There are vast water tracts, both in the settled and unsettled districts of Central Canada, abounding in edible fishes, which it is important to develop under economic regulations. Many of them are still without the reach of lines of transport necessary to form connections with any domestic or foreign marts. Some are accessible only during the winter season. Others, considerable in number and extent, are resorted to periodically for the purposes of home supply and export trade. These require early and vigorous attention. The Department recognizes the necessity of utilizing, while at the same time duly preserving them. In order to effect such purpose all persons resorting to them for fishing have been required to provide themselves with season licenses at nominal rates. The licenses prescribe the modes and times of fishing allowed, which are adapted to the respective localities, and are arranged to ensure due protection for the breeding fish. By extending this system it is hoped that a sufficient return in license fees will be derived to reimburse attendant expenses.

FISHERY LAWS AND REGULATIONS.

The statute 37 *Vic.*, c. 28, passed at the last session of Parliament, provides for the extension (by Proclamation) of the *Fisheries Act* to Prince Edward Island, British Columbia and Manitoba. The provisions of this Act are not applicable in detail to the fisheries of these Provinces; but, as local regulations equivalent to statutory enactments can be adopted, it is only necessary to ascertain what are required. Enquiries have been made with this view, and many valuable suggestions are offered; still, it is advisable to further investigate the matter before adopting any restrictions similar to those which have been gradually enforced in the other Provinces.

When the present Dominion Fishery Laws were enacted by the first Confederate Parliament, many of the then existing Provincial Acts and By-laws were continued in force, and numerous additional regulations have been passed, besides which several amendments have been made. The code has therefore grown cumbrous and confused. In the case of the Nova Scotian statutes, their main provisions are now superseded by, or incorporated in County regulations. It is recommended that these Acts be repealed, and that the existing regulations, for each of the Provinces, should be revised and consolidated. ●

OPERATIONS IN FISH-BREEDING.

Five fish-hatching establishments are now in successful operation in the Dominion: at Newcastle, Ontario; at Tadousac; at Gaspé; at Restigouche, and at Newcastle, N. B. The quantity of fish-eggs laid down in these five establishments exceeds

four millions, of which number about 83 per cent. will probably become young fish, and serve to re-stock various streams. It is proposed to recommend the building of other similar establishments in Nova Scotia, Prince Edward Island, the Eastern Townships, and on the Detroit River, near Sandwich. A favorable place has been found near the Narrows among the Thousand Islands, on the Canadian shore of the River St. Lawrence, to hatch and rear such fish as bass, pickerel and maskinonge.

The fish-breeding house at Newcastle, Ont., is situated on Wilmot's Creek, some distance from its outlet into Lake Ontario. Along this distance immense numbers of salmon hatched in the establishment, and since grown to maturity in the Lake, have returned to spawn and remain below the reception house. Steps should be taken to secure these fish, by erecting a subsidiary house at the mouth of the Creek. Also the great quantities of adult salmon over and above what are needed for stock fish, should be caught by nets and marketed.

DISTRIBUTION OF SALMON-FRY.

About half a million of young salmon, trout, and white-fish hatched in 1873, at Newcastle and Restigouche, were distributed in several of the rivers of Ontario, Quebec and New Brunswick. Those placed the previous year in Salmon River, on the Lower Ottawa, were found to have grown very rapidly and to thrive well. The experiment will next season be tried on the River Rouge, another tributary of the Ottawa, near Grenville. The fry from present stock of salmon eggs laid down last fall will be apportioned among streams in New Brunswick, Quebec, Prince Edward Island and Ontario. Between three and four millions of young fish will be distributed in is manner.

DECLINE OF THE SEAL FISHERY.

The inevitable fate attending excessive pursuit of the fauna of forest and flood, threatens speedy extinction of seals in the Gulf of St. Lawrence. While seal hunting on the ice was carried on from sailing vessels and by shore-nets, the vicissitudes of the pursuit afforded some natural protection to this animal, and its numbers kept up a flagging pace with the legitimate annual destruction. But the recent employment of steamers has overcome many former difficulties, and enables the sealers to pursue their prey with indiscriminate slaughter. These vessels reach the seal fields either before the cubs are born, and thus disturb the herds and their progeny perish, or arrive whilst the young ones are yet unable to escape, and the sealers massacre indiscriminately parents and offspring. There were at one time last season engaged in this destructive business, on the Arctic seal grounds, nearly forty steamers and as many sailing crafts from various European ports; and so great was the havoc committed that it has excited universal apprehension. About the same time extensive operations by American steamers in the Gulf of St. Lawrence also attracted attention. The subject was brought under notice of the Canadian authorities in the following official communication:—

OFFICES OF THE CANADIAN GOVERNMENT.

15 WATER STREET,

LIVERPOOL, 3rd December, 1874.

SIR,—I have the honor to inform you that on the 2nd instant, Frederick Jennings, Esq., an officer of the Board of Trade, by its authority held a conference on behalf of the Government at Dundee with the owners of vessels belonging to that town and Peterhead engaged in seal fishing, to discuss the propriety of instituting a close time.

There was a large meeting, and statements made that if the wholesale slaughter of seals which has been going on of late years was continued the fish would be exterminated, or so reduced in numbers that the fishing would become unremunerative.

Resolutions were passed declaring a close time necessary. 2nd. That the fishing should only be prosecuted between the 5th April and 15th May; and 3rd. That the close time should be enforced by International law, and that the penalties for infraction should be divided amongst informants.

I understand that Mr. Jennings will prepare a report for submission to the Board of Trade, which will embody the above resolutions.

Great unanimity of feeling prevailed at the meeting.

I send you this information of the action taken in this country in this matter in case it should be of any use to your Department.

I have the honor to be, Sir,

Your obedient servant,

GEO. THOS. HAIGH,

Canadian Government Agent.

To the Honorable A. J. SMITH,

Minister of Marine and Fisheries,

Ottawa, Canada.

Mr. Haigh was informed that the Canadian fishery laws empower the Government to make any regulations necessary, and that further inquiries would be made. Commander Lavoie's observations on this subject will be found in a special report herewith.

The undersigned sees no difficulty in regulating this pursuit anywhere within the municipal bounds of Canada; and so far as Canadian vessels are concerned arrangements could be made with the Customs Department to grant clearances for seal fishing on the high seas only after a certain date. But unless some common action were observed by the United States Government and that of Newfoundland, any such remedy would prove onerous to ourselves and practically ineffective. The Washington Treaty provides for a Joint Commission to regulate just such matters as this;

and until the concurrent rights which are now exercised in British North American waters are subjected to international restrictions, I cannot recommend the adoption of any rules affecting Canadian sealers, whether equipped for steam or for canvas, nor would it be advisable to enact any close season for our inshores.

An admirable precautionary example has been already set by the United States Government respecting the fur seals of Alaska, by fixing a close season and regulating the hunt under a system of leasing at once beneficial to the State and profitable to individuals. This method of protection, however, although applicable to such sealing grounds as the Aleutian Islands, or to Jan Mayen, would be quite impracticable as regards the floating ice fields of the Gulf of St. Lawrence.

CALIFORNIA AND BRITISH COLUMBIA SALMON.

Under instructions from the United States Commissioner of Fish and Fisheries, Professor Baird, of Washington, about 20,000 vivified eggs of the California salmon were presented to the Department, and deposited in the Newcastle establishment, Ontario. They were packed and shipped from McLeod River by Deputy United States Commissioner Stone, and arrived with but an insignificant loss.

The ova have since hatched out thriving little fish of a bright pink color, and promising to become adults of large size. We also have received from the Pacific coast specimens of British Columbia salmon weighing from twelve to twenty pounds. The fish are finely shaped, and their flesh is firm, juicy, and well colored. A few have been sold in our western markets at from forty to fifty cents per pound. Considering the rapid carriage and good condition of these salmon and their immense numbers in the rivers of British Columbia, it seems as if an extensive and lucrative trade might be done with American and Canadian winter markets.

SETTING TRAWLS.

The use of set-lines variously called "trawls," "bottom lines," "bultows," &c., has given rise to much difference of opinion. Representations against the practice have increased of late, and the Department is now appealed to from different quarters to interfere. This method of fishing is very extensively practised on all parts of our coasts, chiefly for cod, hake, pollock, halibut and other ground feeding species. It is considered an improved and successful mode of catching deep-sea fishes. French fishermen resorting to the British North American coast practice it in the codfishing more generally than any others. The objections now advanced are not new, but the demand for interference is somewhat modified. Instead of asking for complete prohibition of trawls, the objectors ask that their use may be restricted at certain seasons and in given localities. If, as they affirm, their excessive use about the mouths of bays during the spring-time, when the fish first approach the inshores, injures the fisheries and interferes with other shore-fishermen, such a demand is not unreasonable. There is a precedent for interfering to this extent.

When the Department first investigated this subject, it was ascertained that in the neighborhood of Magdalen Islands and around the coast of Gaspé, the use of trawls might be regulated with benefit to all concerned. The conclusion arrived at was that while this method of fishing was not generally obnoxious, it might prove locally injurious, and when so proved should be subjected to regulation. Regarding the bays and indents on the coasts of Nova Scotia, which are so numerous and in many respects dissimilar, it seems inadvisable to apply any general restriction, or to adopt any special regulation without further enquiry on the spot. I therefore suggest that during the ensuing season each of the Fishery Overseers along the coast should be instructed to make careful observation in this particular, and to make such suggestions as the actual circumstances may require.

SEINING CODFISH.

Petitions have been lodged against using seines to catch codfish on the Labrador coast. These remonstrances proceed from persons interested in the hook and line fishery. Petitioners allege various grounds of complaint, and pray for the prohibition of seines in the codfishery. After careful investigation, it appears to be established that the main cause of injury may be removed without abolishing this method of fishing. The Department has always avoided placing any restrictions on the pursuit of the deep-sea fisheries. At the same time it may be necessary to regulate participation in them by such means as shall obviate collisions and mutual hindrance. The enquiries made in the present instance show that seines are most frequently used in the same places occupied by boats engaged in fishing by hand-lines, and in a manner to seriously impede the latter class of fishermen. This conflict may be remedied by special regulation forbidding the use of seines for capturing codfish within a certain distance of boats engaged in the hook and line fishery inshore. It is recommended that such regulation should be adopted under the *Fisheries Act*. In this, as in the case of the seal and "bultow" fishing, uniformity of action is very desirable, otherwise conflicting interests will become still more complicated by the presence of foreigners having treaty rights in our waters, and the "headland dispute" may again crop out.

FISHWAYS CONSTRUCTED.

Fishways have been built on the following streams in New Brunswick :—River Cocagne, Kent County; Salmon River, Albert County; and on the Meduxnakik dam, in Carleton County. Also, in Nova Scotia, on La Have River, Lunenburg County; on Musquodoboit, Salmon and Indian Rivers, in Halifax County; Port Medway River, in Queen's County; and Tasket River, in Yarmouth County; on Salmon River, at Shannonville, in the County of Hastings, Province of Ontario; at Thurlow, on the River Moira; eleven on the River Thames between St. Mary's and Cashmere; at Wolverton, Blenheim and Brantford, on the Grand River.

A new fishway was also built on the River à Mars, a tributary of the Saguenay, and at Matane River, on the south shore of the River St. Lawrence, in the Province of Quebec.

STREAMS IMPROVED.

The bar across the mouth of Salmon River, in Victoria County, New Brunswick, has been removed. Obstructions in Gold River and Petite River, in Lunenburg County, Nova Scotia, have also been cleared away. River Tier and Kytes Brook, in Richmond County, Nova Scotia, have been made passable for salmon and alewives.

SAWDUST, MILL-RUBBISH, &c.

Excepting in some flagrant instances the laws affecting mill-offals have not been rigidly enforced. The general enforcement of these statutes is rendered almost impossible by the persistent indifference and active antagonism of the manufacturing interest. Whether the damage inflicted on our streams affects their utility for either fishing or navigation, or for both, every effort to arrest the injury fails of full practical effect from an utter want of any appreciation of the necessity of our endeavours on the part of those manufacturers immediately concerned in this industry, and because of their intimate connection with other business interests. It is true that the penalties provided by the statutes might be enforced in many other cases than those special instances where no plausible excuse for delay or plea for exemption can be advanced; but even in those exceptional particulars, the devices and evasions of employers and employed are so incessantly practised as almost entirely to defeat the requirements of the law.

A large number of petitions by mill-owners praying for exemption under these laws have been received, and the mills were examined during the summer and fall season. These applications are still under consideration.

INTERNATIONAL LEGISLATION.

Reference was made in last year's report to the expressed desire of the federal and State Fishery Commissioners that uniform legislation should be applied to the fisheries in such waters as border on the United States and Canada. Whenever the necessary restrictions are adopted in neighbouring States, the undersigned will be prepared to suggest such local regulations as may prove mutually beneficial. At present the unrestricted and destructive manner in which fishing is carried on by United States citizens near our water boundary, compels us to allow greater privileges to Canadian fishermen than consist with the due preservation of fish.

INSPECTION OF FISHERY DISTRICTS.

It was unavoidable in organizing the fisheries protection service, particularly in the Maritime Provinces, that many defects should occur both in the choice and position of local officers. The Department has endeavored from time to time to

remedy these deficiencies. During the past year a complete inspection of various districts was made, and such changes have been since effected as the circumstances of each case demanded.

RESTOCKING SALMON RIVERS.

The marked success which has attended official efforts to restore exhausted salmon streams by natural and artificial means, has induced many persons to propose investments of private capital in this enterprise. They apply for leases of rivers suitable for cultivating salmon. Instead of granting exclusive privileges for this purpose it has been decided to undertake the work as a public project. The adoption of this policy will necessitate establishing at convenient places fish-hatching houses, from which to procure the supply of ova or fry. At first, therefore, these establishments should if possible be placed at or near some central locality, within easy distance of rivers still frequented by salmon, and having reasonable facilities for distribution by lines of railroad or steamboat communication. The transport of fish eggs or young salmon is not so much a matter of time as it is of means. Hundreds of thousands of either may be conveyed for great distances by rail cars or steamer, requiring only the constant attention of a skilled attendant.

In this connection I would observe that while it is true that fifty or sixty years ago, almost all the considerable streams in Ontario, Nova Scotia, New Brunswick, and parts of Quebec were resorted to by anadromous fishes, it is also true that the conditions of many of them have undergone a total change. The forest has been cleared along their banks and thinned out to such an extent even to their head waters, that the snows of winter and the rains of summer are much more rapidly evaporated, and what were once full streams flowing through virgin forests, are now, in the hot season, mere rivulets meandering through meadows and cultivated fields. The once secluded spawning beds are now crossed and recrossed by herds of grazing cattle, and often for miles but a mere thread of water trickles over the bars and gravel beds. While the settlement of the country has produced these changes in our rivers, the erection of mills and dams on most of them, and the prosecution of lumbering operations on all of them, have worked still greater changes. Most of these dams were erected many years ago, before any laws were enacted for the preservation of fish, and the consequence is, that a very large number of the smaller rivers have been deserted by their finny denizens, and it is very doubtful whether, under these altered circumstances, they can ever be restored, even were the costly experiment of restocking them by artificial culture tried. Under these circumstances, it will require careful examination and mature judgment to select for the further operation of sec. 12, of the *Fisheries Act*, such streams as offer reasonable hopes of successful results, and to this the attention of Fishery Officers in the several Provinces should be directed.

There are many streams, once well stocked with fish, that are now entirely

deserted, and on which the lumbering and manufacturing interests have become important. These might, without detriment to the public interests, be exempted from the action of sec. 12; but all streams that have been deserted by lumberers and mill men, as well as by fish, and which yet remain obstructed, should be at once reopened and steps taken to restock them.

FISH CULTURISTS' SOCIETY.

Accompanied by Mr. Samuel Wilmot, the undersigned attended on special invitation the annual meetings of the American Fish Culturists Association, held at New York in February last. These gatherings proved highly interesting and very instructive. The Society consists of the chief practical fish-culturists and other scientists of the United States, and also includes among its members the Federal and State Fishery Commissioners, forming an active, experienced, able and patriotic body of men. Their leading object is to restore and preserve the fish wealth of the Union, and to provide an abundance of cheap and wholesome food. When we consider the immensity and peculiarity of this undertaking, and recollect how narrowly we have in Canada, by timely protection of our valuable fisheries, escaped the necessity for like endeavours, our success, which has been so firmly established, should afford the highest gratification to the public in whose interest all those connected with our fishery laws and official system have labored with untiring zeal. We now find ourselves on vantage ground. The natural products of our vast waters are still preserved to us, and we enjoy the prospect of increasing and perpetuating their improvement by the artificial aids which scientific culture affords.

During our stay in New York we received most courteous attentions, and were elected honorary members of the Association and placed on its executive committees.

INVESTIGATIONS RESPECTING FOOD-FISHES.

Allusion was made in last year's report to the progress of enquiry into the condition and wants of the food-fishes of the Atlantic coast and great lakes of the United States, also to our humble efforts to the same purpose in the Gulf and Lower St. Lawrence. It unfortunately so happened that for want of a proper vessel we were unable to continue these investigations in 1874. This circumstance is the more unfortunate because of the special attention which in the previous year was bestowed on the subject of restoring our oyster supply. Mr. Whiteaves had gained such information as we stood in most need of and prepared himself to turn to practical account the knowledge acquired. There is very little if any use in endeavoring by means of close-seasons to produce lasting effects. The oyster beds have become so thoroughly exhausted that nothing but partial closure and active cultivation can now restore them. Ever since this Department was organized we have been receiving offers from persons to undertake the restoration of oyster beds in certain specified places as a private speculation. The applicants have wanted leases

of the limits within which they proposed to operate for a series of years, vesting in the holders exclusive use and control of the fishery. Various attempts have been made to test the utility of such proposals; but nothing practical or conclusive has resulted. The time has now arrived when something should be done either as a public work or a private undertaking. If the Department intends to resume the investigations already begun under Mr. Whiteaves, it will afford a favorable opportunity to cultivate both lobsters and oysters. Should the Government schooner "La Canadienne" be replaced by a steamer for the fisheries service, the vessel might be equipped for such an enterprise. It cannot be too strongly recommended.

ARTIFICIAL FISH CULTURE.

The great advantages to be derived from supplementing by artificial means the natural facilities of our waters for reproducing all kinds of fish are so well established by experience, that it is scarcely necessary to enlarge on them. Even in their natural state our rivers have a limit of productiveness, but owing to climatic causes and other accidents this is seldom reached; and where artificial obstructions and pollutions occur, the streams are more or less reduced, or altogether deprived of their capacity. The area of reproduction is thus greatly contracted. When to these causes of deterioration are added increased appliances for capturing fish, and increased numbers engaged in fishing, it becomes imperative to substitute some efficient means of providing for a yearly growing demand. We find ourselves now in a position to do this by enlarging the present fish-breeding establishments and adding to their number. With adequate accommodation every description of fresh water fish may be reproduced, and particularly those kinds which are best adapted for commerce and most available for domestic food. The chief difficulty met is a want of skilled labor. Encouragement should be given to persons who are willing to learn the process of fish-hatching and rearing, and special efforts made to instruct our fishery officers in all the methods to be employed.

EXTENSION OF THE LEASING AND LICENSING SYSTEM.

In last year's report occasion was taken to repeat former recommendations on the subject of extending, in Nova Scotia and New Brunswick, the system of letting fishery privileges, which is now generally adopted throughout the Provinces of Ontario and Quebec. It has been already introduced into those Provinces with beneficial effect, and, as well by increasing the numbers of licensed trap-nets, at higher license fees in Nova Scotia, and rating and licensing at uniform rates the salmon fishery stations on the New Brunswick side of the Restigouche, such suggestions have been partially adopted.

Several of the vacant salmon rivers advertised to let last spring were taken up at prices about the upset valuation.

Attention is re-called to these observations in the report of 1873 :—

“The *Fisheries Act* evidently contemplates the system of granting titles for fishing privileges as a basis of administration. Certain of its provisions are predicated on the supposition that leasing and licensing would become general, providing always for necessary exceptions as to legal titles, prior occupancy and preferential claims.

“It is unnecessary, after several years of its beneficial operation, even though but partially carried out, to explain at length its advantages. Primarily, it systematizes the fishing business, and is auxiliary to protective measures for preserving and increasing the fisheries, and it also induces private expenditure both in guarding and improving the streams, which outlay would otherwise require to be defrayed from public funds. Secondly, it promotes investment of capital, and gives permanence and security to fishing industries, enhancing the value of fishing privileges to both individual fishermen and the public, which hitherto had but a fitful existence and were fast becoming altogether unproductive. Revenue is only an incident and not a main object. * * * * *

“It may be advisable to act first on the numerous applications which are filed, and in other instances where no adverse circumstances or conflicting demands exist. Attention should be directed to carrying out this system with every regard for the obvious desirability of enlisting the sympathies of the public and promoting the truest interests of the fishermen. There should be a thorough examination into each case; and the greatest possible care and precaution should be observed in order to avoid doing violence to the prejudices, or injury to the position and interests of persons affected thereby. Scrupulous regard will require to be paid to priority of occupation and recognized user. A careful distinction must be observed between the deep-sea and inland, and the estuary and river fishings. These latter should alone, in my humble opinion, be subjected (for the present at least) to the system of occupation under lease or license.

“The undersigned considers it desirable to anticipate the production of direct revenue from fishery rentals, the rates of which are for the most part nominal. Any system of regulation and economic use of fishing privileges under titles may be more profitably adapted as an auxiliary to protection of inland fisheries, and to enhance their productive value. It is not improbable, however, that in due course of time sufficient funds may be derived to render the service self-sustaining.”

I have the honor to be, sir,

Your obedient servant,

W. F. WHITCHER,

Commissioner of Fisheries.

APPENDICES
OF THE
MARINE BRANCH
OF THE
Department of Marine and Fisheries.

APPENDIX No. I.

STATEMENT of Expenditure on account of Construction of Lights above Montreal, for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
BATCHEWANA LIGHT-HOUSE.			
E. Chanteloup.....	Lantern, lamps and iron floor for light-house.....	1,189 09	
Lewis Baker.....	Balance of contract and extras.....	4,141 25	5,330 34
BROWN'S POINT, WOLF ISLAND.			
Joseph White.....	Amount of contract.....	725 00	
James Shannon.....	Advertising.....	9 40	
C. Garth & Co.....	Lantern.....	492 50	
E. Shibley.....	Travelling expenses.....	34 30	1,261 20
GLENGARRY POINT LIGHT-HOUSE.			
R. Cameron.....	Balance of contract.....	748 50	
do.....	Ventilator and lamp curtains.....	32 50	
E. Chanteloup.....	Lamps, reflectors, &c.....	173 00	954 00
HAMILTON ISLAND LIGHT-HOUSE.			
R. Cameron.....	Balance of contract.....	573 50	
do.....	Ventilator and lamp curtains.....	32 50	
E. Chanteloup.....	Lamps, reflectors, &c.....	173 00	779 00
KINCARDINE LIGHT.			
Harvey Howell.....	Amount of contract and extras.....	885 00	
Charles Garth.....	Ventilator.....	26 50	
Robert Baird.....	Lumber and cartage.....	162 04	
E. Chanteloup.....	Lamp.....	297 00	1,370 54
LAKE SUPERIOR LIGHTS (3).			
Charles Perry.....	Balance of contract and extras.....		862 45
MANITOULIN LIGHT HOUSE.			
George Harvey.....	Amount of contract and extras.....	1,800 00	
E. Chanteloup.....	Lamps, reflectors, &c.....	273 10	2,073 10
OWEN SOUND LIGHT-HOUSE.			
George Harvey.....	Amount of contract and extras.....		1,050 00
POINTE AUX ANGLAIS.			
Joseph White.....	Balance of contract and extras.....	973 50	
do.....	Ventilator, sheathing pier, &c.....	401 50	
E. Chanteloup.....	Account for lamps, &c.....	132 25	1,507 25
POINTE AUX PINS.			
G. Harvey.....	Amount of contract.....	1,200 00	
do.....	Glass for lanterns.....	38 50	
E. Chanteloup.....	Lamps, reflectors, &c.....	170 00	1,408 50
POINT CLAIRE.			
C. Garth & Co.....	Lamps.....	492 50	
A. Cameron.....	On account of work at pier and light-house.....	1,000 00	1,492 50
<i>Carried forward.....</i>			18,088 88

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		18,088 88
	UPPER OTTAWA LIGHTS (3).		
Joseph White.....	Balance contract.....	920 50	
do	Ventilators (3).....	79 50	1,000 00
	WINDMILL POINT LIGHT.		
W. H. Walker.....	Legal expenses connctced with site.....		155 00
	GENERAL ACCOUNT.		
W. S. Pettegrew.....	Drawing up contracts.....	93 00	
E. Chanteloup.....	Lamps, burners, &c.....	793 20	
W. Billings.....	Plans and specifications.....	170 00	
G. McLachlin.....	Photographing.....	27 00	
J. Tomlinson.....	Travelling expenses.....	100 00	
W. Smith.....	do do locating light.....	16 00	
Joseph White.....	do do do.....	54 46	
D. Smith.....	Erecting fog-bell tower at Michipicoten.....	893 70	
do	do keeper's dwelling, Killarney.....	780 65	
W. L. Holland.....	Inspecting lights and travelling expenses.....	584 42	
Lewis Baker.....	Six range lights at St. Placide and St. Anne's.....	800 00	
G. M. Stevens & Co.....	Striking apparatus for fog-bell, Lake Superior.....	806 37	
A. & J. R. Meneelley.....	Fog-bell for Lake Superior.....	422 78	
—Kingston Daily 'Whig'.....	Advertising lights.....	6 40	
G. P. Bliss.....	Wages for June.....	65 00	
do	Travelling expenses and drawing plans.....	85 00	
J. B. Symes.....	Locating light at Thunder Cape (subsequently re- funded Receiver General).....	20 00	5,217 98
			<u>24,461 86</u>

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, for the Fiscal Year ended 30th June, 1874.

NOTE.—The superannuation tax is deducted from the salaries.

			\$	cts.	\$	cts.
Isaac Hope.....	Three months' salary as Superintendent of Lights		350	90		
E. Shibley.....	Nine do do do		829	66		
John Norton.....	Twelve do do Keeper, Lachine Pier Light ship..		444	37		
Wm. McBeath.....	do do do Isle of Coves		720	50		
W. Shannon.....	do do do Grosse Pointe		429	69		
Geo. Shannon.....	do do do Assistant Keeper, Grosse Pointe ..		172	82		
E. S. Johnson.....	do do do Keeper, Cherry Island.....		441	69		
Thos. Hill.....	do do do do Lancaster Pier.....		388	94		
C. Cook.....	do do do do Gananoque Narrows		395	00		
John Buck.....	do do do do Spectacle Shoal.....		553	00		
N. Orr.....	do do do do Snake Island		174	69		
F. Swetman.....	do do do do False Ducks		429	69		
W. A. Palen.....	do do do do Point Peter		429	69		
W. Bentley.....	do do do do Scotch Bonnet		429	69		
G. Durnan.....	do do do do Gibraltar Point		504	68		
H. H. Woodward.....	do do do do Long Point.....		429	69		
J. Cummins.....	do do do do Pelee Island		429	69		
Andrew Hackett.....	do do do do Bois Blanc		429	69		
Thomas Cartier.....	do do do do River Thames.....		429	69		
John Young.....	do do do do Point Clark		429	69		
D. McG. Lambert.....	do do do do Chantry Island		429	69		
R. A. Lambert.....	do do do Assistant Keeper, Chantry Island ..		172	81		
V. C. Hill.....	do do do Keeper, Griffith Island		429	69		
George Collins.....	do do do do Nottawasaga		429	69		
C. F. Collins.....	do do do do do		197	50		
John Hoar.....	do do do do Christian Island		429	69		
R. Roddick.....	do do do do Gull Island.....		493	75		
Geo. Thomson.....	do do do do Burlington Bay		296	25		
W. Woodall.....	do do do do Port Dalhousie		296	25		
D. Fortier.....	do do do do Port Colborne		395	00		
F. Schofield.....	do do do do Port Maitland.....		345	63		
A. Sutherland.....	do do do do Port Burwell		297	75		
Peter McIntyre.....	do do do do Michipicoten Island		629	55		
James Edwards.....	do do do do Port Pelee Reef		493	75		
John Prinzyer.....	do do do do Point Pleasant.....		296	25		
D. McKenzie.....	do do do do Little Current		398	58		
O. Madore.....	do do do do Light-ship No. 2, St. Louis ..		296	25		
O. Veaudry.....	do do do do do No. 3		296	25		
P. Proulx.....	do do do do Killarney		493	75		
C. Patton.....	do do do do Clapperton Island		345	63		
W. Shepherd.....	do do do do Sulphur Island.....		321	25		
Jos. Meloche.....	do do do do Beauharnois Light		222	19		
A. McDonald.....	do do do do McKie's Point		172	81		
G. H. Johnson.....	do do do do Lancaster Bar		296	88		
R. Elliott.....	do do do do Cole Island		246	88		
Albert Root.....	do do do do Grenadier Island.....		246	88		
John Wallace.....	do do do do Lindoe do		246	87		
J. Mervin.....	do do do do Burnt do		246	87		
R. Gillespie.....	do do do do Wolf do		246	87		
G. B. Simpson.....	do do do do Range Lights and buoys..		639	50		
R. K. Chisholm.....	do do do do Oakville Pier		197	50		
Henry Morgan.....	do do do do Port Dover		259	75		
Chas. Ead.....	do do do do Port Stanley.....		235	00		
M. LeClerc.....	do do do do Port Claire, Light-ship ..					
	No. 2		296	25		
A. Laberge.....	do do do do Green Shoal		247	00		
John Mason.....	do do do do Telegraph Island		197	50		
J. C. Darke.....	do do do do Muskoka Island.....		197	50		
W. McGowan.....	do do do do Parry Sound		296	25		
A. Mongeon.....	do do do do Wade Shoal		100	00		
L. Hudgins.....	do do do do Salmon Point		296	25		
R. Campbell.....	do do do do L'Orignal		100	00		
Ambrose Davis.....	do do do do Pigeon Island.....		298	12		
Albert Dunlop.....	do do do do Nine Mile Point.....		345	63		
Joseph Geegan.....	do do do do McTavish Point.....		100	00		
Carried forward.....			22,567	92		

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

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	22,507	92		
Benjamin Glode.....	Twelve months' salary as Keeper of Pt. Claire Light-ship	296	25		
W. G. Foote.....	Ten do	121	23		
D. Crawford.....	Nine do	185	16		
John Hamilton.....	do do	90	00		
John Miller.....	do do	259	52		
John McKenzie.....	do do	60	82		
Kenneth McLachlan.....	do do	111	10		
Owen Smith.....	Nine and a half do	77	08		
Alex. Wilson.....	Ten and $\frac{3}{4}$ do	145	21		
L. S. Brown.....	Fifteen do	154	49		
A. Labrosse.....	Two do	32	49		
E. B. Prieur.....	do do	140	00		
Dominic Solomon.....	do do	420	03		
R. H. Smithers.....	do do	395	00		
G. N. McDonald.....	do do	296	25		
B. Kean.....	do do	148	60		
D. Ross.....	do do	395	00		
Receiver-General.....	Deposit of superannuation tax	321	35		
do do.....	Land for Christian Island Light	373	71		
Darius Smith.....	Wages of workmen, and expense of materials for re- pairing lighthouses during the year	6,806	49		
Squires & Co.....	Erecting Goderich Breakwater	2,650	00		
Francis Robert.....	Charter steamer Bruno	2,000	00		
P. Conroy.....	General services on account	500	00		
Demers & Co.....	Glass and nails for Gross Point Light	3	15		
W. Bentley.....	Lumber for Scotch Bonnet Light	29	70		
J. B. Clark.....	Nails for Port Dover Light	1	86		
Taylor & Bros.....	do Lindoe Island	11	10		
R. Gillespie.....	Cartage	9	00		
A. McQueen.....	Passage fare	5	75		
S. Patterson.....	Boat hire to convey materials	15	10		
G. Beaumont.....	Lumber	14	75		
J. Brown.....	Passage and freight	10	50		
R. Hewitt.....	Lumber, nails, &c	28	80		
John S. Amans.....	do do	52	50		
E. Chanteloup.....	Reflectors, lamps, &c.....	1,688	35		
J. D. Armstrong.....	Pump, &c.....	26	50		
M. Mooney.....	Lumber	11	38		
H. Leonard.....	Iron for buoys, &c.....	111	20		
W. H. Comer.....	Passages and freight	4	75		
P. Lyon.....	Hire of tug and scow, and freight	87	25		
J. E. Sprague.....	Boat hire	6	00		
E. V. Hauler.....	Iron for buoys and conveyance	6	00		
C. Harris.....	Lumber	27	25		
S. Wiggle & Son.....	do	314	42		
C. Davis.....	Buoy stones for anchors	37	80		
A. Woodward.....	Repairs to Long Point Light	1,300	00		
Joseph Wilson.....	Buoys for North Channel, St. Joseph's Island	800	00		
A. Laberge.....	Making and laying buoy	34	20		
C. McLachlin.....	Supplies	158	26		
J. H. Beatty.....	do to Lake Superior Lights	180	00		
D. Ross.....	Work at Porphyry Point	12	00		
W. J. Meneilly.....	Freight on fog-bell	23	61		
G. Durman.....	Keeping fog-bell at Gibraltar Point	75	05		
J. Hamilton.....	do Hamilton Island Light	22	50		
W. Smith.....	Travelling expenses inspecting light-houses	128	00		
G. N. McDonald.....	Superintending construction Goderich Pier	79	00		
J. C. Darke.....	Addition to Fox Island light and repairs	473	01		
V. C. Hill.....	Allowance for assistance to Griffith Island	100	00		
D. Cameron.....	Lumber for dwelling at Killarney	125	54		
John Mathews.....	Putting new buoy at Snake Island	10	00		
J. Herbert.....	Replacing two buoys at Grosse Point	10	00		
P. R. DeLamorandiere.....	Stone, lumber and lime for Killarney	178	60		
J. Carley.....	Boat hire	8	00		
E. Foster.....	Repairing pump	2	50		
	<i>Carried forward.....</i>	44,761	99		

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

		\$	cts.	\$	cts.
	<i>Brought forward</i>	44,761	99		
J. L. Robertson.....	Passages and materials for Killarney Light.....	16	34		
R. Kirk.....	Shingles, windows, doors, &c., for do.....	78	35		
J. Bowerman.....	Stone for Salmon Point light.....	4	00		
A. Proulx.....	Bricks, lime, &c., for Killarney Light.....	29	10		
Page, Mixer & Co.....	Materials for bell tower.....	165	86		
H. M. Cheland.....	do Killarney Light.....	99	15		
A. Lockerbie.....	Iron braces and spikes.....	38	50		
J. S. Rose.....	Passages and materials to Michipicoten Light.....	117	11		
C. Patton.....	Putting up new lantern at Clapperton Island.....	122	00		
W. Grierson.....	Freight.....	15	20		
W. A. Grubb.....	Lumber.....	20	00		
Joseph White.....	Passage and sundry expenses, repairing lights at Point aux Anglais, McTavish Point, etc.....	250	89		
James Swinburn.....	Passage and freight on tools.....	62	00		
Geo. Barr.....	Building boat-house at Nottawasaga.....	775	00		
D. McKenzie.....	Removing trees near Little Current Lake.....	18	00		
A. M. McGregor.....	Freight to Michipicoten.....	48	16		
R. Roddick.....	Sundry repairs, Gull Island, &c.....	272	00		
G. B. Leonard.....	Labour.....	31	50		
Nelson Smith.....	Carpenters' work.....	34	00		
L. Calligan.....	Labour.....	9	80		
G. Laforce.....	do.....	9	80		
J. McLachlin.....	Carpenters' work.....	22	40		
John O'Neill.....	do do.....	12	00		
W. Pare.....	Labourers' do.....	9	80		
Patrick Tennil.....	Labour.....	5	60		
J. Tierney.....	do.....	9	80		
J. McLean.....	Teamster.....	12	00		
W. Johnston.....	Labour.....	22	50		
P. Lalonde.....	do.....	9	00		
A. Stirling.....	do.....	32	50		
J. Whitney.....	Sundries for Windmill Point Light.....	13	00		
A. Hough.....	do do.....	22	10		
C. Dechamps.....	do for light-ship at St. Louis.....	13	24		
T. Chapman.....	do do do.....	29	50		
R. M. Horsey.....	do general service.....	73	35		
J. Hibbard.....	do Windmill Point Light.....	17	29		
S. St. Denis.....	Putting light-ship in winter quarters.....	145	00		
Owners str. Beanharnois.....	Removing light-vessels to do.....	290	00		
A. & H. Hackett.....	One-third expense for maintaining light-vessel on Col- chester Reef.....	590	00		
Andrew Hackett.....	Sundry accounts, building fence at Bois Blanc Light- house.....	288	77		
P. McIntyre.....	Building boat slide.....	32	95		
Ottawa Forwarding Co.....	Freight.....	10	00		
Union do.....	do.....	5	64		
E. Moore.....	Repairs to Goderich' Light.....	41	50		
James Swift.....	Freight on oil tanks.....	3	20		
W. McRossie.....	Lumber, &c., Snake Island boat-house.....	74	00		
H. W. Smithers.....	Repairing Pigeon Island boat.....	35	00		
A. Hough.....	Row-locks and rudder irons.....	7	03		
T. McAuley.....	Stationery.....	24	74		
C. R. Carpenter.....	Freight.....	5	09		
Andrew Innis.....	Repairing Port Dover Light.....	6	46		
White & Betts.....	Storage and cartage of oil.....	40	79		
A. Bridge.....	Postage and telegrams.....	9	91		
Joseph Tomlinson.....	Travelling expenses, inspecting light-houses.....	200	00		
E. Shibley.....	do do do do.....	51	65		
Joseph Gegan.....	Expenses for McTavish Point.....	7	23		
C. Ead.....	Arrears of salary allowed for 1873.....	37	50		
R. White.....	Removing light-ship.....	8	20		
G. H. Davis.....	Repairs and supplies to Goderich Light.....	121	43		
L. S. Brown.....	Freight on oil.....	5	66		
John Buck.....	Repairs to light at Spectacle Shoal.....	360	00		
	<i>Carried forward</i>	49,304	40		

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

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	49,304	40		
John Mason.....	Allowance for boat at Telegraph Island.....		26 10		
J. Johnson.....	Sundries for Salmon Point Light.....		20 05		
J. N. Butcher & Co.....	Repairs to lamp at Presqu'Isle Light.....		10 64		
J. H. Harrison.....	do Point Pleasant.....		8 00		
W. J. Booth.....	do Port Maitland.....		5 10		
T. Schofield.....	do do Pier Light.....		46 18		
James Moss.....	do do.....		261 00		
W. Braund.....	Chimneys for Port Maitland.....		8 27		
D. Irwin.....	Lumber do do.....		95 14		
W. Shepherd.....	Allowance for root-house at Sulphur Island.....		41 50		
A. Smith.....	Labor, &c., at Port Colborne.....		9 90		
G. P. Bliss.....	Sundry expenses and wages, repairing light-houses.....	1,256	91		
— Penny, Wilson & Co.....	Advertising tenders for Lake St. Louis.....		8 68		
L. Hudgins.....	Erecting fence at Salmon Point Light.....		97 54		
Joseph Wilson.....	Balance for buoys at Sault St. Marie.....		238 08		
W. A. Beard.....	Account for nine National Alarms.....		32 50		
J. Johnston.....	Stone for pier at Lancaster Bar.....		676 00		
— "Globe" Printing Co.....	Advertising.....		33 00		
— Kingston Daily "Whig".....	do.....		11 04		
McArthur & Rayside.....	Lumber for Lancaster Pier, &c.....		168 13		
John Harper.....	Cartage.....		27 50		
D. A. Fraser.....	Lumber for Lancaster Pier.....		444 00		
R. S. McDonald.....	do do.....		720 55		
John McLean.....	Iron, bolts, boiler-plate, &c., Lancaster Pier.....		810 16		
P. Jubienville.....	Team and labour for removing supplies.....		53 75		
J. Meadows.....	Erecting outhouse at Lancaster.....		10 00		
J. U. Gregory.....	To pay for medicine chests and medicines for light-house keepers.....		150 00		
— MacLean, Roger & Co.....	Advertising.....		46 90		
C. Garth & Co.....	Ventilator.....		25 00		
McLellan & Gillespie.....	Timber for Lancaster Bar.....		440 00		
Indian Department.....	115 4-5ths acres of land, at 50c.....		57 90		
— G. McEwan.....	Advertising tenders for oil.....		5 04		
A. Cameron.....	Stone for Lancaster Pier, &c.....		590 00		
W. Key.....	Cartage.....		4 50		
S. Fillgate.....	Rescuing light-ships at Lachine.....		100 00		
— R. Herring.....	Advertising tenders for oil.....		4 25		
O. Looze.....	Lumber.....		5 00		
J. W. Bennett.....	Repairs to Jackstraw Light.....		7 45		
G. Beaumont.....	Lumber for do.....		22 50		
Taylor & Bros.....	Hardware account.....		53 21		
E. Stundan.....	Buoy irons.....		4 20		
A. Stone.....	Anchor stone.....		2 75		
A. Bridge.....	Postage, telegrams.....		12 36		
A. Gunn & Co.....	Rent of storehouse and wharfage.....		50 00		
J. W. Driscoll.....	Hardware account.....		9 46		
R. Baird.....	Lumber.....		71 18		
R. M. Horsey.....	Hardware account.....		63 05		
M. Young.....	Setting buoy at Gananoque.....		9 50		
J. Hudon.....	Hardware account.....		15 36		
W. W. Bailey.....	do.....		55 85		
G. Marks.....	Life-boat for Manitoulin Island.....		85 85		
G. Collins.....	Repairs to "Sappho" life-boat, &c.....		53 75		
G. B. Simpson.....	Placing buoys at Presqu'Isle.....		66 00		
R. Campbell.....	Expenses attending L'Original Light.....		10 22		
H. Smith.....	Passage from Lancaster to Kingston.....		5 55		
James Doyle.....	Freight account for Kincardine Light.....		3 07		
J. Beaudoin.....	Hauling out and launching No. 1 Lightship.....		80 53		
T. Chapman.....	Work to No. 1 Lightship.....		79 00		
— T. Brossit.....	Advertising in "l'Echo de Beauharnois".....		39 60		
J. P. Jones.....	Building boat for Bois Blanc Light.....		105 00		
Lewis Baker.....	Contract for beacons on Ottawa River.....		400 00		
W. M. Smith.....	Specifications, plans, &c.....		12 00		
— G. T. Cary.....	Advertising in "Mercury".....		32 00		
W. W. McGraith.....	Placing buoys.....		81 65		
	<i>Carried forward.....</i>	57,283	80		

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

		\$ cts.	\$ cts.
	Brought forward.....	57,283 80	
Chalmers & Co.....	Lamps, burners, &c.	7 85	
J. W. McKeough.....	Sundry accounts	117 90	
Union Glass Co.....	Glass, &c.	211 39	
Vipon Brs.....	Coal for Stonehouse Point Light	14 19	
J. Herbert.....	Hire of Scow for Grosse Point Light	14 00	
N. McGillis.....	Lamps, burners, &c.	50 31	
J. B. Legault.....	Repairs, No. 2 Port Claire Light.....	10 00	
A. Lockerbie.....	Use of blacksmith's tools.....	12 00	
J. T. Rose.....	Towing sail-boat, Isle of Coves.....	25 00	
Smith & Townsend.....	5,000 shingles for Christian Island Light.....	11 25	
N. B. Hillborn.....	Lumber, &c.	35 17	
R. Hill.....	Freight on brick	15 00	
H. M. Cleland.....	Materials for lights.....	57 92	
Oldrea & Horn.....	Sails, blocks, rigging, Pigeon Island Light	23 80	
J. Cummins.....	Repairing breakwater, Pelee Island	250 00	
John Cockburn.....	Boat and oars for Deep River Island	30 00	
J. Mathewson.....	Use of scow and men for Snake Island.....	9 00	
Manhard & McDougall..	Shingles and lumber for Cole Shoal Pier	29 75	
George Reed.....	Bolts, &c., for dwelling at do	10 15	
A. Bridge.....	Postage and telegrams	12 42	
T. Macauley & Co.....	Stationery	11 53	
National Alarm Co.....	Alarm	60 18	
L. J. Belliveau.....	Sundries	84 83	
J. McIntyre.....	Attending lamp at Kaministiquia.....	16 20	
St. L. & O. Railway Co.	Freight	13 36	
Less amount chargeable to Construction Account, viz. :—			58,417 00
	Constructing fog-bell tower at Michipicoten.....	893 70	
	do Keeper's dwelling, Killarney.....	780 65	
	Paid P. Conroy, 23rd August, detailed in account.....	500 00	
			2,174 35
Total			56,242 65

JNO. TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 2.

REPORT OF THE AGENT AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1874.

DEPARTMENT OF MARINE AND FISHERIES,
QUEBEC AGENCY, 25th November, 1874.

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

SIR,—I have the honour to transmit the Annual Report of this Agency for the fiscal year ended 30th June, 1874:—

Owing to the disaster which, at the very outset of the season of navigation, deprived the Agency of the services of the steamer "Napoleon III.," wrecked on the 8th of May last, by the shoving of the ice in the harbor of Quebec, when, through the same cause, several other steamers and sailing vessels in their winter quarters, were also either destroyed or seriously injured, the transaction of the past year's business has been necessarily rendered more than usually arduous. The yearly addition of new light-houses, steam fog-whistles, light-ships, buoys, and beacons, being made to the large number of these already in operation, necessitates by such a steamer, in connection with the steamer "Druid," frequent visits to meet the demand for supplies and repairs. I am happy, however, to be able to state that, owing to the commendable foresight of the Department in allowing me to keep liberal supplies of oils, chimneys, wicks, fuel, &c., at each station, none have suffered from the delays consequent upon the inadequate means at my disposal to maintain the service upon an efficient footing. The steamer "Druid," performed the usual river duties as far as Portneuf, below Quebec, the schooner "Dunscomb," having served a great number of the Gulf and Strait Lights, and the schooner "Nickerson," those on the north shore of New Brunswick and Prince Edward Island. I also availed myself of every favourable opportunity, during the season, to ship supplies by trading schooners, visiting localities likely to need them. I may add that, although attended with anxiety and risk, the whole service has been successfully carried out, but, at the same time, the want of a suitable steam vessel with a carrying capacity of at least 3,000 barrels, has become more apparent than ever; while it is also obvious that the large number of revolving lights and steam fog-whistles require the careful supervision of a practical mechanic, who should visit them as often as possible, provided with all necessary tools and material to repair defects. A revolving light, becoming from accident stationary, might lead approaching vessels seriously astray, and the stoppage of a fog-whistle, upon which so much dependence is now placed, would, under similar circumstances, be attended with equal danger. Mr. William Barbour, engineer, has very efficiently attended to these matters. The fall trip to the Gulf and in the Straits of Belle Isle, was made by the steamer "Lady Head," despatched from the Nova Scotia District for that purpose, and occupied nearly eight weeks in its performance. Captain Matson and the other officers and crew of the "Lady Head" deserve much praise for the able manner in which they got through the duties in question at a very late period of the season, and upon the occasion of their first trip to these dangerous points. The schooner "Dunscomb," under the command of Captain A. Despres, also made some extraordinary quick runs, and successfully landed a large amount of supplies at points—particularly in the Gulf and in the Straits of Belle Isle, and on the island of Anticosti—considered extremely dangerous to lie off with a sailing craft, especially when a large proportion of the crew are engaged in the boats landing cargo, the sudden uprising of a wind blowing in shore frequently making it of urgent necessity to beat a rapid retreat. The schooner "Nickerson," under command of Captain Graburn,

also encountered the same dangers. Commander, officers and crew, discharged their duties in a most creditable manner. A large stock of coal, with oil and other necessary articles, are kept at Gaspé Basin, in charge of Mr. Joseph Eden, Harbour Master, to meet any demands in that neighborhood and the Gulf; and Mr. Eden has rendered valuable assistance by the prompt and efficient manner in which he has attended to any service requested. Mr. Fox, Collector of Customs, Magdalen Islands; Mr. Bellefeuille, Harbour Master at Sorel; Captain Jones, of St. Johns, Province of Quebec; and Mr. Rooney, of the Montreal Harbour Commissioners Office, have also willingly complied with any request I have made them, to further the interests of navigation, and the service generally of this agency.

On the fall trip of the steamer "Lady Head," I met her at Gaspé, and personally visited the settlers on the island of Anticosti, who were represented to be in a state of great distress. A full report of my proceedings, and of the condition and prospects of the inhabitants, will be found in this report, under the heading of "Anticosti Provision Depôts."

Some of the hand fog-horns sent to me by the Department, have been delivered to different light-house keepers, and will no doubt prove of great advantage, if carefully worked, during fogs and snow storms. The one sent to the keeper of Lark Islet Light, near the mouth of the Saguenay, has been sounded instead of the "bell" formerly used, and heard much further off, and is highly appreciated by navigators frequenting that locality so subject to fogs. I would respectfully recommend them being sent to many other points, with instructions to have them blown at stated intervals during fogs and snow storms, and a small remuneration to be allowed to the keepers for this extra and fatiguing work.

Again, this year, the oil furnished by Messrs. Fitzgerald & Co., of London, Ont., has maintained its reputation for durability and illuminating quality. The lamps and reflectors obtained from Mr. E. Chanteloup, are powerful, and of the most modern and approved description.

Nearly all the light-houses between Quebec and Montreal, have this season been painted and repaired, and several improved, as will be seen from the remarks with reference to each. Some of the lights below Quebec also required repairs, alterations and painting, which are likewise noted under their respective headings; and there are others still requiring painting and repairs.

The duties this Agency is called upon to perform in connection with the coast and light-houses, fog-whistles, provision depôts, buoys, beacons, Dominion steamers, shipwrecked mariners, enquiries into the causes of wrecks, river police, Dominion schooners for the protection of the fisheries, fish-breeding establishments, &c., keep myself and staff fully employed.

I beg to return you my thanks for the continued courtesy and confidence manifested by you and your efficient Deputy, which have greatly assisted me in discharging the multifarious duties I am called upon to perform. To the officers under my control I am also indebted, for the prompt and willing manner in which they have aided me in carrying out your orders.

The amount expended by the Agency during the past year for the undermentioned services, was as follows:—

Maintenance of lights, steam-fog whistles, buoys, beacons, and provision depôts below Quebec.....	\$92,500 00
Maintenance of lights above Quebec.....	8,487 72
Construction of new lights.....	35,679 30
Dominion steamers.....	62,500 00
River police.....	26,526 66
Dominion cruiser "La Canadienne".....	8,800 00
Marine police.....	1,532 01
Fish-breeding.....	2,621 59
Contingencies.....	1,188 53

Total..... \$239,835 81

I shall lay before you detailed statements in connection with each service, beginning with the Coast and River Service, comprising light-houses, fog-alarms, provision depôts, buoys, and beacons.

For further particulars see List of Lights on the Coasts, Rivers and Lakes of the Dominion of Canada, Supplement (No. 1) to the Annual Report for the current fiscal year.

The district under the supervision of this Agency commences at the Straits of Belle Isle, Newfoundland, and takes in the North Shore, Newfoundland, Labrador, Anticosti Island, Magdalen Islands, Bay des Chaleurs, Gaspé Coast, both sides of the River St. Lawrence to Quebec, and all the light-houses and light-ships between Quebec and Montreal, as well as the light-houses at the outlet of Lake Champlain, called the Richelieu River, between St. Johns and the boundary line, and comprises—

113 Fixed and revolving lights,	67 Buoys,
8 Light-ships,	55 Beacons,
7 Steam fog-whistles,	8 Provision depôts,
8 Fog-cannons,	

and several new lights in course of construction, or under consideration. I would respectfully recommend that all persons hereafter appointed keepers of revolving lights be obliged, as a condition precedent of their appointments, to come to this Agency several days before taking charge, and be properly instructed in the nature of their functions, and the means to be taken to remedy any ordinary defects. By the adoption of this course, expensive trips would be obviated on the part of a mechanic, to put in order simple pieces of machinery that may have become temporarily deranged.

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

Latitude N. 51 53 0; Longitude W. 55 12 15.

A first order dioptric fixed white light; five flat wick mammoth lamps, consumes about 200 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 2,000 pounds of powder per season, with a proportionate number of friction tubes and cartridges. The keeper reports that the use of cotton powder bags should be discontinued, as the burning cotton shreds frequently set fire to the surrounding grass and moss, thereby endangering the safety of the buildings, and asks that he be supplied in future with flannel bags, as in the past.

The provision depôt for distressed seamen is supplied with 15 barrels of flour, 7 barrels pork, 5 barrels peas, sugar and tea, 12 pea jackets, 12 pairs pants, 12 pairs drawers, 12 pairs socks, 12 caps, 12 comforters, 12 flannel shirts, 12 pairs mits, 12 pairs boots, 6 pairs snow-shoes, 6 pairs moccasins, and extra this season with 12 blankets and 2 cases of preserved meats, and renewed as occasion requires. The keeper is furnished with a horse to draw fuel; water and supplies. In charge of Mr. Martin Colton. Repairs were made by Mr. Barbour to the fog-gun. The tower and buildings are greatly in need of painting and some repairs, which will be duly attended to next season.

The following report of the ice in the Straits has been furnished by Mr. Colton :—

Report of Ice in the Straits of Belle Isle, for 1874.

November 22nd, 1873, 8 a.m.—One Dominion Line steamship, outwards, last vessel seen in the Straits this fall.

December 20th.—First ice made in the Straits.

December 25th.—A good deal of loose ice.

December 27th.—Ice making heavily; would be difficult for vessels to pass.

January 1st, 1874.—A large quantity of ice; very little clear water; would be impossible for vessels of any description to pass through.

- January 9th.—Ice a good deal scattered through the Straits.
 January 13th.—A good deal of clear water along the Southern shore.
 January 20th.—A good deal of clear water to the West; ice scattered to the East.
 January 30th.—No ice between here and the Labrador shore.
 February 1st.—A good deal of heavy ice drove out from the N. E.
 February 10th and 11th.—A great quantity of heavy Northern ice drove out;
 also twenty-eight icebergs, twenty-six to the East, and two to the West of here.
 February 17th.—A good deal of ice to be seen, but interspersed with much open water.
 February 21st.—A great quantity of loose ice made in the open water.
 February 28th.—Very little ice in the Straits.
 March 3rd to 12th.—S. E. wind, with rain and fog. On the 8th, one brigantine to the S. E.
 March 13th.—Not a great quantity of ice in the Straits.
 March 14th.—A small quantity of ice to the South and West; two steamers and fourteen sail in sight.
 March 15th.—Seven steamers and twenty sail in the Straits.
 March 25th.—A great deal of ice to the East and South, very little to the West.
 April 3rd to 14th.—Not much ice in the Straits.
 April 15th to 16th.—Strong breeze from the West; all the ice drove out of the Straits.
 April 20th to 26th.—Strong breeze from N. E. *S. S. Iceland*, (Parsons, master,) laying-to under the Island. 8 p.m., less wind; 11 p.m., steamer left for the North in search of seals. Strong breeze from N. N. E.; a good deal of heavy ice hove out from the East; no ice to the West of here; one steamship in sight.
 April 30th.—A good deal of ice in the Straits both to the East and West.
 May 5th.—Not much ice to East or West; a great quantity to S. E. and S.
 May 12th.—Not much ice to be seen—nothing to impede navigation. One steamship from West bound South.
 May 20th.—Straits clear of ice.
 May 29th.—One brig, bound to ; one barque, beating up.
 May 30th.—Strong breeze, squally; barque still beating up off here.
 May 31st.—Barque passed up at 1 p.m.; some ice coming out from the Eastward.
 June 3rd.—A good deal of ice to Westward.
 June 4th, 5th and 6th.—Strong Westerly breeze; Straits clear of ice.
 June 7th.—One barque to South; one schooner bound North.
 June 10th, 11th and 12th.—Strong gales, with heavy snow and fog.
 June 13th.—A good deal of heavy ice drove out from N. E. by East gales.
 June 18th.—No ice to South and S. E.; a good deal to N. W. and West and to East. A good many Labrador fishing craft trying to get to the North, with evident difficulty, but there is no ice to impede vessels bound in or out of the Straits.
 June 26th.—A small patch of ice to S. S. E., distant about twelve miles.
 June 29th.—Fresh breeze from E. N. E., 10.30 a.m. *S. S. Manitoban* outwards, the first Allan steamer seen this spring.

(Signed,) MARTIN COLTIN,
Light-house Keeper.

CAPE NORMAND LIGHT-HOUSE, STRAITS OF BELLE ISLE.

Latitude N. 51 38 0; Longitude W. 55 53 40.

A white revolving catoptric flash light every two minutes; six No. 1 circular lamps, with 20-inch reflectors; iron lantern, 9 feet in diameter; size of glass, 60 x 30, by $\frac{1}{2}$ inch: consumes about 500 gallons of oil per season. In charge of Henry Locke. Owing to the scarcity of fuel in the neighbourhood, three tons of coal have been allowed for the purpose of heating the tower. Six wire stays were put, by Mr. Barbour, on the tower to prevent it from shifting; length of stays, 56 feet each, with strong screw swivels; also six brass ventilators which have improved the light

very much. Lightning conductors were also adjusted to the tower. On the arrival of Mr. Barbour this fall at Cape Normand, he found the revolving gear stopped from the previous night; he had it accordingly overhauled and replaced in good working order. Having examined the neighbourhood, he further ascertained that fuel is no longer to be had within practical distance, and that in future it will be necessary to supply the keeper with at least ten tons of coal, annually, to heat the building and tower.

The tower will require painting next spring. •

FORTEAU LIGHT-HOUSE, AMOUR POINT, LABRADOR, FOG-GUN STATION.

Latitude N. 51 27 35; Longitude W. 56 50 55.

Fixed white dioptric second order light; five mammoth flat-wick lamps: consumes about 200 gallons of oil per season. The fog-gun is fired every hour during fogs and snow-storms, and consumes about 1,500 pounds of powder per season, with a proportionate quantity of cartridges and friction tubes. Is in good order, and in charge of P. Godier, who also furnishes meteorological reports to the Meteorological Office at Toronto. Mr. Davis, the proprietor of the landing at this point, very kindly allows supplies to be disembarked on his wharf and stores them in the building until they can be taken away by the keeper, who is furnished with a horse to draw water, fuel and other supplies.

Tower will require painting next spring.

POINT RICH LIGHT-HOUSE, NEWFOUNDLAND.

Latitude N. 50 41 50; Longitude W. 57 27 40.

White catoptric revolving flash light every fifteen seconds; twelve No. 1 circular lamps, with 20-inch reflectors; iron lantern, 9 feet in diameter; size of glass, $60 \times 3 \times \frac{1}{2}$ inch: consumes about 900 gallons of oil per season. In charge of Mr. E. Roy. Supplied with hand fog-trumpet this summer. The revolving apparatus was out of order for six weeks before the fall trip of the *Lady Head*, and required four days' work of Mr. Barbour and assistants to put it in order.

The keeper reports that the wire stays put on the tower by Mr. Barbour have been a great saving to that structure, and have almost completely stopped its vibration; and also that the ventilators placed in the lantern have effected a great improvement in the ventilation and the lights. The tower requires to be repainted next spring.

CAPE RAY LIGHT-HOUSE AND STEAM FOG-WHISTLE, NEWFOUNDLAND.

Latitude N. 47 37 0; Longitude W. 59 18 0.

A revolving flash catoptric white light; flash every ten seconds; twelve No. 1 circular lamps with 20-inch reflectors; iron lantern 9 feet diameter; size of glass $60 \times 30 \times \frac{1}{2}$ inch: consumes 900 gallons of oil per season. The steam fog-whistle was put in operation on the 20th October, 1873. On the occasion of Mr. Barbour's visit, he found the tower and fog alarm in good order. The keeper reports that the wire stays put on the tower prevents it from shaking, and that the ventilators have been a great improvement to the ventilation and lights. Mr. Barbour also fitted the boiler with a steam tube cleaner, which will effect a great saving of time and fuel. The tower will have to be painted next spring.

BIRD ROCKS LIGHT-HOUSE, PROVISION DEPÔT AND FOG-GUN STATION, MAGDALEN ISLANDS.

Latitude N. 47 50 40; Longitude W. 61 8 20.

Fixed white fourth order dioptric light; one mammoth circular lamp; iron lantern 10 feet diameter. The fog-gun is fired every hour during fogs and snow storms, expending about 2,000 pounds of powder and a proportionate amount of cartridges and

friction tubes per season : consumes 180 gallons of oil per season. In charge of Mr. P. Whalen, who also furnishes meteorological observations to the Meteorological Office at Toronto, Ontario. During last Winter the gun-house was blown down, and a large portion of the gangway carried away, leading to the magazine. Men were sent down last spring, who built a new gun-house and attended to all other requirements; all repairs have been properly executed. Fifteen barrels flour, seven barrels pork, and three barrels beef are kept in the provision dépôt. By the erection of the new landing and crane on the West side, a great deal of difficulty and loss of time is obviated in effecting a landing for supplying the light, when the wind is blowing from the Eastward preventing a ready landing on that side, and *vice versa*. The fog-gun at this point will require a new vent next Spring.

ETANG-DU-NORD LIGHT-HOUSE AND STEAM FOG WHISTLE, MAGDALEN ISLANDS.

Latitude N. 47 33 0; Longitude W. 61 58 0. ;

A revolving white catoptric light; six No. 1 circular lamps with 20-inch reflectors; wooden lantern 9 feet 3 inches diameter, size of glass 60 x 28 x $\frac{3}{8}$ inch : consumes about 500 gallons of oil per season. In charge of Mr. Timothy O'Brien, Engineer, and one assistant. The steam fog-whistle was put in operation on the 10th November, 1874, with the usual directions to the keeper to sound it in fogs and snow storms, so as to give two blasts of eight seconds duration in each minute, with an interval of twenty-two seconds between each blast, and will probably be heard in calm weather or with the wind, from eight to twelve miles, and in stormy weather or against the wind, from three to six miles, according to the state of the atmosphere. The building for the fog alarm had to be removed—a work of great difficulty—for a distance of 1,200 feet, to the proximity of a stream of fresh water and a better locality for obtaining sound.

AMHERST ISLAND LIGHT-HOUSE, MAGDALEN ISLANDS.

Latitude N. 47 13 0; Longitude W. 61 58 0.

A revolving catoptric red and white light alternately every thirty seconds; four No. 1 circular lamps, with 20-inch reflectors; size of glass 60 x 30 x $\frac{1}{2}$ inch : consumes about 500 gallons of oil per season. In charge of Mr. W. Cormier. Mr. Barbour had lightning conductor adjusted to the tower, and eighty feet patent chain put to revolving gear; also sent down last spring four wire stays with screw swivels for the tower. The tower requires to be repainted.

ENTRY ISLAND LIGHT-HOUSE, MAGDALEN ISLANDS.

Latitude N. 47 16 30. Longitude W. 61 42.

A fixed red catoptric light, erected on the south-east side of Entry Island, and exhibited at an elevation of 90 feet above the level of the sea, was put in operation on the 20th of April, 1874. In clear weather this light will probably be seen at a distance of 12 miles from all points of the compass, except from E. S. E., round to north, where it is intercepted by the high lands of the island. The tower is a square wooden building, 28 feet high, with dwelling attached, and painted white; number of lamps, six—four No. 1 circular, and two mammoth flat wicks; six reflectors; four of 21 $\frac{1}{2}$ inch diameter, and two of 20-inch diameter; iron lantern 7 feet 8 inches diameter; size of glass, 36 x 28 x $\frac{3}{8}$: consumes about 500 gallons of oil per season. The building has been partly re-shingled and painted during the past summer. The chimney was also made higher.

(Copy.)

ANTICOSTI PROVISION DEPOTS.

REPORT OF A MISSION TO THE ISLAND OF ANTICOSTI.

QUEBEC, 26th October, 1874.

TO WILLIAM SMITH Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honour to report that in accordance with the instructions of the Department, I left Quebec for Gaspé on the 22nd September last, and was actively engaged in supplying the Gulf Lights, by means of the Dominion schooners "J. W. Dunscomb" and "J. H. Nickerson," until the arrival of the Dominion steamer "Lady Head," upon which I embarked for Anticosti.

After a very stormy run across from Gaspé Basin, we arrived at Fox Bay on the 11th, and I immediately went on shore, accompanied by Joseph Eden, Esq., J. P., (Harbour Master of Gaspé), Captain Matson, of the "Lady Head," and Mr. Barbour, engineer.

I found a settlement at this place, consisting of twenty families, nineteen of whom had come over from Newfoundland under the auspices of the Anticosti Company, and the remaining family from Prince Edward Island. I requested them to meet me at a given point, and, upon their assembling at this place very shortly afterwards, I addressed them substantially in these terms:

That the Government of Canada had been informed, that notwithstanding the large amount of provisions taken by them last fall from the dépôt established by the Government for the express purpose of succouring mariners who may have suffered shipwreck upon the coast, they were still in a destitute condition, and would again have to resort to like measures to support themselves during the coming winter. Under these circumstances, the Government foresaw that, in this case, if any shipwrecks occurred, the means adopted by them for the succour of such mariners, would be frustrated, and consequently had commissioned me to bring a Government steamer to take them off the island to some place where they could earn their living; and I requested them to get ready with all possible despatch, to embark on board the vessel then waiting. To this the heads of the families answered that they had no homes to go to; they had left Newfoundland at the solicitation of the Anticosti Company, who had distributed circulars in their neighbourhood inviting them to settle upon the island, where they were promised they would receive ample assistance from the company in all things necessary for their settlement. Upon landing, however, they had found neither houses nor cleared land, and very little provisions; from day to day these were promised them, but after losing considerable time in expectations, they were at last sent to Fox Bay, and began at once to put up houses. In consequence of the absence of the assistance promised by the company in the way of food, they were unable to make any provision for their support during the winter, and in the fall were completely discouraged, until the arrival of the supplies provisionally sent down in the "Napoleon III." for the dépôts, enabled them to struggle through. In the spring they caught sufficient fish to keep them alive, selling their catch for provisions, to traders; for the company, while laying in a large stock of hardware and fancy goods, had very few supplies of this nature. In fact, the evidence of bad management is everywhere seen, and Mr. Forsyth has been made the victim, to a very great extent, there being thousands of dollars worth of goods on hand perfectly useless to the Anticosti settlers. Yet matters seemed to improve, and although but living at the present from hand to mouth, they were sanguine of doing well in the future; they had now good houses, and preferred them to those they had left; the land excellent; vegetation rapid and extremely abundant; good manure, in the shape of sea weed, lying at their doors; plenty of wood, good water, good houses, and the best of fishing, and they were loath to leave.

They said that the present had not been a good fishing season, either there or elsewhere upon the coast, and this, coupled with their recent arrival, had left them

unprepared for the winter. In support of their assertion with respect to the excellence of the land, I was shown the crops of a Mr. Marshall, who was from Prince Edward Island, and had cleared a small patch of land. For every bushel sown, forty bushels of potatoes were gathered; and the cultivation of cabbages, turnips, carrots, peas, parsnips, &c., was equally successful, and those I inspected were as large as any I have ever seen. The people state that they could ask for no better place to live in, and they only required a little more time to get on.

Finding the case assuming such a favorable aspect, I decided to adopt a new course of action, and thereupon called each head of a family before me, and put the following questions to him:—

1. Where do you come from?
2. How long have you been here?
3. What is your age?
4. How many are you in family?
5. How many of these can help you?
6. How many boats, nets, &c., have you?
7. What supplies have you on hand to support you and your family through the winter?

By the answers to the above questions, I found that the men came principally from Guerrie Bay, or other fishing ports in Newfoundland; that they landed at Fox Bay in the fall of 1873, and were generally between thirty and forty years of age, only three being between fifty and sixty-four (strong and healthy men however), and the remainder between twenty-five and forty-five years. The average number of each family was about four, the total population being 82; and further, that each family may be said to consist of from two to three working members. With respect to what may be called their stock in trade, I found that each family possessed from one to two new and suitable boats and nets; and in relation to supplies, that seven families would be able to get through the winter without assistance, while thirteen families were only about one-third provisioned.

Having obtained the above information, I held a consultation with the gentlemen accompanying me, and the conclusion arrived at was, that these people appeared to be sober, intelligent and hardy fishermen, who, upon their first start upon the Island, had lost considerable time in depending upon the promised assistance of the Company, but that since they had begun solely to rely upon their own exertions, they had made as much progress as could be expected any where from new settlers. They had provided themselves with good houses, and suitable boats and nets. They had the advantage of possessing a most productive soil for vegetables, and being also in the neighborhood of the best fishing, they had evinced an earnest desire to remain and make the Island their home, and they expected that many of their friends would be glad to join them. After taking into consideration that a little aid given now would make them self-sustaining in the future, and thus while making them become the nucleus of a thriving fishing settlement, it would also relieve the Government from the necessity of keeping up provision depôts in their vicinity, because these people would be able to take care of any shipwrecked seamen. I again called them together and requested them to appoint one of their number to act for them, through whom I would make known my intentions. Their unanimous choice fell upon Mr. Robert Tooke. I then told them that I would take upon myself to distribute some seed potatoes, upon the condition that they would dig a suitable frost proof cave for their reception, and that they were to remain under the charge of Mr. Tooke until wanted. To this they cheerfully consented, and upon the distinct understanding that every family would clear sufficient land by the next spring, I left a barrel of potatoes for each family to be used as seed, and distributed to each household another barrel for use during the winter, as a preventive against scurvy. Having made a calculation as to the supplies necessary to enable these people to live through the winter, I distributed in accordance therewith, thirty-five barrels of corn meal, two barrels pork, one barrel oat-meal, and three barrels peas, with the thirty-five barrels potatoes.

I considered it more advisable to adopt this course, of an immediate distribution, than have these people go some 15 to 20 miles in a small boat to the depôt, perhaps in dangerous weather, and probably when rendered destitute by want, they would annoy and intimidate the keepers, who, living alone as they do, in isolated positions, would thus forfeit that respect to which they are entitled as custodians of public property.

I told them that these supplies had been intended for their use while taking them off the island, but, as they had evinced such a strong desire to remain, the present course had been adopted to give them every opportunity of making good their settlement; but, at the same time, I gave them clearly to understand that this distribution of provisions could never be repeated, and that from this time forth they must rely entirely upon their own exertions, and that, if their prospects next summer were not such as would justify them to face the then coming winter, they must make up their minds to leave the island and seek homes elsewhere. The men acknowledged they had no claims whatever upon the Canadian Government, they were very grateful for the aid that had been rendered them, and expressed great confidence in their being able to do well in the future. My parting warning was that I possessed a complete list of their names, condition and prospects, which would be laid before the Government, who would see that the stipulations entered into with me would be fully carried out, and that consequently a Government cruiser would visit them next season to report progress, and every one who had not carried out his promise would most certainly be removed.

We then proceeded to English Bay, arriving there next morning, where I found a large settlement of about forty families, containing altogether some 200 souls, all comfortably housed, and near each house a small patch of clear land. These people are nearly all Newfoundlanders, and, through their having been longer here and more fortunate in obtaining assistance from the Company, have had better opportunities of getting on. One of the oldest settlers, a Newfoundlander, had 140 barrels of potatoes in his cellar, with about 200 heads of cabbage, besides turnips, carrots, &c.; and two thirds of the rest of the settlers had each a few barrels of potatoes for use, and seed sufficient for the sizes of their respective patches of land; but they had little or no flour. I adopted the same course here as at Fox Bay. The people had caught but little fish, which had been traded off. I distributed here 51 barrels of meal and flour, 2 barrels pork, 3 barrels peas, and 1 barrel of oatmeal.

These people are very sanguine of future success—their land is remarkably good, and they have a fine bay where they have shelter for their boats. The North Shore and Labrador fishermen say that they will come across and purchase all the potatoes and other vegetables that can be spared. The people seem disposed to cultivate a good deal of land, and there is every indication of their being thoroughly in earnest. The settlement here contains several who have been from fifteen to twenty years upon the island, but these, I regret to say, are the most destitute of all; they will, no doubt, be able to get on better in the future, because the more recent and industrious settlers will be able to provide them with employment when hunger presses them hard enough to force them to work. After another year I think there will be enough people sufficiently well off to succour all the shipwrecked mariners likely to be cast away in the neighborhood, and thereby enable the Government to close the depôts at West Point and Ellis Bay.

Our next visit was to Ellis Bay, where I found that the schooner "Dunscumb" had taken off two destitute families, former employés of the Anticosti Company, but through sickness in it, had been obliged to leave behind another family equally badly off. There are but few settlers in this neighborhood, and they are all of old date. I left at the depot 4 barrels of flour, 1 of peas, and 1 of oatmeal, to relieve any distress which is reported as likely to occur at Strawberry Bay. At Ellis Bay, I visited the farming establishment of Capt. Setter, who has succeeded in raising some of the finest horned cattle I have seen. His breed of Ayrshires is very superior—one two year old bull and a cow calf would be a credit to any stock raised; but from some unexplained reason, while Capt. Setter succeeds so well here, at all other places, even but a few miles distant, horned cattle, after being eighteen months upon the island, get so that

they will not eat, and consequently die off. This, however, does not apply either to horses or to hogs, for they seem to flourish everywhere.

The next place we went to was South-west Point, where we arrived early next morning, and found seven Newfoundland families in great want. They had no potatoes; some of them merely part of a barrel of meal and nothing else. In one family, I regret to say, the mother of six children had become insane through the fear that her children would die of starvation. I found that this great distress was due to their entire reliance upon the company, and failure of the fishing in the vicinity. They were all given a good character by Mr. Pope, who is not only the light-house keeper, but is also a magistrate. Mr. Pope is even more successful than any of the others in the cultivation of the soil; he adopts all the most approved plans, and his garden and fields are all well looked after; his stables and other buildings have been erected at his own expense and are fit for any first-class farmer; while in the tower in which he resides will be found all the attributes of a cultivated and refined family, and displaying an evident taste for literature, music, drawing, &c. After clearly investigating the condition of the people here, I left seed potatoes for them with Mr. Pope, on the condition that they would clear a sufficient area to plant them; and further distributed through the same hands, thirty-five barrels of flour and meal, forty-eight of potatoes and two of pork, two of peas and one of oatmeal. Having finished my inspection, I now left for Gaspé, where I arrived in time to take the steamer for Quebec.

In concluding my report, I would wish to observe that I have throughout carefully consulted my companions and studied both the present and future position of these people towards the Government, and I must really say that it is our firm opinion that Anticosti, upon its north side, offers very great inducements for those settlers who are willing to combine the cultivation of vegetables with fishing. The island is in the heart of the Gulf, and surrounded by fishing of all kinds; it has wood and water in abundance, and a soil of the richest quality, with an unlimited stock of seaweed manure close at hand when required. It is visited by hundreds of traders who, for fish, exchange all the articles any one can require; and I think the day is not far distant when out of this howling wilderness several thriving fishing villages will spring up, and thus there will soon be no necessity for the Government to keep up the existing provision depôts at Heath Point, West Point, Ellis Bay and South-west Point.

The houses and land are good, and there are comforts to be had upon Anticosti never known to the poor Labrador and North Shore settlers, who, besides living in huts made of moss-covered rock, are without an inch of ground for the purposes of cultivation, and are obliged to keep six to eight wolfish dogs each to haul fuel of stunted spruce from many miles up in the interior, so that his numerous family may be kept from freezing during the cheerless eight to nine months' winter with which he has to contend. There are many poor fishermen, too, living upon the barren sandy soil around Gaspé, who would greatly better their condition if they would cross over to Anticosti and cultivate a small patch of the rich land lying at Fox, English and other of its bays.

I have the honor to be, Sir,
Your obedient servant,

(Signed,) J. U. GREGORY,
Agent, Department Marine and Fisheries, Quebec.

HEATH POINT—EAST END ISLAND OF ANTICOSTI—LIGHTHOUSE AND PROVISION DEPÔT.

Latitude N. 49 6 30; Longitude W. 61 42 30.

Fixed white catoptric light; 17 No. 1 flat wick lamps; 21-inch reflectors: consumes about 400 gallons of oil per season. The lantern is of gun metal, and 13 feet in diameter. In charge of Mr. T. Gagné. The provision depôt contains the same amount of supplies as that at Belle Isle and elsewhere, and during the past year afforded relief to the master and four men of the crew of the ship "Confredrique," wrecked at Fox Bay, on the 24th August, 1873, and the master and crew, seven men in all, of the brigantine "Alexina," of St. Andre, P. Q., wrecked there on the 19th November of the same year, besides rendering assistance to the new settlers in distress at Fox Bay. The lighthouse tower will need painting next spring.

SOUTH POINT—ISLAND OF ANTICOSTI—LIGHTHOUSE AND PROVISION DEPÔT.

Latitude N. 49 23 45; Longitude W. 65 35 46.

Flash catoptric light every 20 seconds; 12 No. 1 circular lamps; 20-inch reflectors; iron lantern 9 feet diameter; size of glass 60 x 30 by $\frac{1}{2}$ inch: consumes about 950 gallons of oil per season. The fog-whistle is blown during fogs and snow storms, ten seconds in every minute. Owing to the proximity of wood, the keeper is enabled to supply a great portion of the fuel necessary, the Department having furnished him with a horse which he maintains at his own expense for that purpose, and a reasonable allowance per cord is made for the wood. The supplies in the provision depôt are similar to those at Belle Isle, the whole being in charge of Mr. D. Tetu, with an efficient engineer and assistant. Mr. Barbour visited the place, examined the fog-alarm, and found it clean and in good order. He placed a new engineer in charge with instructions to keep the engine in as good running order as he had received it. Capt. Despres also visited the place this fall and found the buildings erected by the keeper, Mr. Tetu, well built in proportion to their cost. The tower will require painting next spring. Relief from the provision depôt was rendered to the master and eight men (for the whole winter) of the barque "Renfrewshire," wrecked at this point on the 27th October, 1873. In the fall of 1874, the ship "Shandon," also wrecked in the neighborhood on the 9th of October, the crew consisting of the master and 24 men, were also assisted by the depôt.

SOUTH-WEST POINT—ISLAND OF ANTICOSTI—LIGHTHOUSE AND PROVISION DEPÔT.

Latitude N. 49 23 45; Longitude W. 63 35 46.

A revolving white catoptric light, a flash every minute; 21 No. 1 flat wick lamps, 21-inch reflectors; gun metal lantern 13 feet diameter: consumes about 900 gallons of oil per season. The provision depôt contains the same amount of supplies as that at Belle Isle. The whole is in excellent order and in charge of Mr. E. Pope, to whom, in regard to valuable assistance in saving life and property and relieving distress, the remarks in last year's report is corroborated by the following extract from the *Morning Chronicle* of the 23rd of May, 1872, headed "Report of Captain Redden of barque "Russia," of Sligo, wrecked near South-west Point, Anticosti":—

"On December 6th, at 4 p. m., hove to on the starboard tack, the sea making a complete breach over the ship, crew completely exhausted. At 6 p. m., the S. W. Point Light (Anticosti) bore S. S. E., distant about ten miles; the ship drifting fast towards the shore, got the starboard anchor ready, and when in ten fathoms of water—the light bearing S $\frac{1}{2}$ E, distant about seven miles—let it go, and veered thirty fathoms of cable. The anchor did not hold on the reef, and the ship struck heavily, the sea making a complete breach over her, sweeping the decks of boats, galley, bulwarks, stanchions, and several of the chain-plates; destroying the cabin and every-

thing inside of it. During the night the ship's bottom broke up, and the cargo in the lower hold washed away. On the 7th, the gale continued with a heavy sea, the ship breaking up fast; cut away the mainmast and mizenmast; Laughlin McLaughlin, seaman, tried to reach the shore on a raft, but was washed off and drowned. At 11 a. m. Mr. Pope, the light-house keeper, and his assistant came down on the ice opposite the ship, but was unable to communicate with us. At 4 p. m., the boatswain, Hugh Harrison, tried to reach the shore on a raft, but was washed off in the soft ice; he was, however, gallantly rescued by the keeper, at the imminent risk of his own life, and after a long and severe struggle Mr. Pope succeeded in bringing him through a quarter of a mile of ice, exhausted and insensible, to the shore. The keeper and his assistant then carried him up an almost inaccessible cliff to a fire they had previously made in the woods, and spent the night in rubbing and warming him, he being frozen all over.

"On the 8th, at day break, we made a raft, and succeeded in getting ashore in two trips, and we were assisted by the keeper and his assistant through the soft ice.

"We were all much exhausted, and more or less frost-bitten. We then proceeded to the light-house where we were kindly and hospitably received; and during the winter we met with every possible attention and careful treatment, which were the means of saving the lives of some of us who were ill and badly frozen. On behalf of myself and the rest of the crew, I wish to express my sincere gratitude to Mr. and Mrs. Pope and family for their kind attention to our comfort, and for their liberality in supplying us with bedding, dressings, and stores, which were wanting in the Government depôt. Without these we should have been badly off, as the Government stores were very inferior and almost uneatable for sick persons like ourselves. It would afford me great pleasure if this report should be the means of calling the attention of the Government to the meritorious conduct of the light-house keeper, Mr. Pope, and his assistant, and to their constant and unvarying kindness to myself and crew.

"(Signed.)

THOMAS REDDEN,

"Master of the barque '*Russia*.'"

The present year, nine of the shipwrecked crew of the barque "Renfrewshire," wrecked at South Point, were received by him, and carefully attended to during the entire winter. In the fall of 1874, the barque "Maggie Lauder" was wrecked on the South West Point, and the crew, consisting of the captain and 19 men, were assisted from the depôt by Mr. Pope, and on the following day, the 6th November, the barque "Dauntless" was also wrecked at the same place, and the crew, consisting of the master and 17 men, were relieved in the usual way. During last year, distressed settlers further received relief from the depôt. The keeper is furnished with a horse for the purpose of drawing fuel, water, and other supplies. The light-house tower, will require to be repaired next spring.

ELLIS BAY PROVISION DEPÔT,

In charge of Captain R. Setter, contains the same quantity of provisions' clothing, &c., as the station at Belle Isle. During the winter of 1873 nearly all the provisions were consumed by the new settlers, and replaced in the summer of 1874.

WEST POINT LIGHT-HOUSE, ISLAND OF ANTICOSTI, FOG-GUN STATION AND PROVISION DEPÔT.

Latitude N. 49 52 30; Longitude W. 64 31 40.

Fixed white dioptric light, second order; 5 mammoth flat wick lamps; iron lantern ten feet three inches diameter; consumes about 220 gallons of oil per season. The fog gun is fired every hour during fogs and snow storms, and consumes about 1,200 pounds of powder per season, with a proportionate quantity of cartridges and friction tubes. A quantity of provisions and other supplies are in the depôt, similar to Belle Isle, in good order, and in charge of L. Malouin. A horse is furnished the keeper to draw water, fuel, and supplies. A number of the new settlers on the island in distress were relieved from the depôt. The tower will require to be repainted next spring.

CARLETON POINT LIGHT-HOUSE, BAY DES CHALEURS.

Latitude N. 48 5 15; Longitude W. 66 7 0.

Fixed red catoptric light; 5 flat wick mammoth lamps, 18-inch reflectors: consumes about 180 gallons of oil per season. In good order and in charge of Mr. E. Landry.

PASPEBIAC LIGHT-HOUSE, BAY DE CHALEURS, ON THE SPIT.

Latitude N. 48 0 54; Longitude W. 65 14 20.

Fixed white catoptric light; 2 No. 1 circular lamps, and 1 No. 1 flat wick lamp, 15-inch reflectors: consumes about 120 gallons of oil per season. In good order, and in charge of Mr. L. Strong. A breakwater was erected here this summer as a protection to the foundations of the light-house against the action of the sea during high tides, and also a store shed. The tower was also painted and repaired.

POINT MAQUEREAU LIGHT-HOUSE, BAY DE CHALEURS.

Latitude N. 48 12 30; Longitude W. 64 46 12.

This light—a new one—is a red and white revolving catoptric light, making a complete revolution in two minutes, is elevated fifty-six feet above high water, and in clear weather will probably be seen at a distance of twelve miles. The tower is a square wooden building, twenty-seven feet high, painted white. The light was first shown on 15th August, 1874. In charge of Alexander Brotherton. The lantern is nine feet in diameter.

CAPE DESPAIR LIGHT-HOUSE, BAY DE CHALEURS.

Latitude N. 48 25 40; Longitude W. 64 18 20.

This light—a new one—is a revolving white catoptric light, showing a flash at intervals of half a minute, and in clear weather will probably be seen at a distance of fifteen miles. It is elevated ninety feet above high water, and the tower is a square, wooden building, eighteen feet high, painted white, with red roof. The light was first shown on September 1st, 1874. In charge of Mr. John Beck. The lantern is nine feet in diameter.

WHITEHEAD CAPE LIGHT-HOUSE, PERCÉ ROADSTEAD.

Latitude N. 48 30 30; Longitude W. 64 13 5.

This light—also a new one—is a fixed white catoptric light; first shown on the 6th of November, 1874. It is elevated 138 feet above high water, and in clear weather will probably be seen at a distance of thirteen miles. The tower is a square wooden building, twenty feet high, painted white. In charge of Mr. Charles Bourget. Size of glass, 36 x 30 x $\frac{1}{4}$ inch. Six No. 1 circular lamps.

GASPÉ BASIN LIGHT-HOUSE, O'HARO'S POINT, ON THE WHARF.

In charge of Mr. Joseph Eden, Harbour Master. Is a red catoptric light, and indicates the harbour.

GASPÉ LIGHT-SHIP, SANDY BEACH.

Latitude N. 48 50 45; Longitude W. 64 34 30.

This vessel, moored off the extremity of the Spit, has two dioptric lanterns; one red, and the other white. The red light is twenty-nine feet from the deck, and the white light thirty-five feet high from the deck. The vessel is painted red, with the words "Light Vessel" on her sides. In charge of Captain N. Ascah.

GASPÉ POINT LIGHT-HOUSE—STEAM FOG-WHISTLE.

Latitude N. 48 45 30; Longitude W. 64 9 15.

Fixed red catoptric light; 2 No. 1 circular, and 2 No. 1 flat wick lamps; 20-inch reflectors; size of glass 28 x 60 x $\frac{3}{8}$ inch. The lantern is of wood: consumes about 250 gallons of oil per season, and went into operation on October 7th, 1873; and the fog-whistle in the spring of 1874. C. Esnouf, keeper. A new road from the light-house to the fog-alarm was completed this fall. The tower calls for a good deal of repairs next spring. I personally visited this place.

CAPE ROSIER LIGHT-HOUSE—FOG-GUN STATION.

Latitude N. 48 51 57; Longitude W. 64 12 0.

Fixed white first order dioptric light; 5 mammoth flat wick lamps; size of glass, 24 x 28, 39 $\frac{1}{2}$ x 28, 25 $\frac{1}{2}$ x 28 x $\frac{1}{4}$ inch: consumes about 220 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, with a proportionate number of friction tubes and cartridges. In charge of Mr. A. Trudeau, who is also telegraph operator, and furnishes meteorological reports to the Meteorological Office, Toronto. The tower requires painting next spring, and some repairs.

SEVEN ISLANDS' LIGHT-HOUSE.*

Commander Lavoie's Report upon the most Advantageous Site to rebuild the Light-house.

SEVEN ISLANDS, July 4th, 1874.

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

SIR,—In reference to your letter dated 11th of June, relating to the building of the Seven Islands' Light-house, I beg to inform you that on the 3rd of July, having taken with me the captain and mate of "La Canadienne," and another coasting captain, all men of experience, we went to Carousel Island and most scrupulously examined all the spots on this island where a light-house might be most advantageously built, and after weighing attentively the reasons which were brought forth in favor of such and such a spot, we all came to the conclusion that there could not be a better site for a light-house than the old one. The site on which the former light-house was built, and on which, in my opinion, the new light-house should be erected, is about 200 feet high, at about three-quarters of the height of the island, on a level ground, the summit of the angle which ends the most advanced point of Carousel Island, a site which is seen by all vessels coming from any direction in the Gulf. There is another place about twenty yards to the southward of the former site, where a light-house might be erected, and where the height might be lowered by thirty-five feet, but it would bring the light-house to the edge of the cliff, which is very steep at this point, so that, in my opinion, the change would entail more inconvenience than real advantage. It is stated that a light situated at too great a height is not apt to be seen as well and as often as another light somewhat nearer to the water. This might be true, for some lights in the lower part of the St. Lawrence where the highest points of the coast are almost constantly covered with clouds or fog; but in this upper part of the Gulf, and at Seven Islands especially, it would not happen perhaps once in a year that we should see the lower part of the Island without seeing the top. A reason which deserves consideration, is this: that the construction of the new building will cost less on the old site than elsewhere, because the stone walls of the foundation of the old building are standing yet and as good as they ever were. The complaints which were lodged with the Department on the

* Destroyed by fire.

old light, which was most constantly shown at the Seven Islands' Light-house, were undoubtedly true; but I beg to state here that the bad light was not due to the bad site on which the house was built, or to the lamps, but to the construction of the upper chambers of the light-house, which were too small for the apparatus. I have seen and examined the Seven Islands' Light very frequently at all hours of the night, and in every kind of weather, either while passing through that part of the Gulf of St. Lawrence, or at anchor in the Bay of Seven Islands, and have always remarked that the light was as brilliant as could be during the first hours of the night, and then decreased to the pale light of a candle during the remainder, which circumstance can, I believe, be very easily explained. The chamber of the apparatus being too small, the keeper of the light could not give much fire to the lamps because the heat became so intense that the wooden work was always on the brink of taking fire. This is one reason of the deficiency in the brilliancy of the light; and another reason is, that when the keeper gave a little more fire to the lamps, the room became overheated and soon filled with a warm vapour that condensed on the glass kept cold by the exterior temperature, which accounts for the circumstance that when the light was seen a couple of hours after, it would appear like as if it had passed through a cloud of smoke. Therefore, from what I have ascertained and shewn, I beg to recommend the construction of the new light-house on the old site, and am confident that if properly built, this light-house will respond to all the requirements of navigation.

I need not here enter into the importance of having a good light on Caroussel Island; its usefulness is already known to the Department. Suffice it to say that this light-house has got advantages possessed by few others, and that is, that it not only warns off danger, but indicates a safe passage to one of the best harbors in the St. Lawrence. The Seven Islands are a point which all coasting vessels on both sides of the St. Lawrence try to make or reach when caught between Anticosti and Gaspé by north-west winds, which blow so often, so violently and so long, especially in the fall of the year.

Trusting that these observations will meet with your approval,

I have the honor to be, Sir,

Your most obedient servant,

(Signed), N. LAVOIE.

POINT DES MONTS LIGHT-HOUSE, NORTH SHORE FOG-GUN STATION AND PROVISION DEPÔT.

Latitude N. 49 19 35; Longitude W. 67 21 55.

Fixed white catoptric light, seventeen No. 1 flat wick lamps, 21-inch reflectors; size of glass $23\frac{3}{4} \times 23\frac{3}{4} \times \frac{1}{2}$ inch; consumes about 400 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,000 pounds of powder per season, with a proportionate number of cartridges and friction tubes. The provision depôt contains the same amount of supplies as that at Belle Isle. In charge of F. Faffard, who is furnished with a horse to draw fuel, water and supplies. The tower and all the buildings have been repaired and painted this summer.

EGG ISLAND LIGHT-HOUSE—ON THE ISLAND.

Latitude N. 49 38 0; Longitude W. 67 10 0.

Revolving white catoptric light, revolves every $1\frac{1}{2}$ minute; four No. 1 circular lamps, 20-inch reflectors; size of glass $60 \times 30 \times \frac{1}{2}$ -inch, consumes about 300 gallons of oil per season. In charge of P. Coté. A lightning conductor was put on the tower this season, and new chimney and other repairs to the buildings effected.

CAPE MAGDALEN LIGHT-HOUSE, MAGDALEN RIVER, SOUTH SHORE.

Latitude N. 49 15 40; Longitude W. 65 19 30.

Red and white catoptric revolving light every four minutes, with an interval of two minutes between each flash; six No. 1 circular lamps, 20-inch, reflectors, size of

glass 60 x 30 x $\frac{1}{2}$ -inch: consumes about 300 gallons of oil per season. A store shed will be required at the landing next season, and also an oil shed. In charge of P. Savage. A lightning conductor was put to the tower, and four wire stays, with screw swivels to strengthen it, were sent down this season.

MANICOUAGAN SHOAL LIGHT-SHIP AND FOG WHISTLE.

Latitude N. 49 2 0; Longitude W. 68 15 0.

Moored in twenty-five fathoms of water. Two dioptric white lights fixed to the masts, one twenty-seven, the other twenty-four, feet high from the deck. The fog whistle is sounded with a blast of eight seconds duration; then, an interval of eight seconds, followed by a blast of eight seconds; then, an interval of two minutes and twenty seconds.

Should the vessel by any cause be off her station in the day, a ball will be raised at the foremast head, and if at night, a globe lantern, that she may appear like an ordinary vessel at anchor. The fog alarm sounded irregularly during fogs at such time, but owing to the Lower Traverse Light-ship having been condemned, this vessel took her place during the season of navigation, 1874. Captain T. Connell, with an efficient engineer and crew, is in charge, and preforms the duties in a creditable manner.

PORTNEUF LIGHT-HOUSE, NORTH SHORE.

Latitude N. 48 37 0; Longitude W. 69 6 0.

This light, a new one, stands on a pier, and is a fixed white catoptric light, elevated about forty feet above high water, and in clear weather will probably be seen about a distance of fifteen miles. The tower is a square wooden building, twenty-seven feet high, and painted white. Three No. 1 circular lamps, and two mammoth flat wick lamps, 20-inch reflectors; size of glass 36 x 28 x $\frac{3}{8}$ inch: consumes about 500 gallons of oil per season. In charge of Mr. Z. Warren. The light was first exhibited on the 22nd October, 1873.

CAPE CHATTE LIGHT-HOUSE, SOUTH SHORE.

Latitude N. 49 5 50; Longitude W. 66 45 50.

Flash catoptric white light, with an interval of thirty seconds between each flash; six circular No. 1 lamps, 20-inch reflectors; size of glass 60 x 30 x $\frac{1}{2}$ inch: Consumes about 500 gallons of oil per season. The keeper, Joseph Roy, died, and Mr. Trefle Côté was appointed in his stead.

MATANE LIGHT-HOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

Latitude N. 48 52 0; Longitude W. 67 33 0.

Fixed red catoptric light; two No. 1 circular and two No. 1 flat wick lamps, with two 20-inch and two 18-inch reflectors; size of glass 36 by 27 $\frac{1}{2}$ by $\frac{3}{8}$ inch: consumes about 250 gallons of oil per season. Was put in operation on the 1st October, 1873. In charge of Francis Dionne. The light is elevated 65 feet above high water; and the tower is a square wooden building, 28 feet high, with dwelling attached, painted white, with red roof. The light is about three-quarters of a mile west of Matane River.

METIS LIGHT-HOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

Latitude N. 48 40 15; Longitude W. 68 2 30.

This light, a new one, which went into operation on the 20th October, 1874, is a white revolving catoptric light, showing a flash every minute, and making a complete revolution in two minutes. It is elevated 56 feet above high water, and in clear weather will probably be seen at a distance of fifteen miles. The tower is a square building 40 feet high, painted white with a red roof, and with a dwelling attached. In charge of Jules Martin.

FATHER POINT LIGHT-HOUSE AND GUN STATION, ON THE POINT.

Latitude N. 48 31 25; Longitude W. 68 27 40.

Fixed white catoptric light; five mammoth flat-wick lamps, 21-inch reflectors; size of glass, $27 \times 36 \times \frac{1}{4}$ inch: consumes about 220 gallons of oil per season. The signal-gun stationed here is fired to enable steamers to distinguish the point, and consumes about 500 pounds of powder with a proportionate quantity of cartridges and friction tubes. The keeper is Mr. D. Lawson, who is also telegraph operator.

BICQUET LIGHT-HOUSE AND FOG-GUN STATION, NEAR CENTRE OF THE ISLAND.

Latitude N. 48 25 18; Longitude W. 68 53 20.

A revolving white catoptric light every two minutes; twenty-one No. 1 flat wick lamps, 21-inch reflectors; size of glass, $29\frac{1}{2} \times 27 \times \frac{1}{4}$ inch: consumes about 500 gallons of oil per season. The fog-gun stationed here is fired every hour during fogs and snow-storms, and consumes about 1,800 pounds of powder, with a proportionate amount of cartridges and friction tubes. New brasses for the revolving gear of this light were made at the workshop of this agency in Quebec last winter, and adjusted by Mr. Barbour, who went down for that purpose in March. During this season, one of the captains of the Montreal Ocean Steamship Company reported at this agency that, on coming up the river, he found this light, which is a revolving one, stopped, a circumstance which led him to mistake it for the Father Point Light, and induced a delay in returning to the latter point for his pilot. Mr. Barbour was accordingly forthwith despatched to ascertain the cause of the stoppage, and established that it had been due to the simple fact that the chain had come off the pulley, a defect which had been remedied by the keeper previous to his arrival. It appears that this keeper, who was a new hand and only took charge that spring, lost some time in first ascertaining the cause of the trouble. His name is Mr. Thomas Lebel. Everything is now in good working order; a new gun-house was built this season, as well as a passage to the same. The tower and buildings were also painted and put in thorough repair.

GREEN ISLAND LIGHT-HOUSE, NORTH PART OF THE ISLAND, AND FOG-GUN STATION.

Latitude N. 48 3 17; Longitude W. 69 25 10.

Fixed white catoptric light; thirteen No. 1 flat-wick lamps, 21-inch reflectors; size of glass, $24 \times 23 \times \frac{1}{4}$ inch: consumes about 375 gallons of oil per season. The fog-gun stationed here is fired every half hour during fogs and snow storms: consumes on an average 3,000 pounds of powder per season, with a proportionate quantity of cartridges and friction tubes. Is in charge of Mr. G. Lindsay.

(Letter of Keeper.)

GREEN ISLAND, 22nd September, 1874.

SIR.—In answer to your enquiry, I may say that I do not see on this Island any more suitable spot to put the cannon, that is, where it would be higher above the water, than where it is, unless it would be on the hill about ten acres south of light-house, where the beacon is; but there I think it would be too much backward, and there would be very likely no improvement in its effect. The best to be done in my opinion would be to raise it on a wharf 15 or 20 feet higher than where it is, which would most undoubtedly make a great difference in its effect. Pilots and mariners would be more competent than I am to decide on that matter.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

G. W. LINDSAY,

Light Keeper.

J. N. Gregory, Esq.,

Agent, Department Marine and Fisheries, Quebec.

RED ISLAND LIGHT-SHIP AND FOG-WHISTLE, RED ISLAND REEF.

Latitude N. 48 6 30; Longitude W. 69 30 20.

Two fixed white lights, thus :—One a catoptric lantern, containing six No. 2 circular lamps, 34 feet, and one dioptric lantern, 22 feet, from the deck. The vessel is moored in ten fathoms of water north-east from the Island. A steam fog-whistle is sounded during fogs and snow-storms ten seconds in every minute, leaving an interval of fifty seconds between each blast. Should the vessel by any cause be off her station during the day, a ball will be hoisted at the foremast head, and at night a globe lantern, that she may appear like an ordinary vessel at anchor; and the fog-whistle sounded irregularly like an ordinary steamer, as will be seen by the report of the master. (See Appendix No. 60 of last year's Annual Report). The original light-ship at this point was wrecked and lost during a heavy storm in the fall of 1873, and was replaced in the spring of 1874, at as early a date as practicable, by a similar light-ship from Halifax, which continued to perform the duties of the station with equal efficiency in charge of Captain Levesque, with a competent engineer and crew. She was recalled, and arrived in the Port of Quebec on the 26th of November, when she went into winter quarters at Indian Cove.

CHICOUTIMI, RIVER SAGUENAY.

Ten fixed white range lights, in charge of Messrs. Price Bros.

LARK ISLET, ENTRANCE TO THE SAGUENAY.

Latitude N. 48 5 30; Longitude W. 69 49 0.

Fixed white catoptric light; three mammoth flat wick lamps: consumes about 110 gallons of oil per season. Personally visited this light in July last, and found it in good condition. Had the old beacon taken down, and its lumber used to clap-board, and render more comfortable the keeper's dwelling. A suitable boat was also furnished to enable the keeper to carry wood, water and other supplies. A hand fog-trumpet was further supplied to him to be blown during fogs and snow storms. In charge of P. Boullianne.

RED ISLET.

Latitude N. 48 4 20; Longitude W. 69 32 56.

Fixed red catoptric light; twenty-four No. 1 flat wick lamps; 21-inch reflectors; size of glass, $30 \times 27\frac{1}{2} \times \frac{1}{2}$ inch: consumes about 700 gallons of oil per season. The tower requires painting and repairs next spring. Is in charge of E. Fraser.

LONG PILGRIMS, ON THE ISLAND.

Latitude N. 47 43 15; Longitude W. 69 44 20.

Fixed white, fourth order dioptric light; one mammoth flat wick lamp: consumes about seventy gallons of oil per season. Size of glass, $43 \times 28 \times \frac{1}{2}$ inch. Is in charge of J. C. Marquis.

BRANDY POTS, ON THE ISLAND.

Latitude N. 47 52 30; Longitude W. 69 40 50.

Fixed white fourth order dioptric light; one mammoth flat wick lamp; size of glass, $43 \times 28\frac{1}{2} \times \frac{1}{2}$ inch: consumes about seventy gallons of oil per season. In charge of Mr. W. Richard.

GRAND ISLE, KAMOURASKA, NORTH EAST END OF THE ISLAND.

Latitude N. 47 38 20; Longitude W. 69 51 40.

Fixed white catoptric light; four flat-wick mammoth, and two circular No. 1

lamps, 21-inch reflectors; size of glass $16 \times 14 \times \frac{1}{2}$ inch: consumes about 200 gallons of oil per season. Is in charge of F. Roy Desjardins.

STONE PILLARS—ON THE ISLAND.

Latitude N. 47 12 25; Longitude W. 70 21 26.

Revolving white catoptric light every one and one-half minute; fifteen No. 1 flat wick lamps; 22-inch reflectors; size of glass $24 \times 23 \times \frac{1}{4}$ inch: consumes about 350 gallons of oil per season. In charge of D. Babin.

LOWER TRAVERSE LIGHT-SHIP, N. E. PART OF ST. ROQUE'S SHOEL.

Latitude N. 47 22 10; Longitude W. 70 14 50.

Fixed white dioptric lights; one lantern four feet above the other. Owing to this vessel having been condemned, her place was taken this last season by the Manicongan Light-ship under charge of Captain Thos. Connell, which used three lamps—one on the fore and two on the mainmast—and a steam fog-whistle during fogs and snow storms, instead of the bell previously used on this station. The fog-whistle was sounded with a blast of eight seconds duration; then, an interval of eight seconds, followed by a blast of eight seconds; then, an interval of two minutes and twenty seconds.

UPPER TRAVERSE LIGHT-SHIP, NORTH-WEST EDGE ST. ROCH'S SHOALS.

Latitude N. 47 19 50; Longitude W. 70 16 0.

Fixed white dioptric lights; one lantern eight feet above the other, and consumes about fifty gallons of oil per season. The bell is kept tolling during fogs and snow storms. This vessel went into winter quarters at Eboulements this fall. Is in charge of Captain M. Deschene.

CRANE ISLAND, ON THE ISLAND.

Latitude N. 47 3 0; Longitude W. 70 34 30.

Fixed white catoptric light; five mammoth flat wick lamps; 22-inch reflectors; size of glass, $16 \times 14 \times \frac{1}{4}$ inch; consumes about 200 gallons of oil per season. In charge of G. Painchaud, and in good order. The tower was repaired and painted this summer, and also the foundation raised.

MONTE DU LAC, NORTH SHORE.

Latitude N. 47 7 40; Longitude W. 70 42 30.

Fixed white catoptric light; two No. 1 flat wick, and one No. 1 circular lamps; 20-inch reflectors: consumes about 90 gallons of oil per season. Is in charge of E. Simard, and in good order.

BELLECHASSE, SOUTH SHORE.

Latitude N. 47 56 0; Longitude W. 70 46 0.

Fixed white catoptric light; five mammoth flat wick lamps, 22-inch reflectors; size of glass, $16 \times 14 \times \frac{1}{4}$ inch: consumes about 180 gallons of oil per season. Is in charge of E. Thivierge.

POINT ST. JEAN, ISLAND OF ORLEANS.

Latitude N. 46 55 20; Longitude W. 70 53 30.

A revolving white catoptric light, elevated twenty-seven feet above high water, was first exhibited on the 1st of May, 1874, showing a flash every thirty seconds, and in clear weather will probably be seen at a distance of fifteen miles. The tower is a square wooden building, twenty-three feet high, painted white, and stands on a wharf. The illuminating apparatus is catoptric. Two lamps—one No. 1 circular, and the other a mammoth flat wick, 21-inch reflectors; size of glass, $36 \times 28 \times \frac{3}{8}$ inch. During the past season the building was raised four feet, to keep it clear of the ice in the spring and fall, and a lightning conductor was placed upon the tower. In charge of Mr. Joseph Langlois. In good order.

POINT ST. LAURENT, ISLAND OF ORLEANS.

Latitude N. 46 97 50; Longitude W. 71 0 40.

Fixed white catoptric light; five mammoth flat wick lamps, 18-inch reflectors; size of glass, $26\frac{1}{4} \times 16\frac{1}{4}$ inch: consumes about 180 gallons of oil per season. In charge of G. Chabot, and in good order.

BUOYS.

There are in this district sixty-seven buoys, situated between Red Island and Cape Santé, in the River St. Lawrence, Chicoutimi, Saguenay River, Amherst Harbor, Magdalen Islands and Gaspé Basin. In the River St. Lawrence they are frequently injured or displaced by passing vessels, and require to be carefully looked after, necessitating several trips of one of the Dominion steamers for that purpose, upon information of their derangement or injury being lodged at this Agency. In the River St. Lawrence, all black buoys are on the south side of the channel, excepting those at Beaujeu's Patch and White Island, which can be passed on either side; the one at Vache's Patch, near the Saguenay, must be passed on the south side only. The red buoys are all placed on the north side of the channel; white and chequered buoys indicate rocks or ends of shoals, and can be passed on either side, except the white and chequered buoys of the Saguenay, which are to be passed to the north. Green buoys indicate sunken wrecks. A black buoy has been placed on the patch lately discovered three-quarters of a mile off Crane Island, and anchored in three fathoms at low water, the Crane Island light-house bearing N. by E. $\frac{1}{2}$ E. A black buoy has been placed this season at Berthier, and another at Paspebiac, Baie des Chaleurs, for convenience of passenger steamers.

BEACONS.

Under the supervision of this Agency there are fifty-five beacons. Those on the River St. Lawrence act as bearings to station buoys and leading marks to vessels up and down the channel. Those on the Island of Anticosti, are to enable vessels to distinguish different points, owing to the general sameness of the character of the shores of the Island, between Cape Chatte and Cape Rosier, for the same purpose. The two on the Labrador shore also distinguish the points on the coast, and mark the entrance to Bonne Esprance and Coacoachoo Bays, both excellent harbours of refuge.

The beacon at Lark Islet has been removed, and the light-house serves the purpose of the beacon. One beacon has been renewed this season and eight repaired, they are thus distributed:—

- 1 at St. Vallier.
- 11 at Crane Island.
- 2 at Goose Island.
- 1 at Wood Pillar.
- 1 at St. John's Point.
- 4 at St. Roch's.
- 2 at Grand Island, Kamouraska.
- 2 at Hare Island.
- 1 at Cacouna.
- 3 at Green Island.
- 2 at Red Island.
- 3 at Saguenay.
- 3 at Bic Island.
- 2 at St. Fabien.
- 4 at South side, Anticosti.
- 3 at North side, Anticosti.
- 2 on Labrador coast.
- 5 between Cape Chatte and Cape Rosier.
- 2 at St. François, Island of Orleans.
- 1 at Cape Rouge, Monte du Lac.

Total 55 .

LIGHT-HOUSES AND LIGHT-SHIPS BETWEEN QUEBEC AND MONTREAL.

ST. ANTOINE, SOUTH SHORE.

Latitude N. 46 39 40; Longitude W. 71 36 10.

Fixed white catoptric light; two No. 1 circular lamps, 17-inch reflectors: consumes about 120 gallons of oil per season. In charge of L. Lafleur, and is in good order.

STE. CROIX, SOUTH SHORE.

Latitude N. 46 37 45; Longitude W. 71 44 10.

Fixed white catoptric light, two No. 1 circular lamps, 17-inch reflectors: consumes about 120 gallons of oil per season. In charge of J. Thurber, and in good order.

PORTNEUF, NORTH SHORE.

Latitude N. 46 41 48; Longitude W. 71 52 10.

Two fixed white catoptric lights, about 180 yards apart. Upper tower—One mammoth flat wick lamp, 16-inch reflectors. Lower tower—Two No. 1 circular lamps, one 22-inch and one 20-inch reflector: consumes about 200 gallons of oil per season. Are in charge of F. Rodrique, and are in good order.

PLATON POINT, SOUTH SHORE.

Latitude N. 46 39 13; Longitude W. 71 53 3.

Two fixed white catoptric lights, 169 yards apart. In consequence of complaints made during the past season by the captains of the Richelieu line of steamers, to the effect that the lights at this point were too weak, a change was made from No. 1 flat wicks to No. 1 circulars. The upper tower now contains therefore, one No. 1 circular lamp, 21-inch reflector; size of glass, $34 \times 32 \times \frac{1}{2}$ inch; and the lower tower is provided with a similar lamp, 21-inch reflector; size of glass, $24 \times 24 \times \frac{1}{2}$ inch. Both lights consume now about 150 gallons of oil per season. In charge of P. Beaudet. The towers were repaired and painted this season, and generally put in good order.

RICHELIEU ISLET, SOUTH SHORE, ON THE ISLET.

Latitude N. 46 38 30; Longitude W. 71 54 51.

Fixed white catoptric light; two No. 1 flat wick lamps, one $14\frac{1}{2}$ and one $15\frac{1}{2}$ inch reflectors; size of glass, $36 \times 36 \times \frac{1}{2}$: consumes about fifty gallons of oil per season. Is in good order and in charge of H. Blais. Owing to a complaint of the captains of the Richelieu boats Mr. Barbour was despatched to ascertain the cause of the alleged weakness of the light, and found it in good order, but established at the same time that with the present size of lantern it was impossible to obtain a stronger light.

LOTBINIERE, LOWER LIGHT, SOUTH SHORE.

Fixed white catoptric light; one mammoth flat wick lamp, 14-inch reflector; size of glass, $36 \times 36 \times \frac{1}{2}$: consumes about 50 gallons of oil per season. In charge of O. Beaudet, and in good order.

LOTBINIERE, UPPER LIGHT. SOUTH SHORE.

Fixed white catoptric light; one mammoth flat wick lamp, 14-inch reflector; size of glass, $36 \times 36 \times \frac{1}{2}$; consumes about 50 gallons of oil per season. Is in good

order, and in charge of O. C. de Lachevrotiere. A lofty spruce tree on the hill about two acres from this light, was purchased this season for the sum of \$25 from the proprietor, Mr. Cinque-Mars, and reserved as a beacon for the navigation of the Richelieu, to which it is an important aid. The purchase included thirty feet square around the beacon, and a right of passage thereto.

RIVER DUCHENE, SOUTH SHORE, ON LANGLOIS POINT.

Latitude N. 46 35 5 ; Longitude W. 71 59 35

Fixed white catoptric light; two No. 1 flat wick lamps, 14-inch reflectors; size of glass $34\frac{1}{4} \times 29 \times \frac{1}{8}$: consumes about fifty gallons of oil per season. The foundations of the tower were repaired this season, and the building was painted and put in good order. In charge of O. Langlois.

GRONDINES, NORTH SHORE.

Latitude N. 46 35 49; Longitude W. 72 4 12

Two fixed white catoptric lights, 1,350 yards apart. Upper tower in charge of E. Trottier; one mammoth flat wick lamp, 15-inch reflector; size of glass $18\frac{1}{2} \times 19 \times \frac{1}{8}$: consumes about 50 gallons of oil per season. Lower tower in charge of J. Trottier; one mammoth flat wick lamp, 15-inch reflector; size of glass $16 \times 25 \times \frac{1}{8}$: consumes about fifty gallons of oil per season. Both towers have been repaired, painted and put in good order this season.

CAPE CHARLES, SOUTH SHORE.

Latitude N. 46 33 39; Longitude W. 72 4 15

Two fixed white catoptric lights, eighty yards apart. Upper tower—One mammoth flat wick lamp, 20-inch reflector; size of glass $28 \times 35 \times \frac{1}{8}$. Lower tower—Two No. 1 flat wick lamps, 15-inch reflectors; size of glass $28 \times 35 \times \frac{1}{8}$: consumes about fifty gallons of oil per season. Both towers are in charge of F. Boisvert, and in good order.

ST. PIERRE, DES BECQUETS, SOUTH SHORE.

Latitude N. 46 20 28 ; Longitude W. 72 12 30

Fixed white catoptric light; one No. 1 flat wick lamp, and one No. 1 circular; 15-inch reflector; size of glass $38 \times 27\frac{1}{2} \times \frac{1}{8}$: consumes about seventy gallons of oil per season. Is in charge of S. Franceeur, and in good order.

BATISCAN, NORTH SHORE.

Latitude N. 46 30 16 ; Longitude W. 72 14 52

Fixed white catoptric light; one No. 1 dual flat wick lamp, 15-inch reflector; size of glass $36\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$: consumes about fifty gallons of oil per season. In charge of J. Marchand, and was repaired and painted this season white.

BATISCAN, NORTH SHORE, ABOUT 222 YARDS FROM THE LAST LIGHT.

Latitude N. 46 30 16 $\frac{1}{2}$; Longitude W. 72 14 52

Fixed white catoptric light; one No. 1 dual flat wick lamp, 15-inch reflector; size of glass $36 \times 36 \times \frac{1}{8}$: consumes about fifty gallons of oil per season. Is in charge of L. Fugères, and was repaired and painted this season white.

POINT AU CITROUILLE, NORTH SHORE.

This is a temporary fixed white light, triangular lantern; mammoth flat wick lamp placed on top of a frame to indicate the point, and is in charge of C. Brunel. A tower and lantern with two lamps is much needed at this point.

CHAMPLAIN, NORTH SHORE.

Latitude N. 46 24 34 ; Longitude W. 72 20 32

Fixed white catoptric light; two mammoth flat wick lamps, 17-inch reflectors; size of glass $35 \times 27 \times \frac{1}{8}$: consumes about one hundred gallons of oil per season. In charge of N. Hardy and is in good order, having been repaired and painted this season.

CAPE DE LA MAGDELEINE, NORTH SHORE.

Latitude N. 46 23 46; Longitude W. 72 27 18.

Two fixed white catoptric lights, 200 yards apart. Upper tower—One No. 1 flat wick lamp, 15-inch reflector; size of glass $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$. Lower tower—One No. 1 flat wick lamp, 15-inch reflector; size of glass $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$. Both lights consume about 50 gallons of oil per season; and both towers were repaired and painted this season. In charge of P. Manuel, and in good order.

CAPE DE LA MAGDELEINE, NORTH SHORE.

Latitude N. 46 23 16; Longitude W. 72 28 38.

Two fixed white catoptric lights, 235 yards apart. Upper tower—One No. 2 circular lamp, 20-inch reflector; size of glass $36 \times 36 \times \frac{1}{8}$. Lower tower—One No. 2 circular lamp, 20-inch reflector; size of glass $28 \times 35 \times \frac{1}{8}$. Both lights consume about 100 gallons of oil per season. Have been repaired and painted this season; and owing to complaints respecting the weakness of the lights, the lamps were changed from No. 1 flats to No. 2 circulars. In charge of P. Montplaisir, and in good order.

PORT ST. FRANCIS, SOUTH SHORE.

Latitude N. 46 16 20; Longitude W. 72 37 15.

Two fixed white catoptric lights. Upper tower—Two No. 1 flat wick lamps, 15-inch reflectors; size of glass $20 \times 32 \times \frac{1}{8}$. Lower tower—One No. 1 flat wick lamp, 15-inch reflector; size of glass $27 \times 31\frac{1}{2} \times \frac{1}{8}$: consume about 70 gallons of oil per season. Owing to the bad state of repair and general insufficiency of the pier on which the upper light stands, it was found necessary, this season, to strengthen and widen it, and protect it against the action of the ice in the spring. Both are in charge of J. Charette.

POINT DU LAC, NORTH SHORE.

Latitude N. 46 16 50; Longitude W. 72 40 22.

Fixed white catoptric light; one No. 1 flat wick lamp, 15-inch reflector: consumes about 25 gallons of oil per season. Was repaired and painted this season. In charge of M. Paquin, and in good order.

LIGHT-SHIP NO. 3, LAKE ST. PETER, EAST END.

Latitude N. 46 15 56; Longitude W. 72 42 18.

Fixed white catoptric light; three No. 1 flat wick lamps attached to one fountain; size of glass $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$: consumes about 120 gallons of oil per season. In charge of J. Dussureau. Will require a considerable amount of repairs next spring.

LIGHT-SHIP NO. 2, LAKE ST. PETER, CENTRE.

Latitude N. 46 11 39; Longitude W. 72 53 20.

Fixed white catoptric light; one mammoth circular wick lamp; size of glass, $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{4}$; consumes about 120 gallons of oil per season. In charge of E. Arcaud. Will require some repairs in the spring.

LIGHT-SHIP NO. 1, LAKE ST. PETER, WEST END.

Latitude N. 46 9 39; Longitude W. 72 56 50.

Fixed white catoptric light; one mammoth circular wick lamp; size of glass $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{4}$; consumes about 120 gallons of oil per season. In charge of O. Auger, and is in good order, only requiring the ordinary outfit in the spring.

ISLE AUX RAISINS, ON THE ISLAND.

Latitude N. 46 6 14; Longitude W. 72 57 50.

Latitude N. 46 6 0; Longitude W. 72 58 0.

Fixed white catoptric light; two towers about ten acres apart; two No. 1 flat wick lamps, 15-inch reflectors. Upper lantern—size of glass, $36 \times 36, 36 \times 21 \times \frac{1}{8}$; lower lantern— $20 \times 31 \times \frac{1}{8}$; consumes about 100 gallons of oil per season. In charge of O. Letendre, and in good order.

ISLE A LA PIERRE, ON THE EAST POINT OF THE ISLAND.

Latitude N. 46 5 54; Longitude W. 72 59 40.

Fixed white catoptric light; two No. 1 flat wick lamps, 15-inch reflectors; size of glass $28 \times 36, 30 \times 28$; consumes about 60 gallons of oil per season. In charge of J. Lamoureux, who was supplied with a new boat this season. In good order. The Department is taking the steps to secure sufficient land, covered with trees, to act as protection against the ice, which would carry away the tower if they were cut down.

ISLE DE GRACE, ON THE ISLAND.

Latitude N. 46 4 13; Longitude W. 73 2 32.

This light, a fixed white catoptric, indicates the island; two No. 1 flat wick lamps, 15-inch reflectors; size of glass 19×30 ; consumes about 60 gallons of oil per season. In charge of Edward Paul, and in good order.

SOREL HARBOUR.

Latitude N. 46 2 38; Longitude W. 73 7 15.

Two red lights on the Richelieu Company's wharf to indicate the harbour, and are maintained by the Company at an allowance of \$85 per season.

LAVALTRIE, SOUTH SIDE OF THE ISLAND.

Latitude N. 45 52 55; Longitude W. 73 16 0.

Fixed white catoptric light; two mammoth flat wick lamps, 15-inch reflectors, in each tower of which there are two, 320 yards apart, one being 21 and the other 13 feet above high water mark; size of glass $25 \times 20\frac{1}{2} \times \frac{1}{8}$ and $23 \times 28 \times \frac{1}{8}$; consume about 120 gallons of oil per season. The small tower was renewed this season and the pier repaired. In charge of D. Giguère.

CONTRECOEUR, SOUTH SIDE.

This is a fixed white catoptric light on a small pier near the water edge, above Contrecoeur Church, and consists of No. 1 flat wick lamp, 15-inch reflector; size of glass, $25\frac{1}{2} \times 34 \times \frac{1}{8}$; consumes about 25 gallons of oil per season. Was repaired and painted this season. In charge of F. Lacroix.

CONTRECOEUR, SOUTH SIDE.

Latitude N. 45 49 52; Longitude W. 73 17 0.

Fixed white catoptric light, precisely similar to the other; is about two and a half miles above Contrecoeur Church: consumes about 25 gallons of oil per season. Was painted, and will require repairs next season. In charge of J. Gervais.

ILE AUX PRUNES, ON THE ISLAND.

Latitude N. 45 46 50; Longitude W. 73 22 30.

This light is a fixed white catoptric; two No. 1 flat wick lamps, with 15-inch reflectors; size of glass $32 \times 20\frac{1}{2} \times \frac{1}{8}$; and consumes about 25 gallons of oil per season. The tower was repaired and painted this summer. In charge of J. B. Larose.

REPENTIGNY, NORTH SIDE.

Latitude N. 45 2 0; Longitude W. 73 26 8.

Fixed white catoptric light; one No. 1 flat wick lamp, 15-inch reflector; size of glass $36 \times 36 \times \frac{1}{8}$; consumes about 25 gallons of oil per season. In good order, and in charge of C. Rivet.

REPENTIGNY, 470 YARDS FROM THE OTHER TOWER.

This light is in charge of J. B. Lachapelle, and is similar in every respect to the other, excepting being but 14 feet high. Consumes about 25 gallons of oil per season.

ILE À LA BAGUE, NORTH SIDE ON THE ISLET.

Latitude N. 45 44 14; Longitude W. 73 26 15.

Fixed white catoptric light; two number 1 flat wick lamps, 15-inch reflectors; size of glass $19\frac{1}{2} \times 29 \times \frac{1}{8}$; consumes about 50 gallons of oil per season. Is in good order, and in charge of J. Ethier. This light is always removed, on account of the ice, at the end of the season.

STE. THERESE, NORTH SIDE, ON THE ISLAND.

Latitude N. 45 41 22; Longitude W. 73 27 40.

Fixed white catoptric lights; two towers, 220 yards apart, with three No. 1 flat wick lamps, to each tower, 15-inch reflectors; size of glass $34 \times 34 \times \frac{1}{4}$ and $36 \times 34 \times \frac{1}{4}$, and consume about 150 gallons of oil per season. In charge of T. Brodeur. Repairs are urgently required next spring, as well as painting.

STE. THERESE, NORTH SIDE, ON THE ISLAND.

Fixed white catoptric light; one No. 1 flat wick lamp, 15 inch reflector; size of glass, $36 \times 34 \times \frac{1}{4}$; consumes about 25 gallons of oil per season. In charge of Samuel Reeves, and is in good order.

POINTE AUX TREMBLES, NORTH SHORE.

Latitude N. 45 38 26; Longitude W. 73 29 20.

Two fixed white catoptric lights, 600 yards apart; one mammoth flat wick lamp in each tower, with 16-inch reflectors; size of glass, $33 \times 36 \times \frac{1}{4}$ and $30 \times 33 \times \frac{1}{4}$; consumes about 100 gallons of oil per season. In charge of Antoine Lamoureux, and in good order.

MONTREAL HARBOUR.

Latitude N. 45 30 0; Longitude W. 73 33 14.

Two fixed red lights, 73 yards apart, to indicate the deepest channel to and from the harbour, one being 38 and the other 29 feet above high water mark. The lighting apparatus consists of one mammoth flat wick lamp in each tower, with 16-inch reflectors, and both consume about 100 gallons of oil per season. Both are in charge of William Jeffs, and will require thorough repairs next spring, if not to be completely rebuilt.

All the foregoing lights between Quebec and Montreal were visited and inspected by Captain Marmen with the S.S. "Druid" during the past season, and supplied by him with the requisite stores.

LIGHT-HOUSES BETWEEN ST. JOHNS, PROVINCE OF QUEBEC, AND THE BOUNDARY LINE.

I was enabled this season, in company with Captain Jones, of St. John's, Province of Quebec, to personally visit and inspect the various lights on the Richelieu River, between St. John's and the Boundary Line, and found them in good order, but wanting some improvement as mentioned under their respective headings.

ASH AND BLOODY ISLAND

Are both temporary fixed white catoptric lights, with lanterns in tripods. In charge of Mr. H. A. Hammond. The Department has called for tenders for the erection of two suitable towers. They are very necessary to indicate the islands and enable vessels to clear them and enter the channel, being very dangerous points in the navigation of the river at night.

LACOLLE.

Two towers, forming range lights, leading between Lacolle and St. Valentine. Upper tower contains one mammoth flat wick lamp with 15-inch reflectors; size of glass, $32 \times 36 \times \frac{1}{8}$. Lower tower—two mammoth flat wick lamps, 15-inch reflectors; size of glass, $36 \times 30 \times \frac{1}{8}$. The side lamp indicates the points to passing vessels before they come in range. They are in charge of Mr. W. H. Vanvliet.

ST. VALENTINE.

Two towers, forming range lights, eleven and a half miles from St. Johns and six and a half miles from North of Halfway Point, leading across the river at the foot of Ile aux Noix. Upper tower—one mammoth flat wick lamp, 16-inch reflectors; size of glass $36 \times 20 \times \frac{1}{8}$. Lower tower—two mammoth flat wick lamps, 16-inch reflectors; size of glass $32 \times 36 \times \frac{1}{4}$. An extra lamp has been supplied here this year, as at Lacolle, as the front light required to be seen in two directions, one at right angles to the other, which could not be easily effected with the previous appliances. In charge of P. Martin.

NORTH OF HALFWAY POINT.

Two towers, forming range lights, five miles from St. Johns, on the south side of the river, and leads between Halfway Point and Ile aux Noix. Upper tower—one

mammoth flat wick lamp, 20-inch reflectors; size of glass 36 x 36 x $\frac{1}{4}$. Lower tower—two mammoth flat wick lamps, 16-inch reflectors; size of glass 32 x 36 x $\frac{1}{4}$. A spare lamp was supplied here. In charge of D. Menard.

DOMINION STEAMERS.

There are four steamers under the supervision of this Agency, viz:—Steamship "Napoleon III." and Steamship "Druid," employed on coast and light-house service; Steam yacht "Dolphin" and steam launch "Adele," employed on River Police service.

The Steamship "Napoleon III.," a powerful iron screw steamer, was built in 1856 by Messrs. R. Napier & Sons, Glasgow, and is of 300 horse-power, but which can be worked up to 700. She is of 494 tons gross tonnage and can carry about 2,000 barrels, with a magazine capable of containing 10,000 pounds of powder. She has been commanded by Captain Eugene Gourdeau, who is a branch pilot for the river St. Lawrence below Quebec, but owing to severe indisposition, that officer resigned his situation in April, 1874, and was placed upon the superannuation list. Captain Despres, who is also a branch pilot of good standing, was appointed to the command in May, 1874.

The vessel is now undergoing the necessary outfit to enable her resuming her work early next season—having been wrecked and sunk on the 5th May, 1874, by the shoving of the ice in the harbour of Quebec. (See report of the disaster under heading of movements of the S. S. "Napoleon III.")

The side paddle Steamship "Druid," built of iron, in 1856, by Messrs. Todd & McGregor, of Glasgow, and of 170 horse power, can carry about 1,000 barrels, and has a powder magazine capable of holding 6,000 pounds. She is commanded by Captain Anselme Marmen, who has been sixteen years in the employ, and is also a branch pilot for the lower St. Lawrence.

The police steamer "Dolphin" is a small yacht-built vessel, 48 feet long, with 12 feet beam.

The police steam launch "Adele" is a still smaller craft than the last mentioned, but also yacht-built, 36 feet 9 inches long, with 7 feet beam.

MOVEMENTS OF THE S. S. "NAPOLEON III." FROM THE 1ST JULY, 1873, TO THE 30TH JUNE, 1874.

July 12th, 1873.—Arrived at 6 p.m. from supplying the lights on the New Brunswick coast with oil.

July 22nd, 1873.—Left at 11 a.m. for the Straits of Belle Isle, with stores for that station, and other lights on the coast.

August 9th, 1873.—Arrived at Quebec at 8 p.m. from below.

September 9th, 1873.—Left at 10 a.m. for the Straits of Belle Isle and Gulf Service, with stores and provisions.

October 10th, 1873.—Arrived at 11:30 p.m. from the Straits of Belle Isle having supplied all the lights in the Gulf of St. Lawrence.

November 7th, 1873.—Left at 2:30 p.m. for Ellis Bay Provision Dépôt, Anticosti.

November, 14th 1873.—Arrived up at 4:30 p.m. from Anticosti, having landed supplies in charge of Captain R. Setter as follows: 16 barrels oatmeal, 44 barrels cornmeal, 30 barrels flour, 15 barrels pork, and 15 barrels of beef. Captain Setter had lent the Anticosti people a few barrels, which were replaced.

November, 21st 1873.—Left at 10 a. m. to assist Light-ships in the river below Quebec.

November 24th, 1873.—Arrived back at 9 a.m., and went into winter quarters at Blais Booms.

During the course of the ensuing winter she had her machinery and boiler thoroughly overhauled and repaired for active service on the opening of navigation in the following spring.

Report of a Trip in the Lower St. Lawrence, Winter of 1873.

DEPARTMENT OF MARINE AND FISHERIES,

QUEBEC AGENCY, 25th November, 1873.

SIR,—I have the honour to report the arrival of the steamer "Napoleon III." at 11 a.m., yesterday, and beg to hand you synopsis of her movements.

"Left Quebec on Friday morning, the 21st inst., for the Lower St. Lawrence in accordance with your instructions as conveyed to me per telegram of the 19th inst., viz: to attend to the safety of the Light-ships before anything else, and that these orders might be carefully carried out, and further that I might acquire a knowledge of the Lower St. Lawrence at this precarious season of the year, I accompanied her.

Just as we were leaving Quebec a report reached me that the Captain of the Upper Traverse Light-ship, with one of his crew, was lost. This naturally created increased anxiety for the safety of the others.

We passed through heavy fields of ice until below Crane Island, and found the "Manicouagan" Light-ship at anchor in a small bay, called the "Hospital," at Goose Island. Having furnished the "Napoleon" with three large canoes, I despatched one of them with Joseph Lebel, of the Quebec River Police, and a resident of that island, with two men to assist in beaching her in a safe position for the winter. By the advice of Captains Marmen, Gordeau and Levesque, together with Captain Connell, of the light-ship, this was the best and safest place for her to winter under existing circumstances.

We then proceeded to the Traverse, and, at the spot where the Upper Traverse Light-ship should have been moored, we discovered the debris of a wreck, bearing all the appearance in colour and shape of that vessel, in a sunken condition. We proceeded as near as possible to render any possible assistance, fully believing at the time that the whole of the crew had perished, especially from the report current when we left Quebec. Not perceiving the Lower Traverse Light-ship moored in its neighbourhood, made all possible speed to find out what had become of her.

On the way down observed the ship "Amoor" dismasted and at anchor near the Horseshoe, and also the Lower Traverse Light-ship on the south shore of Coudres Island. From her weak condition, and the state of the wind and tide, greatly feared she could not round the point and get into Les Eboulements, and it was therefore decided by the Captain and all parties to run as near the ship "Amoor" as possible and take off her crew, then proceed to the Light-ship to put her in safety, and intending the next morning on our way out to Red Island to haul the "Amoor" off if possible. I sent a boat out for that purpose, and the pilot of the "Amoor" refused to leave her, and wished to be towed away into deep water. This was not considered advisable, as the vessel grounded where she was at low water, and if taken further out would have been constantly exposed to the action of the immense fields of ice which we knew would come down with the ebb, and against which her anchors could not hold. Night approaching, left but very little time to go to get hold of the Lower Traverse Light-ship, of whose condition we as yet knew nothing. We immediately steamed for her, with considerable difficulty got her in tow, and succeeded in putting her near the "Napoleon," at Prairie Bay, and then learned that the Upper Traverse Light-ship was in safety at Les Eboulements wharf, and her crew all well. The debris we had seen at her station were the masts and spars cut away from the ship "Amoor," and supposed to have been caught in the wreck of the "Annette." These masts are varnished, and the action of the water gave them the appearance of having been painted red, hence their having been taken for the light-ship.

Early in the morning of the 22nd the steamer "Rescue," from Quebec, reached us, and reported that they were proceeding to render aid to the ship "Amoor." Notwithstanding the very threatening appearance of the weather, and the same degree of cold, viz: 14 degrees below freezing point, I insisted upon the captain making an attempt to reach Red Island. We proceeded about three miles, and were obliged to return on account of a heavy snow storm with strong easterly wind, which would

have prevented anything being done at Red Island, even supposing we could have reached there.

Next morning the weather having cleared up, left at daylight, and reached Red Island at a little before low tide; visited the light-ship, and found her full of water fore and aft, with no prospects of saving her. I had brought down a diver and his apparatus, and powerful pumps, with mechanics to work them, and all other necessary materials to aid her recovery. None of them could, however, be used. All hands were then set to work to strip her of whatever could be saved, and as soon as the tide drove us off, the weather indicating a change for the worse, proceeded to Bay St. Paul's, where we anchored for the night, in nine fathoms. Before morning, the ice coming down with the tide, caused the steamer to drift a long distance, and fast driving her into the shoal notwithstanding the great power of her Martin's anchor, with which she is supplied; and she was only saved by the great power of her machinery.

The light-ship at Les Eboulements being in safety for the winter, I left two men, Pierre Jobin and another carpenter, in charge, to open the Lower Traverse Light-ship, and to report upon the best means of putting her in a condition to take her station next spring. Very heavy repairs, if not a new ship, will be necessary.

We met ice all the way up in fields, covering the water from one side of the river to the other, necessitating the full strength of the "Napoleon's" powerful engines to break her way through. A heavy snow storm raged the whole day, accompanied with a strong easterly gale. We reached Quebec at 11 a. m., on the 24th inst., and broke our way through the ice to winter quarters at Blais' Booms.

It is the general impression of the captains, in which I concur, that, as soon as the thermometer reaches 8 to 10 below freezing point, the navigation of the St. Lawrence, below Quebec, should be considered as being closed, and we would respectfully suggest that the Department name a date, say the 15th of November or thereabouts, to withdraw the Light-ships and take up all buoys, as no weather can be depended upon after that date; and all sailing crafts run little, if any, chance of being able to proceed to sea. Six of the buoys usually left to facilitate the navigation of the most dangerous points, have been lost, which is frequently the case by their being left for that purpose every season past this date.

I have requested Captain Levesque, of the Red Island Light-ship, to prepare a report of her movements after leaving her station, and until she was wrecked, which I will forward to you to-morrow, with the opinion of her probabilities of her being able to withstand the effects of the ice during the winter, and any other information as may throw any light on the subject.

My experience on the trip below has strengthened my confidence in the judgment and seamanship of Captains Gourdeau and Marmen, who showed a desire to perform their duties with due regard for the safety of the property under their control, and I am therefore fully convinced of the soundness of the statements I have heard them make during the past ten years I have been in this employ, of the difficulties and dangers of navigating the lower St. Lawrence after the thermometer has reached below freezing point, viz.:

1st. Between Quebec and Kamouraska the river becomes quickly filled with sheet ice, and strong enough in one night, when brought in contact with wooden vessels, to cut them through.

2nd. All landmarks are completely obliterated by snow.

3rd. Buoys out of position, and tend to lead astray when so.

4th. All bays and harbors filled with ice and frequently unable to afford shelter.

5th. Anchorage very unsafe from pressure of ice.

I have the honour to be, Sir,

Your obedient servant,

J. U. GREGORY,
Agent, Marine and Fisheries.

To Wm. Smith, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Disasters to Shipping in the Port of Quebec. Caused by the Shoving of the Ice Bridge on the 9th day of May, 1874.

During the winter of 1873-1874, the engines and boilers of the steamship "Napoleon III." were thoroughly repaired, and the vessel put in perfect condition to perform the important service in the Gulf of St. Lawrence and Straits of Belle Isle, connected with this district. Steam was up, the crew all on board, and ready to leave her winter quarters to place the light-ships and buoys in the lower St. Lawrence the moment the ice bridge would have broken up. At 3.20 p.m., the ice commenced moving in one solid mass the entire width of the river, carrying destruction with it. At Blais' booms and neighbourhood, the Government steamers "Napoleon III." and "Druid," and the Gulf Port steamers "Georgia," "Miramichi" and "Hadji," and a large number of tug-boats belonging to the St. Lawrence Navigation Company and other parties, were in winter quarters, where they have for many years past been placed on account of the superior facilities and safety offered. Nearly a hundred craft of all kinds: steamers, ships, schooners, and barges were here congregated. The floating mass of ice, brought down by the tide, struck a ship called the "Harald Haarfager," driving it against its neighbour, the "Georgia," which forced the others against the wharves in an inextricable confusion, thereby causing a large amount of damage and loss. Many were staved in, filled with water and ice, and sunk, only leaving their bows and masts to mark where they had gone down, while others disappeared from view altogether; fortunately no lives were lost. The steamer "Napoleon III." was driven against the corner of Blais' wharf and over sixty feet of her port side, eighteen feet deep, was completely staved in by the ice, and the steamer nearly keeled over. She was also very badly damaged on her starboard side, about thirty feet being staved in, by coming against the corner of the wharf. She shortly after sunk in fifteen feet of water, at low tide, and settled down into the mud about ten feet. The disaster was immediately reported by telegraph to the Department, and I subsequently received instructions to take the necessary steps to raise her. After consulting with several ship-builders and other experienced persons, I submitted to the Department a plan for raising her, which was approved. The carrying out of this difficult undertaking was entrusted to the late Mr. Louis Gagne, master carpenter, attached to this Agency, who succeeded in accomplishing the task. The steamer, by order of the Department, was then offered for sale at public auction, but withdrawn with the object of utilizing her as a light-ship for the Manicouagan Shoals. As soon as the "Napoleon III." was got into the dry dock where she could be thoroughly examined, I caused a survey to be held which resulted in my suggesting to the Department that by covering her in with a spar deck she could be made to carry between three and four thousand barrels, and owing to her great strength of hull and powerful machinery she could advantageously perform the duties required to meet the demands of this district in connection with the coast and light-house service. My suggestion was approved, and in accordance with instructions received, I caused the necessary work to be at once proceeded with in order to have her ready by the opening of navigation in 1875. In conclusion, I beg to remark, that my suggestion to refit the "Napoleon III." for her former work, instead of turning her into a light-ship, was partly due to the fact of the Red Island Light-ship, wrecked in the fall of 1873, having been raised and found worth repairing and outfitting, to enable her to resume her station, thereby completing the necessary number of light-ships with steam fog-whistles, in the lower St. Lawrence.

MOVEMENTS OF THE STEAMSHIP "DRUID," FROM 1st JULY, 1873, TO 30th JUNE, 1874.

September 5th 1873.—Arrived at 7 a.m., with His Excellency the Governor General, Lady Dufferin, and suite, from a tour in the Lower Provinces.

September 19th.—Left at 8 a.m., with apprentice pilots on board, and supplies for the lights in the river below Quebec.

September 29th.—Arrived at 1 p.m., with apprentice pilots, and reported that while on this trip, called at St. Jean Port Joli to examine the spot where the barque "Chryseis" was wrecked; found nothing of the wreck remaining; therefore removed the buoy. Also found the black buoy at the west end of St. Roch's Shoal out of place, and put it in position. The red buoy in the Lower Traverse was discovered to have disappeared, and as the steamer always carried spare buoys, a chequered buoy was painted red and placed in the position of the missing one. Surveyed the patch off Crane Island, reported by two shipmasters, to the Trinity House, Quebec, and to which the Captain of the "Druid" had his attention called as the place where the ship "Eveline" had grounded. The patch was found at not more than three fathoms at low water; the light-house at Crane Island bearing N. by E. half E. A black buoy was placed over the spot.

October 16th, 1873.—Left for Portneuf below, with Mr. Gregory on board.

October 24th.—Arrived at 11.30 a.m., from below, and left at 1 p.m., to place a buoy in the Traverse.

October 25th.—Arrived back at 4 p.m.

November 13th.—Left Quebec at 8 a.m., to take up buoys.

November 19th.—Arrived at 5 a.m. with buoys. On the 16th met a good deal of ice below the Traverse, and on the 18th rode through a heavy gale of wind at Patrick's Hole.

November 21st.—Went into winter quarters at Blais' booms.

May 8th, 1874.—During the ice-shove which occurred in the harbour of Quebec this day, the steamship "Druid," was in company with other vessels, at her winter quarters at Blais' booms, damaged by the action of the ice. A small hole was stove into her bow, which was temporarily repaired, to allow her to proceed without delay to lay down the buoys in the lower St. Lawrence.

May 10th.—Arrived out from winter quarters, and took all the buoys on board.

May 11th, 1874.—Left at 11.30 a.m., to lay down the buoys and place the light-ships.

May 15th.—Arrived at 5 p.m., having placed all the buoys and light-ships.

May 20th.—Left at 2 p.m., to replace a buoy in the Traverse, and one on the east end of Red Island.

May 22nd.—Arrived at 9 a.m. from below.

May 25th.—Left at 11 a.m. with supplies for the lights between Quebec and Montreal.

June 1st.—Arrived back, after serving the upper lights.

June 10th.—Left with His Excellency the Governor General and suite on board for the Saguenay and Gaspé, and was absent for over a month.

During the month of August the "Druid" broke her intermediate shaft, and was towed to Quebec by the steamer "Champion." During her detention, getting a new shaft, she was put into dry dock, and had the temporary repairs effected in the spring properly executed. She was also painted and put in good order to perform her duties in the fall.

FALL TRIP OF DOMINION STEAMSHIP "LADY HEAD" IN CONNECTION WITH THE LIGHT-HOUSE SERVICES OF THE QUEBEC DISTRICT, 1874.

September 29th.—Arrived at Chatham at 12.30 p.m.; at 2.30 p.m., went up to Newcastle to take in coals.

October 1st.—Came down to Chatham at 7 a.m.

October 2nd.—Took on board engines and boiler, and fog-alarm, with wood for shifting building, and for coal shed at Etang du Nord, Magdalen Islands.

October 3rd.—Took on board iron lantern, thirty-six cases for Miscou Light.

October 4th.—Blowing a gale; could not leave.

October 5th.—Left Chatham at 1.30 p.m.

October 6th.—Arrived at Etang du Nord Light at 7 a.m. landed engine, boiler

and all material; put work in operation, leaving Mr. Carter, one engineer, and five men; left for Miscou Light at 7 p.m.

October 7th.—Arrived at 7 a.m.; could not land; blowing strong; went to Paspebiac for shelter.

October 8th.—Left at 5 a.m.; arrived at Miscou at 9 a.m.; landed lantern, and left for Gaspé Light-ship at 1 p.m.; came to anchor off Gaspé Light-ship at 8 p.m.; went into Gaspé at 6 a.m.

October 9th.—Took on board stores and provisions for Anticosti.

October 10th.—Left for Anticosti at 3.30 p.m., with J. U. Gregory, Esq.

October 11th.—Arrived at Fox Bay at 2.15 p.m. with J. U. Gregory, Esq., and J. Eden, Esq., Harbour Master of Gaspé. Mr. Gregory requested all the people to meet him at Mr. Marshall's house, where he explained his business with them; delivered seed potatoes, flour, pork and pease to families short of winter supplies.

October 12th.—Left at 5.15 a.m. for English Bay; stopped off west point Anticosti 9 p.m.; thick.

October 13th.—Went into English Bay at 6 a.m., and went on shore with Mr. Gregory and Mr. Eden; found the people better off than they were at Fox Bay; delivered fifty-one barrels of meal. Left for Ellis Bay at 12.15 p.m.; arrived at 2 p.m.; found schooner "J. W. Duncomb" there, bound for Quebec with some passengers on board; went on shore with Mr. Gregory; found the provision dépôt with full supply of provisions and clothing on hand. All the Newfoundland people had left except one man at that time, on account of sickness. Left four barrels of flour, one barrel of oatmeal, and one barrel of pease.

October 14th.—Left at 3.15 a.m. for S.W. Point Light; arrived at 8 a.m.; went on shore with Mr. Gregory; found seven families very badly off; gave them thirty-five barrels of flour and cornmeal, forty-eight barrels of potatoes, two barrels of pork, two barrels of pease, and one barrel of oat meal. Found the light-house and provision dépôt with a full supply on hand, and all in good order. Left at 12, noon, for Gaspé; arrived at 8 p.m.

October 15th.—Took on board coals and stores for the lights in the Gulf and Straits of Belle Isle.

October 16th.—Left at 4.30 p.m. for Magdalen Islands; could not land at Etang du Nord.

October 17th.—Went round and landed stores for Entry Island Light-house; found the repairs done this spring in a satisfactory manner; all the place in good order and clean. Left at 5 p.m. for Cape Mull; arrived at 6.30 p.m.; landed coals and stores for Etang du Nord Light and fog-alarm; found Mr. Carter getting ahead with the work well at the fog-alarm; got back to Cape Mull at 1 a.m.

October 18th.—Had to go into Pleasant Bay for shelter; blowing a gale.

October 19th.—Went back to Cape Mull; landed remainder of stores for Etang du Nord Light.

October 20th.—At Cape Mull; blowing a gale; could not land.

October 21st.—At Cape Mull; blowing a gale; could not land.

October 22nd.—Left at 5.30 a.m. for Bird Rocks; arrived; blowing a gale; could not go near them. Left for Point Rich at 3.30 p.m.; blowing a gale; had to run for Port au Basque for shelter; arrived at 12, midnight.

October 23rd.—At Port au Basque.

October 24th.—Left at 6 a.m. for Cape Ray Light; arrived at 7.15 p.m.; landed stores and provisions; found the place in good order and clean; left at 8.30 a.m. for Point Rich.

October 25th.—Arrived off Point Rich; blowing a gale; could not land; went into Port Saunders at 9 a.m.; at 12 noon got word that the light stopped revolving for six weeks; started at 1 p.m.; walked 11 miles; arrived at 5 p.m.; found the revolving gear all out of order; started to work with Mr. Weir, second engineer of S.S. "Lady Head"; at 1 a.m. had the light in good working order; worked well all night.

October 26th.—Left at 10 a.m.; walked back to the ship.

October 27th.—At 1 a.m. heard from the keeper that the light had stopped during the night. At 2 p.m. walked over to the light; found all that was wrong was a little oil on the end of upright shaft; remained by light all night; found everything to work well; told the keeper to take great care to keep the revolving gear clean and well oiled.

October 28.—At 10 a.m. left and walked back to ship; all this time the ship was in Port Saunders, the wind blowing from the west, and could not land at Point Rich Light.

October 29th.—Left at 5.30 a.m. for Point Rich Light; arrived at 6.40 a.m.; landed some stores and provisions. Thé keeper says the revolving gear works well; only landed one boat; blowing strong from the east of the land; steamer dragged her anchor sometimes, and then broke it; had to leave and go back to Port Saunders.

October 30.—Left for Point Rich at 5.30 a.m.; arrived at 6.15 a.m.; landed the remainder of stores; left for Forteau at 7.40 a.m.; arrived at 3 p.m.; landed stores and provisions; visited the light; found all in good order and clean.

October 31st.—Left at 5 a.m. for Cape Norman Light; at 8 a.m. passed mail steamer "Prussian" bound west; hoisted our number to be reported; arrived off Cape Norman at 11 a.m.; could not land; went into Cook's Harbour for shelter; went overland to the light-house; the keeper told me that his light had stopped for a short time the night before. Overhauled all the gear, and found some parts too slack; had them all adjusted and found the light to work well. According to instructions looked over the place where the keeper had to find his firewood, found that the wood is all done, except at a long distance off; will require to give about eight tons of coal per year, or to have the wood hauled, being a long distance from the light.

November 1st.—Left Cook's Harbour at 6 a.m.; arrived at 7 a.m.; landed all stores and provisions. Left for Belle Isle at 9.15 a.m.; arrived at Belle Isle twelve noon; landed all stores and provisions; put new vent in fog-gun; found all the buildings clean and in good order; all the lights in the Gulf and Straits require painting next spring. Left Belle Isle at 5 p.m.

November 2nd.—Arrived at Forteau at 12.30 a.m.; left at 6 a.m. for L'Anse aux Loup's Bay for coals; arrived at 7 a.m. Took on board 44 tons of coal from Mr. Watson's stage, Scotch coals from the ship "Zetland," wrecked in that bay; finished coaling at 5 p.m. Left for Bay of Islands at 6 p.m.; at 9.15 p.m. passed mail steamship bound east; at 11 p.m. passed Point Rich Light, working well.

November 3rd.—Arrived at Bay of Islands; went up Humber River to Mr. Pattepa's wharf for coals, left from schooner "Nickerson."

November 4th.—Taking in coals and watering ship.

November 5th.—Left at 10 a.m.; came to anchor in Lark Harbour; blowing a gale; could not land at Bird Rocks.

November 6th.—Blowing strong breeze.

November 7th.—Blowing strong breeze.

November 8th.—Left at 2 p.m. for Bird Rocks' Light.

November 9th.—Arrived at Bird Rocks at 6.15 a.m.; landed for the keeper all his stores and provisions. Left for Etang du Nord at 11.45 a.m.; arrived at Cape Mull at 4 p.m.; went over to Etang du Nord; found that Mr. Carter had finished all his work five days previous; found all the work to be well finished. Tried fog whistle, and found it to work well; put Timothy O'Brien, in charge as temporary keeper; gave him instructions to have it put in operation on the 10th instant (November) to sound it in thick weather, fogs and snow storms, so as to give two blasts of eight seconds duration in each minute, with an interval of twenty-two seconds between each blast.

November 10th.—The fog whistle will probably be heard in calm weather or with the wind from eight to twelve miles, and in stormy weather, or against the wind, from three to six miles, according to the state of the atmosphere. Left Etang du Nord at 7 a.m. with all the men on board; went over to Pleasant Bay and saw Capt. Graburn of the schooner "Nickerson," which was there full of coals for S.S. "Lady Head," did not require them; told the Captain to take them over to Cape Mull and

have them landed, for the use of Etang du Nord fog-whistle, and they could be taken over during the winter when the roads were good; left for Gaspé at 2 p.m.; blew a gale all night.

November 11th.—Strong breeze and heavy sea running at 10 p.m. off Percé; snow storm at 10.30 p.m.; heard Cape Gaspé fog-whistle about ten miles off; arrived at Gaspé at 12 midnight.

November 12th.—Taking in coals.

November 13th.—Went down to Gaspé fog alarm; found the road from the light to fog alarm finished, and also the bridge; both good jobs; there are some parts of the road which will require a hand-rail; will have to shift the reservoir for the water for fog alarm about eighty feet further up the brook, as there are some leaks in the bottom of the present one. It is very hard to make the present one tight, as the bottom is all rotten wood. The light-house will require some repairs next spring.

(Signed,)

WILLIAM BARBOUR,
Engineer.

SHIPWRECKS.

As receiver of wrecks I held preliminary investigations into the causes of the wrecks of the following vessels, in accordance with the Act 32-33 Vict., cap 38, reports of which were duly forwarded to you:—

Steamship "Viking," W. J. Harker, Master. Total wreck, near Matane.

Barque "Herbert C. Hall," S. B. Davis, Master. Run on shore while in charge of Pilot at east end of Green Island, and was got off and repaired at Quebec.

Ship "Shandon," W. McVicker, Master. Total wreck near South Point, Anticosti.

Barque "Dunbrody," Johan Schütte, Master. Abandoned by master and crew at Mille Vaches, and brought up by pilots; was handed over to my custody, until disposed of by the Court of Vice-Admiralty.

QUEBEC RIVER POLICE FORCE.—The accounts and disbursements of this service are under the supervision of this Agency.

DISTRESSED BRITISH SEAMEN are cared for by the Shipping Master.

BOARD OF STEAMBOAT INSPECTORS hold their examinations in the office of this Agency.

BOARD OF EXAMINERS OF MASTERS AND MATES also hold examinations in the premises.

STATEMENT of expenditure on account of Construction of Lights between
Quebec and Montreal, for the Fiscal Year ended 30th June, 1874.

		\$	cts.	\$	cts.
H. M. Perreault.....	Plans and designs connected with construction of lights and superintending the same	515	50		
J. Sheridan	Balance of account constructing lights, Richelieu River	300	00		
				815	50

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of expenditure in connection with Maintenance of Lights
between Quebec and Montreal, for the Fiscal Year ended 30th June, 1874.

		\$	cts.	\$	cts.
William Jeffs	Salary as Light Keeper, Montreal Harbour	155	00		
A. Lamoureux	do do Pointe-aux Trembles	117	00		
F. Brodeur	do do Ste. Therese	162	00		
Samuel Reeves	do do Varennes	72	00		
Joseph Ethier	do do Isle à la Bague	144	00		
Charles Rivet	do do Repentigny	63	00		
J. B. Lachapelle	do do do	63	00		
J. B. C. dit Larose	do do Isle aux Prunes	135	00		
Jos. Gervais	do do Contrecoeur	90	00		
Frs. Lacroix	do do do	76	00		
Denis Giguère	do do Lavaltrie	270	00		
Edouard Paul	do do do	162	00		
Jos. Lamoureux	do do Pointe aux Trembles	270	00		
Olivier Letendre	do do Isle aux Raisins	270	00		
Olivier Auger	do do Light-ship, Lake St. Pierre	486	13		
do	do Assistant do do	36	00		
E. Arcand	do Keeper do do	513	83		
do	do Assistant do do	36	00		
L. Dussereau	do Keeper do do	267	46		
do	do Assistant do do	36	00		
Jean Charette	do Light Keeper, Pointe Ste. Francis	152	00		
Medard Paquin	do do Pointe du Lac	90	00		
Paul Manuel	do do Cap la Madeleine	100	00		
P. Montplaisir	do do do	100	00		
Aug. Brunel	do do Pointe aux Citrouilles	222	50		
Nap. Hardy	do do Champlain	97	80		
Leandre Fugere	do do Batiscan	72	00		
Jos. Marchand	do do do	72	00		
F. C. dit Francoeur	do do St. Pierre les Bequets	40	00		
Fr. Boisvert	do do Cape Charles	108	00		
Mde. J. Trottier	do do Grondines	90	00		
Eph. Trottier	do do do	90	00		
Cath. Blais	do do Lothiniere	180	00		
Wid. J. Langlois	do do do	63	00		
Pierre Beaudet	do do do	135	00		
Onesime Beaudet	do do do	63	00		
O. C. de la Chevrotiere	do do do	63	00		
D. Rooney	do do Richelieu River	108	00		
S. Charland	do do St. Pierre les Bequets	32	00		
D. Menard	do do North Half-way Point	72	00		
Paul Martin	do do St. Valentine	60	00		
W. H. Vanvliet	do do Lacolle	60	00		
Richelieu Co.	do do Sorel Harbour	85	00		
H. Marchand	do do Pointe aux Citrouilles	12	50		
A. Magnon	do do Light-ship No. 3	156	00		
H. H. Whitney	Wages and board of crew on "Richelieu"	704	65		
D. & J. McCarthy	Repairs to "Richelieu"	4,266	70		
do	New buoys, materials and repairs	984	09		
Jas. Hervey	Storage of oil	173	80		
Frothingham & Co.	Hardware	247	30		
Lymans, Clare & Co.	Sundries	19	30		
P. S. Ross & Co.	Canvas, paint, oil, &c.	261	83		
Montreal Water Co.	Rate	20	90		
A. A. Wilson	Hardware	7	00		
S. McNaughton	Towage and tow-lines	384	00		
Jno. Lovell	Stationery	7	50		
H. & H. Merrill	Grey cotton	17	50		
Onesime Beaudet	Repairs	22	24		
Jas. Farie	Supplies	28	18		
E. Chan'eloup	Lamps, oil tanks, &c.	633	45		
P. E. Cotte	Petty disbursements	12	25		
L. Jones	11 buoys for Richelieu River and cartage	779	00		
P. S. Rose & Brothers	White paint, chimneys, &c.	58	50		
Str. "Castor"	Freight	5	00		
A. Portelance	Blacksmith's work, "Richelieu"	188	85		
Carried forward		8,822	04	5,748	22

STATEMENT of Expenditure in connection with Maintenance of Lights
between Québec and Montreal, etc.—*Continued.*

		\$ ets.	\$ cts.
	<i>Brought forward</i>	8,822 04	5,748 22
E. Courchene.....	Tinsmith's work "Richelieu".....	34 92	
Pointbriand & Belrose.....	Boiler-plate, wages and repairs to buoy.....	392 41	
G. H. Bramley.....	Services.....	300 00	
do.....	Supplies and wood.....	299 64	
A. Paulet.....	Stores.....	136 91	
J. Sheridan.....	Repairs to pier, Isle aux Prunes.....	200 00	
do.....	Balance of contract, Lotbiniere, &c.....	128 00	
F. A. Fitzgerald & Co.....	Oil.....	1,356 19	
F. la Branch.....	Pilotage of steamer, on visiting light-houses, up and down the river.....	66 00	
J. U. Gregory.....	Travelling expenses Point St. François, and paid for labour Point Citrouille.....	143 62	
J. P. Dery.....	Stationery.....	80 69	
C. Morin.....	Services.....	32 00	
L. A. Blanchet.....	Petty cash.....	19 33	
T. Brodeur.....	Repairs, Isle St. Therese.....	32 15	
H. Brassard.....	Putting up light and new house, &c.....	110 00	
L. Gagné.....	Repairs.....	316 17	
Thomas Drysdale.....	Expenses.....	15 85	
Jos. Desgagne.....	Labour.....	4 20	
D. Giguère.....	do and supplies, Lavaltrie.....	302 60	
L. E. Trottier.....	Repairs, Grondines.....	20 73	
Fr. Lacroix.....	do Contrecœur.....	32 50	
S. Charland.....	do and painting, St. Pierre les Bequets.....	30 00	
Jos. Ethier.....	do and boat, Isle à la Bague.....	80 35	
J. B. Lachapelle.....	do Repentigny.....	2 20	
J. H. dit Larose.....	Wood, Isle aux Prunes.....	16 50	
L. Brousseau.....	Printing, general account.....	34 50	
W. Barbour.....	Sundry expenses, Platon and Cap de la Madeleine.....	90 10	
Leon Aré.....	Meat.....	2 38	
F. O. Vallerand.....	Supplies, general account.....	118 80	
J. M. Tardivel.....	Glasses, &c.....	237 10	
Ann Kane.....	Repairs, Point aux Citrouilles.....	1 35	
J. Tranquille.....	Blocks.....	1 26	
Richelieu Co.....	Freight of oil.....	4 00	
W. Crawford & Sons.....	Coals, St. Pierre les Becquets.....	30 75	
M. Paquin.....	Oil, &c., Point du Lac.....	19 19	
J. B. Boisvenu.....	Cartage, general account.....	24 60	
Grand Trunk Co.....	Freight.....	5 76	
D. Montplaisir.....	Ground rent, Cap de la Madeleine.....	12 00	
J. Marchand.....	do Batiscan.....	6 00	
L. Fugère.....	do and expenses, Batiscan.....	23 00	
Frs. Boisvert.....	do and repairs, Cap Charles.....	15 80	
C. Blais.....	Wood and expenses, L'Islet, Richelieu.....	21 55	
Aug. Portelance.....	Preserver, Isle aux Raisins.....	1 50	
A. Lamoureux.....	Expenses, Pointe aux Trembles.....	4 50	
G. de Lanaudière.....	Ground rent, Lavaltrie.....	30 00	
O. Letendre.....	Removing light, Isle aux Raisins.....	49 00	
P. Jobin.....	Services.....	6 00	
P. Beaudet.....	Wood and labour, Platon.....	19 17	
Dinning & Webster.....	Buckets, Platon.....	1 50	
C. Rivet.....	Repairs, Repentigny.....	17 30	
E. Paul.....	Placing light, Isle de Grace.....	45 00	
Audet & Robitaille.....	Rope, Pointe Citrouilles.....	5 70	
J. M. Bryson.....	Storage, Montreal Harbour.....	44 38	
J. B. Chagnon.....	Placing light, Isle aux Prunes.....	21 00	
Archer & Co.....	Lumber, general account.....	16 50	
Dominion Telegraph Co.....	Telegraphing.....	10 70	
P. Dauphenais.....	Supplies to light-ships Nos. 1, 2, 3.....	73 37	
Chenic & Beaudet.....	Putty, tacks, &c., Grondines.....	2 71	
S. Bedard.....	Hardware, cans, boxes and tank.....	115 25	
O. Blaudet.....	Moving light, Lotbiniere.....	8 67	
J. Marmen.....	Cartage.....	55 00	
A. Force.....	Storage, general account.....	19 15	
Jos. Boivin.....	Nails.....	1 87	
	<i>Carried forward</i>	14,171 41	5,748 22

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Quebec and Montreal, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	14,171 41	5,748 22
R. K. Young.....	Repairs, general account	75 00	
D. Rosa	do do	50 00	
O. Gourdeau	do Grondines	15 00	
J. B. Datil.....	Boat, Isle à la Pierre	31 20	
O. Picard	Canisters, general account.....	141 50	
N. Fitzhenry	Labour, do	15 85	
Geo. Waite.....	Repairs, do	140 00	
W. Arthur.....	Labour, do	9 32	
Belanger & Garipey	Lock, Platon.....	1 25	
D. Rooney.....	Sundry disbursements, anchor, and replacing buoys	320 59	
C. Burnelle.....	Expenses, Pointe aux Citrouilles	12 62	
D. Meilleur	Placing buoys, Rivière des Prairies.....	75 00	
J. Tomlinson	Travelling expenses, general account.....	87 55	
John Parslow	Stationery	25 11	
Vve. Trottier.....	Expenses, Grondines	7 23	
	Amount refunded.....	12 28	
			15,190 91
	Total expenditure		20,939 13

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
for the Fiscal Year ended 30th June, 1875.**

		\$	cts.	\$	cts.
PORT NEUF LIGHT, LOWER.					
Simon Cimon	Balance of contract	1,500	00		
do	Building pier and extras	810	00		
E. Chanteloup	Lamp	69	50		
Hamel & Frère	Cloth	9	70		
S. Bedard	Stove and pipe	9	20		
				2,398	40
MAQUEREAU POINT LIGHT.					
W. Sinclair	On account of contract	2,500	00		
E. Chanteloup	Lantern, revolving apparatus, &c	1,818	44		
Richelieu Co	Freight	21	35		
Quebec Gulf S.S. Co	do	80	88		
F. O. Vallerand	Lanterns	5	30		
Hamel & Frère	Glass cloth	8	42		
Chinic & Beaudet	Hardware	4	67		
S. Bedard	Stove and pipe	33	90		
G. Seifert	Telescope	8	00		
				4,480	36
GASPÉ POINT FOG-WHISTLE.					
Jas. Mitchell	Services	25	00		
Wm. Convey	Boiler purger	75	00		
Hamel & Frère	Cloth and leather	7	92		
T. McAvity & Sons	Steam governor	26	50		
				134	42
ETANG DU NORD FOG-WHISTLE.					
J. Carter	On account of contract	1,620	00		
do	Balance do	860	00		
do	do for engine house	380	00		
R. R. Call	Coals	753	55		
W. Convey	Boiler purger	75	00		
Ross & Co	Freight	58	75		
T. McAvity & Sons	Steam governor	26	50		
Jas. Mitchell	Locating site of fog whistle	30	00		
				3,803	80
ETANG DU NORD LIGHT.					
J. Neilson	On account of contract	800	00		
T. McAvity & Sons	Hardware	718	59		
E. Bourgeois	Freight	13	00		
W. Barber	Cartage	6	50		
Jas. Mitchell	Locating light and services	196	30		
W. H. Laroche	Medicine	16	55		
Wm. Leslie	Storage and freights	135	60		
Chinic & Beaudet	Red lead	5	50		
Gulf Port S.S. Co	Freight	64	85		
W. M. Smith	Serv ces	21	80		
S. Bedard	Stove and pans	60	70		
W. Muirhead	Expenses	13	65		
J. J. Fox	Storage and freight of coals, firewood and hardware	162	94		
J. Boivin	Hardware	1	80		
				2,217	78
METIS LIGHT.					
R. Cameron	Contract and landing supplies	516	00		
E. Chanteloup	Lanterns, revolving apparatus, lamps, floor, &c	1,425	89		
Richelieu Co	Freight	19	55		
Jno. Smith	Travelling expenses	22	40		
				1,983	84
<i>Carried forward.</i>					

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		15,018 60
CAPE DESPAIR.			
P. Carroll.....	On account of contract	500 00	
F. O. Vallerand	Lantern.....	5 55	
Hamel & Frère	Glass cloth.....	8 40	
Chinic & Beaudet	Saw, axe, &c.....	4 65	
Quebec Gulf Port Co	Freight	95 90	
Audet & Robitaille.....	Brushes	1 00	
S. Bedard	Stove and pans	31 15	
G. Seifert	Telescope	8 00	
			654 65
ST. JEAN LIGHT.			
E. Chanteloup.....	Lantern, revolving apparatus, lamps, floor, &c.....	1,490 79	
Richelieu Co	Freight	20 70	
R. & R. M. Shaw	Soap.....	4 00	
F. O. Vallerand	Lantern.....	1 60	
Hamel & Frère	Glass cloth.....	5 15	
Piton & Co.....	Contract and extras	1,040 00	
S. Bedard	Stove and p pe	14 10	
W. Barbour	Travelling expenses	42 70	
Jos. Boivin.....	Hardware	49 25	
C. Laroche.....	Towage	12 00	
Jas. Connolly	P.ne	152 58	
H. S. Scott & Co	Angers	2 31	
Archer & Co	Lumber.....	34 00	
P. Tobin	Repairs to wharf, &c.....	243 28	
			3,112 46
LARK ISLET.			
Jos. Caron	On account contract repairs.....	151 60	
Chinic & Beaudet	Hardware account.....	16 45	
			168 05
CHICOUTIMI LIGHT.			
O. Tremblay	Services	414 40	
E. Chanteloup.....	Lamps, burners, &c.....	116 40	
F. O. Vallerand	Chimneys	33 60	
			564 40
MATANE LIGHT.			
Simon Cimon	Contract and fencing	1,415 00	
Thos. Fraser.....	Land	100 00	
J. Sansfacon	Wages	169 80	
Hamel & Frère	Cloth	8 50	
Frs. Dionne	Repairs	10 87	
J. Boivin	Hardware	2 00	
			1,706 17
ENTRY ISLAND LIGHT.			
J. Desmond.....	Contract.....	3,700 00	
E. Chanteloup.....	Lantern, revolving apparatus, lamps, complete.....	1,714 89	
Richelieu Co.....	Freight	18 25	
Jas. Thompson.....	Services	10 00	
Jas. Mitchell.....	do	40 00	
Thos. Maltby.....	do	112 00	
C. Oall.....	do	48 00	
E. Chanteloup.....	Floor for Lantern, &c.....	71 50	
	<i>Carried forward.....</i>	5,714 64	21 224 33

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	5,714 64	21,224 33
ENTRY ISLAND LIGHT.—Continued.			
J. J. Fox.....	Firewood, labour, &c.....	56 00	
S. Bedard.....	Stove and pans.....	26 50	
J. M. Tardivel.....	Brushes.....	4 00	
F. O. Vallerand.....	Lantern.....	6 70	
Hamel & Frère.....	Glass cloth.....	8 17	
Quebec Gulf P. S S Co.	Freight.....	2 00	
			5,818 01
CAPE RAY FOG-WHISTLE.			
J. Desmond.....	On account contract engine house.....	1,700 00	
J. W. Fraser.....	Balance of do and extras, fog-whistle.....	1,448 16	
F. McAvity & Sons.....	Rubber hose, packing, &c.....	1,002 68	
R. R. Call.....	Coals.....	1,592 11	
Wm. Convey.....	Boiler purger.....	75 00	
F. McAvity & Sons.....	Steam governor.....	26 50	
S. Thompson.....	Services.....	10 00	
W. M. Smith.....	do.....	23 80	
			5,878 25
PERCE LIGHT HOUSE.			
Hon. P. Fortin.....	Land for site.....	60 00	
L. G. Harper.....	Transfer of do, &c.....	16 02	
J. O. Boucher.....	Contract.....	226 50	
Hon. G. Irvine.....	Services.....	7 90	
			310 42
GASPÉ POINT LIGHT.			
E. Robert.....	Contract and labour.....	123 50	
Doolan & Cassidy.....	Balance of contract of light.....	800 00	
T. McAvity & Son.....	Hardware, paint, oil, &c.....	717 14	
Wm. Barbour.....	Travelling expenses, &c.....	55 00	
Jas. Mitchell.....	Services.....	30 00	
Jos. Eden.....	do scow hire and supplies.....	150 77	
J. D. Marsan.....	Guys.....	8 15	
J. M. Tardevil.....	Glass.....	3 00	
L. Gagné.....	Repairs.....	21 90	
F. O. Vallerand.....	Lanterns.....	8 70	
J. Bechewaise.....	Labour.....	12 75	
W. Young & Co.....	do.....	3 65	
Hamel & Frère.....	Window blinds.....	7 27	
Collas & Sloas.....	Rope.....	57 00	
Jno. Rose.....	Masons' work.....	18 50	
Jno. Leboutellier.....	Deals.....	9 00	
Jno. Robert.....	Labour.....	10 62	
Wm. Robert.....	do.....	18 75	
W. Truny & Co.....	Blacksmiths' work.....	10 00	
Gulf Port S S Co.....	Freight.....	4 45	
Chinic & Blandet.....	Hardware.....	41 28	
Andet & Robitaille.....	Thimbles.....	1 83	
S. Bedard.....	Stove and pans.....	24 00	
W. Muirhead.....	Expenses.....	8 20	
Jos. Boivin.....	Hardware.....	6 00	
W. & W. R. Brodie.....	Pine deals.....	54 88	
R. & R. M. Shaw & Co.....	Matches.....	0 40	
			2,206 74
CAPE RAY LIGHT.			
J. Desmond.....	Building shed, lumber, bricks and one box plate glass..	420 10	
Wm. Muirhead.....	Expenses.....	48 13	
H. S. Scott & Co.....	Iron.....	7 40	
			475 63
	<i>Carried forward.....</i>		35,913 38

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		35,913 38
	CHICOUTIMI BUOYS.		
C. & W. Wurtele.....	Chain, &c.....	363 33	
Chinic & Beaudet.....	Iron	15 49	
			378 82
	GENERAL ACCOUNT.		
Mitchell & Co.....	Paint, oil, chimneys, &c.....	702 52	
G. Glassford.....	Tarpaulin	84 28	
J. Sullivan.....	Ballast	106 34	
L. A. Blanchet.....	Petty cash, &c	107 81	
Geo. Bisset.....	Sinkers and weights.....	186 96	
L. Gagné.....	Labour	52 55	
John Livingstone.....	Advertising	4 50	
M. A. Tracey.....	do	3 50	
Anne Kane.....	Oil tanks	663 00	
Dominion Telegraph Co.	Account	2 70	
Montreal do	do	21 60	
Richelieu Co.....	Freight	27 95	
E. Poston.....	Coals	100 00	
Grand Trunk Co.....	Freight	2 72	
P. Genvreau.....	Cement	6 00	
Gibb, Laird & Co.....	Supplies	160 04	
Wm. Crawford.....	Coals	64 00	
G. McLachlan.....	Photographing	27 00	
J. J. Foote.....	Advertising	100 00	
R. Craig.....	Blocks	8 37	
J. Marmen.....	Cartage.....	171 34	
Lowndes & Bros.....	Wharfage	14 50	
R. Manger.....	Oil Stove.....	160 00	
Chance Bros.....	Lights	513 25	
C. Joncas.....	Customs entries.....	32 00	
Quebec Gulf S. S. Co.....	Freight	6 40	
S. Bedard.....	Tin boxes, pipe, &c.....	108 02	
J. P. Dery.....	Stationery	53 43	
H. Faber.....	Printing	32 60	
Thos. Andrews.....	Tank	14 50	
G. Telfort.....	Telescopes	30 00	
Tim. Berrigan.....	Clearing Snow.....	25 00	
Geo. Turgeon.....	Wages	40 00	
N. Fitz Henry.....	Labour	20 20	
Francis Nadeau.....	Ventilator	18 00	
Jos. Tomlinson.....	Account travelling expenses	200 00	
E. Desgagne.....	Chimney cleaner.....	14 00	
Wm. Barbour.....	Board	125 00	
Ph. Rouillard.....	Altering life buoys	10 00	
Pay List.....	Wages	20 65	
A. Dufour.....	do	5 00	
E. E. Haliwell.....	Stationery	37 50	
E. Chanteloup.....	Chimneys and burners.....	354 59	
Allans, Rae & Co.....	Freight	30 30	
O. Picard.....	Oil tanks.....	375 00	
			4,843 12
	Total Expenditure from 1st July, 1873, to 30th June, 1874		41,135 32

NOTE.—The sums of \$753.55 for coals and \$162.94 for fuel and freight, charged respectively to Etang-du-Nord Fog-Whistle and Light, and \$1,592.11 for coals furnished Cape Ray Fog-Whistle, have been charged in error to "Construction" instead of "Maintenance."

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, for the Fiscal Year ended 30th June, 1874.**

		\$	cts.	\$	cts.
WEST POINT, ANTICOSTI.					
L. Malouin.....	12 months' salary as keeper, and two assistants.....	795	00		
	Maintenance and repairs.....	629	49		
				1,424	49
SOUTH WEST POINT, ANTICOSTI.					
E. Pope	12 months' salary as keeper, and two assistants.....	795	00		
	Maintenance and repairs.....	257	68		
				1,052	68
EAST POINT, ANTICOSTI.					
T Gagne	12 months' salary as keeper, and two assistants.....	795	00		
	Maintenance and repairs.....	757	31		
				1,552	31
SOUTH POINT, ANTICOSTI.					
D. Tetu	12 months' salary to keeper and engineer	1,108	00		
	Maintenance and repairs	1,002	26		
				2,110	26
AMHERST ISLAND.					
W. C. Cormier	12 months' salary as keeper	296	24		
	Maintenance and repairs.....	239	47		
				535	71
BELLECHASE LIGHT.					
E. Thivierge	12 months' salary as keeper	316	00		
	Maintenance and repairs	126	80		
				442	80
BRANDY POTS.					
J. B. Pickard	9 months' salary as keeper	296	25		
N. Richard.....	3 do do do	98	75		
	Maintenance and repairs.....	42	48		
				437	48
BIRD ROCKS' LIGHT.					
G. Preston and assistants	3 months' salary as keeper.....	372	00		
P. Whelan and assistants	9 do do do	1,116	00		
	Maintenance and repairs.....	3,155	89		
				4,643	89
BIQUETTE.					
J. F. Bechard	3 months' salary as keeper, and fuel, water and gunner.	188	75		
do	1½ months' salary.....	88	08		
E. Blagdon	Salary as Keeper	46	66		
T. Le Bel	do do	148	75		
	Maintenance and repairs.....	754	88		
				1,227	12
BELLE ISLE.					
M. Cotton and assistants	12 months' salary as keepers	1,048	00		
	Maintenance and repairs.....	834	09		
				1,882	09
	<i>Carried forward</i>			15,308	83

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>			15,308	83
	CRANE ISLAND.				
J. Painchaud	12 month's salary as keeper	316	00		
	Maintenance and repairs	93	98	409	98
	CAPE ROSIER.				
A. Trudeau	12 months' salary as keeper and for assistant.....	795	00		
	Maintenance and repairs.....	408	76	1,203	76
	CAPE RAY.				
R. Rennie and assistant ..	12 months' salary as keeper and for engineer	910	22		
	Maintenance and repairs.....	707	26	1,617	48
	CAPE GASPÉ.				
C. D. Esnouf.....	9 months' salary as keeper and engineer	596	25		
	Maintenance and repairs.....	481	77	1,078	02
	CAPE CHATTE.				
J. Roy	12 months' salary as keeper	296	24		
	Maintenance and repairs	390	34	686	58
	CAPE NORMAN.				
Henry Locke	12 months' salary as keeper.....	493	72		
	Maintenance and repairs.....	514	75	1,008	47
	EGG ISLAND.				
P. Côté	12 months' salary as keeper.....	493	72		
	Maintenance and repairs	652	55	1,146	27
	FATHER POINT.				
D. Lawson	12 months' salary as keeper.....	197	48		
J. Hippell	do assistant keeper.....	140	00		
	Maintenance and repairs.....	158	18	495	66
	FORTEAU LIGHT.				
P. Godier and assistants..	12 months' salary as keeper.....	815	00		
	Maintenance and repairs.....	496	54	1,311	54
	CAPE MAGDALEN.				
P. Savage	12 months' salary as keeper.....	296	24		
	Maintenance and repairs.....	99	80	396	04
	GREEN ISLAND.				
G. Lindsay	12 months' salary as keeper, and for assistant.....	853	72		
	Maintenance and repairs	755	77	1,609	49
	<i>Carried forward.....</i>			26,272	12

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>			26, 272	12
	GASPÉ HARBOUR.				
B. Eden	12 months' salary as keeper.....	42	00		
	Maintenance and repairs.....	273	65		
				315	65
	GASPÉ LIGHT-SHIP.				
John Ascah	Allowance for keeping and maintaining light-ship			500	00
	KAMOURASKA.				
T. R. Desjardins	12 months' salary as keeper.....	345	60		
	Maintenance and repairs.....	189	62		
				535	22
	MONTE DU LAC.				
E. Simard	12 months' salary as keeper.....	296	24		
	Maintenance and repairs.....	319	82		
				616	06
	MATANE LIGHT.				
F. Dionne	9 months' salary as keeper	148	11		
	Maintenance and repairs	147	89		
				296	00
	PORTNEUF.				
F. Rodrigue	12 months' salary as keeper.....	246	88		
	Maintenance and repairs.....	75	12		
				322	00
	PILLARS.				
D. Babin	12 months' salary as keeper.....	444	40		
	Maintenance and repairs	337	43		
				781	83
	PILGRIMS.				
J. C. Marquis	12 months' salary as keeper.....	335	76		
	Maintenance and repairs.....	378	68		
				714	44
	POINTE DES MONTS.				
F. Fafford	12 months' salary as keeper.....	695	00		
	Maintenance and repairs	1,138	27		
				1,833	27
	PASPEBIAC.				
L. Strong	12 months' salary as keeper.....	150	00		
	Maintenance and repairs	182	97		
				332	97
	POINT RICH.				
E. Roy	12 months' salary as keeper.....	566	51		
	Maintenance and repairs	457	79		
				1,024	30
	<i>Carried forward</i>			33, 543	86

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		33,543 86
	PROVISION DEPÔT.		
R. Setter	12 months' salary.....	197 48	
	Maintenance and repairs.....	2,853 14	3,050 62
	RED ISLAND.		
E. Fraser.....	12 months' salary as keeper.....	653 72	
	Maintenance and repairs.....	310 46	964 18
	ST. ANTOINE.		
L. Lafleur	12 months' salary as keeper.....	140 00	
	Maintenance and repairs	9 17	149 17
	ST. CROIX.		
J. Thurber	12 months' salary as keeper.....	150 00	
	Maintenance and repairs	36 58	186 58
	POINT ST. LAURENT.		
J. Chabot	12 months' salary as keeper.....	296 24	
	Maintenance and repairs	30 94	327 18
	RED ISLAND LIGHT-SHIP.		
Capt. Levesque	Contract for keeping light-ship and fog-whistle	2,786 00	
	Maintenance and repairs	4,473 02	7,259 02
	RED ISLAND LIGHT-SHIP, SPECIAL RAISING.		
P. Carroll	Superintending raising and repairs	240 00	
	Repairs	1,586 57	1,826 57
	LOWER TRAVERSE LIGHT-SHIP.		
Captain Gourdeau.....	Contract for keeping light-ship.....	1,920 00	
	Maintenance and repairs	1,723 65	3,643 65
	UPPER TRAVERSE LIGHT-SHIP.		
A. M. Dechene.....	Contract for keeping light-ship	1,600 00	
	Maintenance and repairs.....	1,787 67	3,387 67
	CAPE DESPAIR.		
Jos. Eden	Freight and storage.....		84 49
	CARLETON POINT LIGHT.		
E. Landry.....	12 months' salary as keeper	264 63	
	Maintenance and repairs	147 92	412 61
	<i>Carried forward</i>		34,835 60

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		54,835 60
	LARK ISLET LIGHT.		
P. Bouilliaume.....	12 months' salary as keeper	150 00	
	Maintenance and repairs	396 48	546 48
	ENTRY ISLAND LIGHT.		
C. Duquet & Co	Clock.....		3 50
	MAQUEREAU POINT.		
Jos. Eden	Freight and storage		66 10
	SAINT JEAN.		
Archer & Co.....	Lumber	40 00	
	Repairs	2 54	42 54
	MANICOUAGAN LIGHT-SHIP.		
Tweedell & Campbell...	Repairs	591 80	
Capt. Thos. Connell	Contract for keeping light-ship and fog whistle, 1872, 1873	1,566 00	
do	do	2,807 70	
E. Martin & Son	Anchor	384 50	
R. Blakiston	Sails	340 16	
Audet & Robitaille.....	Rope, canvas, paint.....	228 43	
G. T. Davis	Repairs	67 47	
do	Rent for patent slip during winters of 1873, 1874, for light-ship, and placing thereon.....	210 00	
G. T. Philips	Repairs	97 32	
L. Gagne.....	do	37 75	
do	Outfit	33 85	
E. Chanteloup.....	Condenser and glass	292 00	
S. Bedard	Stove and tanks.....	191 15	
P. Poirier	Mooring and watching light-ship during winter 1872, 1873	11*00	
L. Arel.....	Tallow	28 20	
A. Kane.....	Repairs	7 50	
Quebec Gulf Port S.S....	Freight	14 50	
Allans, Rae & Co.....	do	23 17	
P. Fournier.....	do	50 00	
W. Barbour.....	Travelling expenses	61 65	
do	Coaling	56 40	
A. Gilmour.....	Wintering light-ship at Indian Cove. 1872, 1873.....	50 00	
J. Dick.....	Survey fees.....	28 00	
Wm. Convey	Boiler	25 00	
Quebec Rubber Co.....	Joints	18 07	
Chinic & Beaudet.....	Chain, paint and tools.....	82 43	
Grand Trunk Co.....	Freight	4 00	
E. Baron	Canoe hire	63 50	
A. McCallum.....	Thermometer	6 25	
Middleton & Dawson.....	Stationery	2 00	
S. J. Shaw	Packing	19 70	
Jos. Le Bel	Wages as guardian during winter	118 16	
A. Vezina	Canoe hire	62 50	
C. Gariepy	Towage	10 00	
J. Marmen	Cartage	17 40	
T. Beauline.....	Towage	130 00	
H. S. Scott & Co.....	Iron	12 54	
J. Boivin	Hardware	44 02	
			7,794 12
	<i>Carried forward</i>		63,288 34

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Cont. nued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		63,288 34
	ETANG DU NORD.		
T. O'Brien.....	11½ months' salary as keeper and engineer	666 66	
	Repairs	4 50	671 16
	PORTNEUF LIGHT, LOWER.		
Z. Warren.....	9 months' salary as keeper	148 11	
	Maintenance and repairs	36 99	185 10
	GENERAL ACCOUNT.		
L. Gagné.....	Repairs, material, labour, &c.....	2,825 21	
Geo. Bisset.....	do do	50 03	
S. Peters.....	Lumber	368 76	
W. Crawford & Sons.....	Coal	60 00	
Chinic & Beaudet.....	Powder	797 50	
do do	Hardware and freight.....	527 51	
W. Barbour.....	Repairs, services, labour, &c.....	321 00	
Union Glass Co.....	Chimneys, &c.....	34 35	
G. T. Phillips.....	Repairs	166 16	
A. Kane.....	Tanks	894 50	
Mitchell & Co.....	Paints, glass and hardware.....	2,395 20	
G. Glassford.....	Tarpaulin	84 28	
A. L. Smith.....	Services	81 00	
Tweedell & Campbell.....	Repairs	191 34	
J. M. Tardevil.....	Painting, &c.....	178 40	
L. A. Blanchet.....	Petty cash	59 60	
Allans, Rae & Co.....	Freight	24 38	
Richelieu Co.....	do	10 69	
J. Marmen.....	Carting, &c.....	258 02	
F. O. Vallerand.....	Chimneys, wicks, &c.....	100 65	
Hamel & Frères.....	Supplies, serges, and ticks	548 99	
Thos. Dupdale.....	Services	60 00	
J. Dawe & Co.....	Chain	586 38	
Middleton & Dawson.....	Stationery, &c.....	415 02	
E. Chanteloup.....	Lamps, &c.....	1,129 65	
Fitzgerald & Co.....	Coal oil	5,183 40	
Archer & Co.....	Lumber	173 50	
Jos. Eden.....	Services	313 00	
J. Drysdale.....	do	240 00	
C. & W. Wurtele.....	Sheet iron	54 12	
McCaughney & Co.....	Coal oil	528 68	
Dinning & Webster.....	Pails, rope, &c.....	27 53	
Henry Black.....	Grate, bars, &c.....	79 52	
Receiver-General.....	Superannuation tax.....	185 77	
Duquet & Co.....	Clock, telescope, &c.....	28 50	
S. Buffet.....	Lumber	25 98	
D. Davidson.....	Chain and shackles.....	395 95	
P. G. Huot.....	Postages, &c.....	134 50	
G. Blanchet.....	Services and repairs.....	62 00	
R. Fournier.....	Wages	45 00	
W. H. Laroche.....	Medicines	118 55	
Grenier & Parent.....	Cooperage	476 94	
Pay list.....	Labour and repairs.....	226 75	
J. Marmen.....	Firewood	100 64	
C. Martin & Son.....	Anchor	308 71	
S. J. Shaw.....	Hardware	132 06	
Department of Militia.....	Friction tubes.....	257 21	
	<i>Carried forward</i>	21,266 93	64,144 60

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	21,266 93	64,144 60
	GENERAL ACCOUNT.—Continued.		
J. C. Hamel.....	Storage.....	28 98	
Mrs. F. Caron.....	Powder bags.....	16 50	
H. Faber.....	Printing.....	95 07	
Grand Trunk Co.....	Freight.....	5 80	
Jno. Black & Co.....	Coal bags.....	236 35	
E. Berrigan.....	Clearing snow.....	25 00	
J. Carroll.....	Advertising.....	15 00	
L. Coulombe.....	On account conveyance and freight.....	140 00	
J. D. Marson.....	Guys.....	24 70	
Giroux & Frère.....	Medicines, etc.....	239 90	
H. L. Scott & Co.....	Hardware.....	34 00	
G. F. Cary.....	Advertising.....	36 08	
A. Coté & Co.....	Printing.....	16 94	
W. H. Scott.....	Glass-cutters.....	29 05	
Cap. Graburn.....	Salary.....	89 83	
National Alarm Co.....	Fog-horns.....	60 00	
Tim. Peters.....	Lumber.....	36 17	
Quebec Gulf Ports.....	Freight.....	20 50	
Jos. Boivin.....	Hardware.....	32 77	
S. Bedard.....	Pumps, buckets, &c.....	510 67	
Belanger & Garipey.....	Hardware.....	23 77	
H. Faber.....	Advertising.....	7 84	
Corporation of Pilots.....	Services.....	32 40	
M. Thibault.....	Powder bags.....	5 00	
A. Nicholl.....	Freight.....	5 11	
Lemieux & Noel.....	Galvanized iron.....	5 65	
J. Tranquille.....	Blocks.....	16 30	
H. Dunning.....	Ventilator.....	12 00	
E. Dugan.....	Sawing wood.....	24 00	
Audet & Robitaille.....	Rope.....	9 09	
M. Fitz Henry.....	Powder bags.....	6 67	
Ford & Anderson.....	Repairs.....	25 47	
Mrs. Montreuil.....	Making bags, life-preserver.....	31 40	
Mrs. Whelan.....	do do do.....	8 68	
F. N. Gingras.....	Paint.....	37 80	
P. L. Rouillard.....	Powder bags.....	9 33	
P. Gauvreau.....	Cement.....	3 20	
J. Lebrun.....	Passage.....	6 00	
J. J. Foote.....	Subscription.....	6 00	
H. L. King & Co.....	Nautical magazine.....	9 54	
J. N. Front.....	<i>Monetary Times</i>	4 00	
J. Lachance.....	Bags for powder.....	7 47	
Ross & Co.....	Freight.....	5 18	
			23,262 14
	BUOYS AND BEACONS.		
	Maintenance and repairs.....	2,121 09	
	New buoys.....	2,347 90	
			4,468 99
	SCHOONER "J. W. DUNSCOMB," ENGAGED IN SUPPLYING LIGHT-HOUSES.		
J. Levesque.....	Firewood.....	11 50	
C. A. Despres.....	Expenses.....	25 00	
L. Gagne.....	Repairs and galley.....	39 65	
C. Thibault.....	Washing.....	6 00	
Quebec Harbour Co.....	Moorage.....	3 00	
J. M. Tardevil.....	Painting.....	6 00	
F. Gagnon.....	Wages.....	43 60	
A. Talbot.....	Passage.....	24 40	
	<i>Carried forward</i>	159 15	91,875 73

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward.....</i>			91,875 73
<i>ACCOUNT OF SCHOONER "DUNSCOMB."—Continued.</i>			
Pay List, wages.....	June.....	395 97	
E. Gourdeau.....	Wages.....	20 00	
R. Côté.....	Freight.....	4 75	
L. Marvois.....	Vegetables.....	29 40	
J. Marmen.....	Firewood.....	15 00	
			624 27
Total Expenditure.....			92,500 00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant

APPENDIX No. 3.

REPORT OF THE NEW BRUNSWICK AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED THE 30TH JUNE, 1874.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,
St. John, N.B., December 16th, 1874.

To the Honourable ALBERT JAMES SMITH,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the following Report of the different operations undertaken and carried out by this Agency of the Department for the year ended the 30th June, 1874.

In looking at the results of the year, the numerous and important changes made in the service resulting in a considerable saving without impairing in any degree its efficiency; the great responsibility of the Department, especially on those dangerous coasts in providing for the security of valuable lives and property. I cannot forbear referring to the promptness which all matters, minute as well as important, in connection with the Public Service have received at your hands. Many questions, intricate in detail and requiring a thorough knowledge of commercial and legal affairs, have had your careful and painstaking investigation, and with beneficial results to the Department. I take great pleasure in referring to the readiness of access which I have always obtained at your hands when the necessity of the service required it.

LIGHT-HOUSES AND COAST SERVICE.

The district under the supervision of this Agency of the Department embraces all the light-house stations on the coast of the Province of New Brunswick situated in the Bay of Fundy, River St. John, Straits of Northumberland, and Bay de Chaleur; all the buoys and beacons, fog-whistles, hospitals, and temporary lodgings for sick and distressed seamen who may be landed upon our shores; all fog-whistles and light-houses now in course of construction; all the foregoing contained in the coast district above mentioned, together with the various accounts connected with the above works, for new buildings, repairs, supplies and the accounts of Fishery Branch.

LIGHT-HOUSES.—There are fifty-five lights kept up by this Agency of the Department, and these require the attendance and supervision of forty-seven light-house keepers.

FOGWHISTLES.—There are four fog-whistles in operation on the coast of this Province and three in course of construction.

EXPENDITURE.—The total amount of expenditure for the maintenance of lights, support of the coast service with repairs and improvements, for salaries of light-house keepers, engineers and other officers and employes, for the fiscal year ended the 30th June, 1874, was \$49,496.27.

A detailed statement of the expenditure of the different services in this branch of the Department will be found under their respective headings in the Appendix annexed to this Report; and in referring to the different items of expenditure I may be permitted to notice other outlays on works of an important character at some of the stations, either finished or still in progress, up to the close of the calendar year, in addition to the regular expenditure of the fiscal year, ended the 30th June, 1874, to which this Report is intended specially to refer.

ORDER OF REFERENCE.—In noticing the different light-house stations, I shall refer to them in the following order, viz:—First, Those on the southern coast of the Province

beginning with the stations at the head of the Bay of Fundy and including those on the St. John River. Second, Those on the north shore of the Province to include the stations on the Northumberland Straits and those in the Baie de Chaleur.

GRINDSTONE ISLAND.

This is the light-house station nearest the head of the Bay of Fundy and is opposite St. Mary's Point. During the past year the light has been maintained in excellent order by the keeper, Mr. J. R. Styles, and no expenditure, other than that required for the usual expenses of sustaining it, has been incurred during the fiscal year.

I visited this station and delivered the usual year's supplies on the 17th May. I found that the small half-inch flat wicks which I alluded to in my report last year were still in use. The reflectors, which are of English manufacture, heavily plated, required to be burnished; it was not deemed advisable to remove them until the close of navigation, when Mr. Styles was directed to forward them to me for the above purpose. Both the light-house and dwelling-house of the keeper have had a fresh coat of paint which adds to their appearance, and they are at present in excellent repair. In bringing to your notice the small-sized burners in use at this station, and the change deemed advisable in order that this light may be uniform with others along the coast, which have been fitted out with improved burners, you were pleased to direct that the large flat wick mammoth burners, should be substituted for the smaller burners, in order to increase the amount of light. I beg to inform you that this has been attended to, and the mammoth burners are now in use. The additional brilliancy and power of the light thus obtained has already compensated for the cost of the change.

The alteration was effected in October, at a cost of \$12.00, and this charge does not therefore appear in the accounts for the present fiscal year.

CAPE ENRAGE.

This station I visited on the 17th May and was in charge of Mr. Tingley. The lighting apparatus was found to be in good order, but some improvements were found necessary to the light-house. These included re-painting of the building and repair of the railway on the tower around the lantern. The work has since been attended to, and the station is now thoroughly equipped.

QUACO.

The light-house is situated on a reef of rocks a short distance from the mainland; without this beacon to warn him, the navigator would find this spot one of the most dangerous in the Bay of Fundy. The reef, with the exception of the portion on which the light-house is erected, is covered with water at high tides. During the prevalence of easterly and southerly storms, so much dreaded on this coast, the light-house is exposed to the full force of the sea, and the waters dash with great violence against the block which surrounds the light-house, frequently the spray reaching far up on the light-house itself. Owing to the almost constant wear of the waves, most of the timber on the east, south and west sides, have become partially decayed, and during the tremendous gale that prevailed on the night of the 30th November, 1872, the western part of the block gave way, leaving the light-house on that quarter exposed to the force of the waves. Temporary repairs to protect it from the storms during the ensuing winter were made by Mr. Joseph Carson, of Quaco. Early in the following season he was again employed to build a small block on the western side, replacing the breach and connecting the portions of the block which were left in tact, and escaped the force of the storm on the 30th November. This, with repairs on the other parts of the block, has given the light-house a protective wall of considerable strength, and made it safe, in all probability, for some time to

come. The total cost of labour and materials for repairing the damages of the storm, and further strengthening the block, was \$730.34. The style of machinery by means of which the flash light is produced is of a very rude and primitive description, and I am surprised that it has so long and regularly continued, with some few exceptions, to supply what is required of it. But in a dangerous place, such as this, when the best machinery available is required to give a flash light, rated on time to vessels passing up and down the bay, it is very desirable that the rough, and now unsafe piece of machinery should be replaced by a more modern and effective apparatus.

CAPE SPENCER.

The light at this important station on the east side of the entrance to St. John Harbour, is kept in thorough and effective working order, and still continues to maintain the high reputation of being the best light in the Bay of Fundy. We frequently receive reports from mariners and others, stating the great distance at which this light is seen.

The light is a revolving white and red alternately for periods of forty-five seconds each, and an interval of forty-five seconds.

This light is situated on the pitch of the cape on the New Brunswick side, six and a half miles east from Partridge Island; throws its reflection to a great distance on each side and across the bay towards the Nova Scotia shore.

During the past year there has been expended in opening and bridging the road leading from the public highway on the main land to the light-house the sum of \$215.40. This road, when completed, will be about one mile in length, and will be of great convenience in carrying to the light-house oil and other supplies that are required. The work was put at public competition, and given to the lowest bidders, Messrs. Joseph Stanley and H. Armstrong.

The portion of the road on which work has been done does not extend to the light-house, but over a swamp which forms the worst part of the proposed road. There will require to be expended on this highway, until completed, a small sum annually, about \$200. More will be required to complete the work.

In order to keep the frost out of the machinery at this light-house, it has been found necessary to supply a stove for the winter months. The sum required for this and the pipe and fittings amounted to \$33.25. The above items of expense are all that have been made at this station during the year, beyond the ordinary bills required for the maintenance.

PARTRIDGE ISLAND.

The light on Partridge Island is also kept in that efficient condition that the importance of the situation demands. Its expenses during the fiscal year have been only the ordinary outlay required for its support. These amount to \$526.25, which includes the keeper's salary.

On the 4th of December, 1873, Mr. Alex. Reed, who had been keeper of the Partridge Island Light-house for nearly forty years, was compelled to give up his position owing to ill health.

The charge for the lights was given to Mr. James Wilson, who had been engineer of the fog-whistle, and for the double duty assigned him of taking charge of light and fog-whistle he has been given a salary of \$800 per annum, out of which he pays an assistant. By this arrangement of combining the two services, an annual saving to the Department of \$400 is effected.

BEACON LIGHT.

This light is situated in the Harbour of St. John, between Reed's Point and Partridge Island.

The block on which it is erected has been repeatedly injured by violent storms. On such occasions, with the wind from the south-west meeting the current that flows

out of the harbour, raises the billows to an enormous height, and they are dashed against the block with such violence that they sometimes pass completely over it, and several feet up against the light-house inside.

The repeated shocks that it has withstood from the almost resistless force of the breakers, have loosened and broken the fastenings and bolts of the foundation timbers. The consequence is that after almost every violent storm the block is required to be put in repair. During the past year the sum of \$822.75 has been expended upon it, chiefly in repairing the damages from the elements.

After the storm of the 18th of November, 1873, the keeper's boat was found to be broken and the davits swept away.

It is very evident, upon a thorough examination of the block, that it will require to undergo repairs to render it in its peculiar position, proof against the violence of the heavy seas that sweep up the harbour.

The foundation has, to some extent, become undermined. The block timbers have spread and worked loose, particularly on the east and west sides. To make this repair permanent, it will be necessary to remove the old covering and replace and rebolt the timber. The facing will require to be removed and to be extended below the timbers sufficiently to prevent the water forcing itself under and undermining the foundation logs.

To carry out this plan will involve a considerable outlay, as there must necessarily be a large amount of time lost on account of the work having to be done between tides; by an early completion of more substantial foundation, however, the Department will remove the risk that is attached to the present unsafe condition of the light-house.

The necessity of making it a solid and enduring structure has been frequently represented to the Department in reports as to its condition. On the 18th September, 1873, the following was forwarded to the Department as the effect of the storm on that date:

"The gale of the 18th September caused much damage to this structure. Mr. Clarke, the keeper, reported the waves ran ten feet high over the block up on the tower and cleared all the shingles off; also swept his boat and tackle away, and fears it has damaged the foundation of the block. Mr. Clarke states, notwithstanding the quantity of ballast put into the block last summer, yet the waves made it tremble in every part; and further states that the whole structure would probably have gone if it had not received the additional repairs and ballast last year.

"There is no doubt but this block will have to undergo such repairs as will make it safe and permanent.

"The storm of the 13th February damaged the dioptric lantern; the jar loosened some of the prisms so that they dropped out of their sockets. Mr. Hevenor was sent down immediately to repair the damage."

POINT LEPREAUX.

This station is one of the most conspicuous and important in the Bay of Fundy. It is now a telegraphic station; also, vessels going in and out the Bay are noticed and the intelligence flashed to St. John. The telegraph office is in the dwelling of the keeper of the lights, and his daughter, Miss Thomas, is the operator, and receives for her services a yearly salary of \$150 from the Marine Department. In addition to the record of vessels passing in and out, a report of the weather at Point Lepreaux is dispatched twice a day to the telegraph office in St. John, posted up in the Board of Trade rooms and published in the daily papers of the city.

The setting apart of the principal room for office purposes is a source of much inconvenience to the keeper, who has a large family. His dwelling is a small one, and an addition to it is much needed.

Several important alterations have been made in the lights at this station during the past year. The old lamps and reflectors were totally unfit for so conspicuous a station, and were removed and replaced by large burners and reflectors, which display a brilliant light. The change has been most marked, and great satisfaction to all interested in the result.

The change in the lights, which included two sets of lightning apparatus in two lanterns, renders this light-house equivalent to two ordinary ones.

The lanterns are of the old style, with small panes of glass, seriously obstructing and cutting off a large body of light which is therefore lost. The substitution of improved lanterns, with large panes of glass, would utilize all the light and increase its effect.

The total amount of expenditure at Point Lepreaux station during the year, including the new lamps and reflectors, was \$1,250.17.

BLISS ISLAND.

The light-house on Bliss Island exhibits a red fixed light visible from all points of the compass, except between N. and N. E. by E. The keeper is Mr. Jarvis Clarke. This station was visited by me in company with Mr. Joseph Tomlinson, who was on a general tour of inspection of lights in the Bay of Fundy.

The supplies were delivered on the 14th May, and the lighting apparatus was found in good order. Beyond the amount paid for the support of the light, there has been no expense incurred during the fiscal year, except \$14.50, which will be explained in the accounts. \$250 has since been paid for the purchase of a piece of land on which the light-house is erected, and to embrace a wood lot adjoining. The boundaries are as follows:—Beginning at a marked fir tree, standing on the N.E. side of a gulch about sixteen rods N.E. of Sand Cove, on the N.W. side of Bliss Island; thence running S. 45 degrees east fourteen chains and 50 links to a marked fir tree, standing on S.E. side of said island; thence following the shore westerly and easterly to the place of beginning—containing six acres more or less. Its acquisition is of value to the Department for several reasons: It has a growth of small timber which will furnish a supply of fuel for many years to come; it also gives the Department possession of the ground on which the light-house stands, and provides accommodation for other buildings if necessary; and it provides for a suitable landing place to the station. The ground was selected by Mr. Jarvis Clarke, the keeper. Four acres are thickly wooded, and contain probably from 80 to 100 cords of wood, in addition to wood which the keeper has cut for fuel since the erection of the light-house in 1871.

The keeper lives in the light-house, which affords him but narrow accommodation. He has made several applications for an addition to his present quarters, or the erection of a small building adjoining the light-house. The acquisition of the land above named would enable the department to do so if deemed advisable.

HEAD HARBOUR.

Head Harbour station is situated on Campobello Island, near the entrance to Eastport. After I had visited this station on the 10th July, 1873, I made and transmitted to the Department the following report on its condition:—"The landing-ways had been carried away, and we found some difficulty, owing to the rolling of the surf, in making an approach to the shore. The former landing had not been in its proper place. Having selected a site better adapted for a landing place, to be built at a less outlay, I have put it in course of construction; and when this work is completed, the supplies may be landed at any time, and the keeper's boat launched and drawn up on the shore with safety. The lamps were in good order, but the burners were the small-sized flat-wick kind and the tops gone, the burners keeping their place without any fastenings. I expressed to Mr. McLaughlan, the keeper, the danger there was in having them in that state. The large burners should replace those now in use. The chimney of the dwelling-house is in a dangerous state, and the roof requires shingling. Altogether, the station was in a dilapidated state."

On the receipt of this report by the Department, instructions were issued to have the necessary changes and repairs carried out. I have great pleasure in stating that the work had been completed.

The mammoth flat-wick burners have been substituted for the small half-inch flat-wick previously in use at this station. The new landing-ways on completion proved

to be of great accommodation in landing the supplies at this station. The steamer can now discharge the stores without loss of time, which are at once transferred to the light-house. This has effected a great saving in time and expense, as, previous to this necessary accommodation being provided, the steamer was detained for a day or two to land supplies, the detention in a single instance causing a loss more than equivalent to the cost of the new landing-ways. This saving of time was especially observed in landing supplies the present year. The year previous, which is the fiscal year of this Report, we were occupied nearly a week in that service; in this year of 1874, all the stations west of St. John were visited and supplied with stores within two days.

Head Harbour Station was visited during the summer of 1874 by several gentlemen belonging to the United States Marine Department, while on their tour of inspecting the light-houses on the coast of Maine.

I am informed that they expressed great pleasure in observing the changes made in the lights, and in the general improvements the station had undergone in all particulars. They made a sketch of the new landing-ways, with the intention of adopting them at their stations. I have also great pleasure in subjoining the copy of a letter which was forwarded by Captain Pike, Commander of the Steamer "City of Portland," of the International Steamship Company's Line; also one from Captain E. B. Winchester, commanding the Steamer "New York," of the same line, a gentleman well known and highly esteemed by the citizens of Saint John. The long period that this gentleman has navigated these coasts as Commander of various steamers of this line, to the popularity of which he has in no small measure added, and the opportunities he has had of judging of the efficiency of our coast service, render his opinion and recommendations of more than ordinary value.

"The captain and pilots of the Steamer "City of Portland" are pleased to testify to the great improvement in the lights upon the coast of New Brunswick, between Cape Spencer and East Quoddy. They are now visible from fifteen to twenty miles—double the distance they could be seen before the change. A bell at East Quoddy would add greatly to the safety of vessels and steamers approaching the coast."

"STEAMER 'NEW BRUNSWICK,'

"SAINT JOHN, N.B.

"J. H. Harding, Esq.,

"Agent of Marine and Fisheries Department,

"St. John.

"I have great pleasure in informing you that the increased number of lights, together with the very marked improvements which have been made by increasing the power of the old lights in the Bay of Fundy, by which the dangers of navigation in this bay are very greatly reduced: the fog-whistle recently erected on the North Head of Grand Manan, together with those on Machias Seal Island, Point Lepreaux and Partridge Island, the mariner is now able to navigate the bay during thick and foggy weather with much less risk of life and property than previous to these valuable guides, which I find are well attended, and can be reckoned on with great safety. While on this subject, I would wish to call the attention of your prompt and energetic Minister to a want that has long been required and has been the subject of frequent discussion by the International Steamship Company, as well as mariners generally trading on the coast near the entrance of Passamaquoddy Bay, viz.: the necessity of a steam fog-whistle at Head Harbour Light-house.

"The fog-trumpet is found not to be sufficient in thick weather, when the wind is from the east-ward, and surf breaking on the shore. A steam-whistle of small power would answer the purpose, and be a guide to all the harbours adjacent in thick and foggy weather, also a warning of the approach to that dangerous coast.

"(Signed)

Capt. E. B. WINCHESTER."

Before leaving this subject, I may refer to another advantage, which the new landing-ways possess in enabling the keeper to launch his boat at any time of the tide,

without the danger of having it dashed to pieces, as was the case formerly. In the event of a wreck, the keeper can launch his boat even though the surf was rolling heavily on the shore, and go to the rescue of those in danger, re-landing in safety, where before it would have been very dangerous.

The lantern is of the old style, but the glass is not so small as at Point Lepreaux or Quaco light-houses. The amount expended at this station, for iron and repairs, has been \$317.19, and for new lamps and expenses for changing them \$33.35.

SOUTHERN WOLF.

I found on visiting this station on the 14th May, 1874, that the repairs recommended to be carried out in my Report for 1873, had been completed. The keeper, Edward Snell, informs me that the building is now in an efficient state and comfortable. The tank in the cellar has been restored, and he is now enabled to keep water and vegetables during the winter. The shed on the north side of the station protected the main building from the cold northerly and westerly winds, and the house is now comfortable and tenable.

The lighting apparatus is in good order; as the light is a revolving one, great care is necessary, in order that the revolutions may be performed with accuracy.

With reference to landing supplies at this station, I beg leave to refer to my Report of last year, as follows:—

“There is no landing at this place; the supplies are rolled up over the jagged rocks at low water, but at high water, they can be delivered with less difficulty; at best, it is a wild and dangerous spot to approach, there being always a heavy swell or roll on one side or the other of the Island. There are two places where the stores can be landed, if the sea is not heavy: one on the west and one on the eastern side, that on the eastern side being the best; a small wharf or block could be built on each side at the top of high-water mark, when the supplies could be deposited till they could be got up to the light-house, &c.

SWALLOW TAIL.

“On my return from this station in 1873, a full statement was sent to the Department, of the dangerous state in which this light-house was found, together with the damages done by the Saxby Gale, the landing-ways being carried away at that time. All the light-house stations suffered most severely by that tremendous gale, and this has rendered a considerable amount of expenditure necessary that otherwise would have been avoided. Very little, however, had been done to those light-houses, since they have been placed in the hands of the Dominion Government. At the present time, the dwelling house at the Swallow Tail station needs repairing as well as some improvements.” I visited the Swallow Tail Station in company with the General Superintendent of Light-houses on the 17th May; the building and apparatus were inspected and found to be satisfactory. The general appearance of the house and surroundings is neat and clean. The lantern top, the draft to which was not good, has been altered, and the lights now burn brilliantly. The following Report was received from the light-keeper, dated Sept. 20th, 1873:—

“J. H. HARDING, Esq.:—

“SIR,—I have the honour to report that the repairs to this station are completed, with the exception of painting exterior of light-house, and erecting the crane at the foot of launch-way.

“We rebuilt the foundation of platform for the capstan, and upon it erected a building 19 x 22 feet on the ground, 10 feet post, with strong frame, well boarded, clap-boarded and shingled. This building is situated at the head of launch-ways and boat-landing, and contains the capstan and winch for hauling up the car, as well as being a suitable place for our boat, which we have been obliged to keep in the light-house, a long distance from the landing.

"I notice what you say about the expenditure upon this building, but I can assure you that it would have been useless to erect a common shed upon this station, exposed as we are to every wind that blows. I am sure you will be satisfied when you inspect the work.

"We repaired the road up the hill near the bridge, and put down new posts, upon which we secured the chain up the hill. This was very much needed, as upon this road we bring our water for the station in time of drought. We also repaired the dwelling-house, tore down and rebuilt the chimney, rebuilt the underpinning under light-house, repaired the walk from dwelling to light-house, and rebuilt the launch-ways with new timber, (one hundred and fifty feet,) and with the exceptions before stated, the station is in complete repair.

"I herewith transmit the bills for wages and materials. Oliver Kent worked eighteen days with the stone mason from St. John, which made his time longer than the other men's. I also herewith transmit the dimensions of car for launch-ways, &c. I did all I could to forward the work by assisting the workmen every way I possibly could, and trust that my proceedings will be satisfactory to the Department.

"I have, &c.,

"(Signed), J. W. KENT."

MACHIAS SEAL ISLAND.

I visited this important station, with Mr. Tomlinson, on 15th May. The work done on this island during the past year has been considerable. A fog-whistle was erected, with an adjoining coal shed, from which a railway track affords communication with the shore. This has been of the greatest service in landing the coal on the island. The car is worked by a rope connected with the machinery in the engine-house, and the coal delivered at once up into the shed adjoining.

The large new light-house had been painted, and the lighting apparatus was found to be in good order, showing that proper care and attention had been given to it.

The old light-house, on which there had been no expenditure for many years, was examined by Mr. Tomlinson, who will, no doubt, advise the Department with reference to it. I have previously reported on its inefficiency in its present state, and since the construction of the new light-house, its small size and less brilliant appearance seem still more defective. I am not aware what Mr. Tomlinson will recommend in his report, but I am satisfied that his judgment is most reliable, and what he will propose will be in accordance with the requirements and the necessities of the service.

Captain Purdy, who was employed in delivering coal at the different stations, reports on the great advantage of the landing-ways and rail track connected therewith at this station. The coal was taken to the shed as fast as it could be delivered from the vessel.

Mr. James Ackroyd was appointed engineer at this station, and entered upon his duties on the first of October, but his services were dispensed with on the 23rd March, and Mr. J. H. Crosby appointed in his place. He performed the duties of the situation satisfactorily up to the 4th September, when he was relieved at his own request, his family not being willing to reside on the island. Mr. Wright Edmondston, the present incumbent, a well qualified engineer, was appointed to the situation after Mr. Crosby's resignation, at a salary of \$1,000. Out of this he pays an assistant, another competent engineer, and takes charge of the two light-houses. Mr. John Conley, who had been light-house keeper at this station for over thirty years, had removed from the island, as it was deemed advisable by you that so important an out-station as Machias Seal Island, which was only approachable in very calm water, should not be entrusted to one engineer alone. Mr. Conley removed to St. Andrews, where he now resides, and holds himself ready to perform any duties the Department may require at his hands. By his long term of service he considers himself entitled to be placed on the superannuation list.

GANNET ROCK.

This rock is situated about eight miles south of Grand Manan, and is very little larger than the light-house which stands upon it. It marks a line of wild and dangerous rocks and ledges which extend nearly across to Machias on the west. As a great many of these rocks are covered at high water, and lie in the path of vessels entering or leaving the bay, they have always been dreaded by the mariner, and many valuable lives and much property have been sacrificed here.

The following is a record of the vessels wrecked on these rocks in recent years, for which I am indebted to Mr. Wm. Hatfield, pilot of this port:—The “Queen,” owned in Liverpool, G.B., Burnten, master, was wrecked, and only one seaman out of a full crew was rescued from a watery grave. The “Imperial” was lost, with all hands, on the 20th April, 1869. A Yarmouth ship and a brig loaded with railroad iron were also lost here. The ship “Parkfield,” from London, with a general cargo, was lost on the old Proprietor Rock in the south channel, seven miles from Gannet Rock. On this rock an iron Spindle Beacon is about being erected, to which allusion is made in another part of this report. The light apparatus at this station is dioptric, giving a flash light. The light is well maintained; I observed very distinctly the flashes from it at Cutter on the mainland, a distance of some twenty miles. Mr. W. B. McLaughlan is the keeper at this station and employs Mr. Andrew Guptill, as assistant, who lives permanently at the station. He has been in that position since November, 1873.

SAINT ANDREWS.

The light-house at this station is situated near the public wharf of the town. The structure is old and somewhat dilapidated from the long wear and tear of the elements. The whole block and foundations of the light-house are considerably decayed. There was no extra expenditure on the buildings during the last fiscal year, beyond the amount of \$42.67, paid for repairing the chimney and kitchen which were in a very dilapidated state.

Mr. George Pendlebury is the keeper of this station and has kept the premises in a respectable condition, considering the difficulties he has to contend with.

A part of the light-house foundation had been strengthened some years ago, but owing to the fact that the building is not in the proper place and of little service, comparatively with other buildings of this kind, it has been prudent to expend very little money upon it.

The most conspicuous place for a light-house, and where it is most needed, is a spot out on the eastern sand bar. With reference to the choice of this as a site for a new light-house, I beg to submit to your consideration the following letter, received from William Whitlock, Esquire, which was handed to me while in Saint Andrews, and a copy of which has already been forwarded to the Department. Mr. Whitlock, is one of the Commissioners of Buoys and Beacons for the Port of Saint Andrews.

(Copy).

ST. ANDREWS.

“SIR,—When Mr. Harding was here recently, I drew his attention to the necessity of a block being erected on reef, about a mile outside the western bar, toward the American shore. The reef covers a large space and is very dangerous to vessels working up river towards St. Stephen, as well as vessels approaching this harbour. Her Majesty’s ship “Niger” ran on it in June, 1866. It was fortunately flood tide, or she would have been seriously injured. There was always a permanent block on this reef, until some years past it was carried away, being a very old structure. There is also another impediment in the navigation of the inner Bay of Passamaquoddy; the Sand Reef (so called) there is a block thereon, in thick weather and in the night it is not a sufficient mark, and vessels often run into this, and it should have a light-house thereon. It lies directly in the track of vessels going up the Bay from West Quoddy

"and Head Harbour, to St. George and Digdeguash, where many vessels load; also, it is in the immediate track of steamers and vessels coming through the Le Tete passage to St. Stephen and also those bound to St. Andrews. This Mr. Harding's attention was called to, who saw the necessity of a light for the safety of vessels.

(Signed) WM. WHITLOCK."

Another very important place where a small beacon light is required, is on Point Midgie, at the entrance to the harbour of St. George, north of the Magaguadavic River. A large number of vessels load here every year, and it is one of the places of call for the steamer "Edgar Stewart," for the accommodation of the people of St. George, Pembroke and the surrounding country.

ST. JOHN RIVER LIGHTS.

There are nine stations on the St. John River, including three on the Grand Lake two of which were erected last year, one on Robertson's Point, and the other on Fanjoy's Point.

I have visited the following Lights during the year: "No Man's Friend" at Jersey; the light at Cox's Point, Head of Grand Lake; Fanjoy's and Robertson's Points, near the entrance to Grand Lake.

No extra expense has been incurred at any of these stations during the year, beyond a trifling amount paid for an extra light at Cox's Point, introduced into the same lantern, and which serves as a guide for vessels entering Cumberland Bay.

All the beacon lights in the river have been newly painted, except that on Green Head, which requires it, and the work will be attended to during the coming season.

THE NORTH SHORE LIGHT-HOUSES.

The light-houses in the Gulf of St. Lawrence were visited by Mr. James Mitchell, whose report is hereto annexed.

At Shippegan, Tracadie and Neguac Gulleys, a small beacon light in front or rear of the lights at those stations, would enable vessels and boats to enter these channels by night with more safety. It would not be very easy to estimate the great benefit that has been conferred on seamen and fishermen, by the erection of those lights on those dangerous inlets that abound on the coast of Northumberland and Gloucester Counties. During the short time they have been in operation, their friendly light has guided many a hardy fisherman in safety through the narrow gullies, and many lives and much valuable property—valuable, because it consists of their all—is yearly saved to these men by means of these light-houses.

On entering the duties of my present position, in the first Report I made, I brought to the notice of the Department the necessity of light-houses being erected at these gullies, as I was well aware of the enormous amount of property that passed through them yearly, and at that time without a single light to mark their entrance, since which light-houses have been erected at the following places, viz:—Shippegan, Tracadie, Tabusintac and Neguac Gullies.

FOG-WHISTLES.

There were in operation on these coasts, up to the end of the fiscal year, 1874, four fog-whistles, and up to the end of the calendar year, 1874, six fog-whistles, not including the one at Point Miscou, now ready for service, but which may not be put in operation before the opening of navigation next year.

PARTRIDGE ISLAND

There were two boilers at this station, both of which needed repairing; the larger boiler was considered by Mr. Wm. M. Smith, of sufficient power to drive the new engine,

in course of construction, for a time, as well as the whistle at this station. The small engine and boiler which had been in use there for many years, were removed to the foundry, where they were repaired and sent to Cape Enrage. The total cost of changes and repairs, performed by contract by Messrs. Clarke and Stackhouse, in connection with the Partridge Island station, was \$800, and by Messrs. Allan Brothers \$282.47. There was paid to Messrs. Clarke and Stackhouse, for removing the old boiler and engine from Partridge Island, and delivering them at the foundry of Messrs. Allan Brothers, Carleton, \$289. Messrs. George Fleming and Son's bill of repairs during the year was \$143.69. The amount paid Messrs. Allan Brothers for the new engine, the work being done under contract, was \$879. The total expenditure at that station, including salaries, the repairs above named, and for ordinary maintenance, was \$3,975.54. The quantity of coal delivered was eighty tons.

FOG-WHISTLE, POINT LEPREAUX.

The amount of expenditure at this station during the year has been \$1,289.13. The quantity of coal delivered was eighty tons, costing a total of \$280 at the mines, or \$3.50 per ton delivered on board the vessel. A new whistle was supplied to this station at a cost of \$80. The sum paid for the freight of coal, including cartage from Dipper Harbour and Thompson's Cove, was \$3.00 per ton, amounting to \$240.

FOG-WHISTLE MACHIAS SEAL ISLAND.

The whistle at this station is the most powerful in the Bay of Fundy, and has been maintained in a very efficient condition during the year. Mr. Wright Edmondston is the engineer now in charge of this station, having an assistant who is himself a well qualified engineer. Mr. Edmondston also has charge of the two light-houses on this island, receiving a salary for both services of \$1,000 per annum, out of which he pays the assistant engineer. The matter is more fully referred to under the Light-house Service Report.

The expense of coal delivered during the year amounted to \$371.25, and was landed by the schooner "Ella G. McLean."

CAPE ENRAGE FOG-WHISTLE.

A new dwelling-house has been erected at Cape Enrage station, adopted for two families; this was found necessary, as a fog-whistle was in course of erection, and the old light-house which was occupied as a dwelling was untenable and has been so reported for several years past. At best the old house could only accommodate one family, owing to the small size of the building. The erection of the fog-whistle made it necessary to provide dwelling-house accommodation for the engineer and his family. A new dwelling-house of sufficient dimensions to accommodate two families has been constructed and is now occupied by the light-house keeper and engineer. Mr. William S. Starrat was appointed to the charge of this station on the 9th of October, 1874, at a salary of \$800 per annum, out of which he pays the salary of a competent engineer as an assistant, Mr. Starrat having principal charge of both light-house and the fog-whistle.

The Fog Alarm at this station was put in operation on the 20th of October, 1874, and a notice to that effect was issued by the Department at that date.

The value of a Steam Fog-Whistle at Cape Enrage cannot be over estimated. An extensive and dangerous reef of rocks, at this point, extends far out into the bay, and is covered at high water. The reports from this station are, that the fog-whistle works satisfactorily, and the light is well maintained, with the beacon to enable the sailor to distinguish the Cape on dark but clear nights, and the whistle sounding its alarm in thick and foggy weather; the dread which this Cape and its frightful ledges have excited in the past, has now given place to a feeling of confidence and security.

The mariner, with this guiding point to direct his course along the dangerous part of the coast, can take his position and bearings in thick and foggy weather, and thence traverse the "Chignecto Channel" to the various ports at the head of the Bay.

GRAND MANAN FOG-ALARM.

The Fog-Whistle at this place was not put into operation until the 1st July, 1874. The delay was owing to the destruction, by fire, of Messrs. Allan Brothers foundry, Carleton, in consequence of which an extension of time was granted to this firm to complete the work. The whistle has been in operation since the above date, during foggy weather, and is in good working order, and is frequently heard at Eastport. Its services have already been very highly spoken of, and it must continue to prove a great boon to those navigating the Bay. The following notice was issued on the 1st May, 1874:—

"NOTICE TO MARINERS, No. 8, OF 1874.—Notice is hereby given, that a steam fog-whistle has been erected on the north-west head of Grand Manan, in the Bay of Fundy—latitude 44 47 9 N., longitude 66 45 7 W."

The whistle is erected on the extreme north-west head of the island, and is elevated 80 feet above high water. In thick weather, fogs and snow storms, it will be sounded, so as to give three blasts of four seconds duration in each minute, with an interval of sixteen seconds between each blast. The whistle was put in operation on the 1st July last.

SCHOONER "ELLA G. MCLEAN."

On the 20th September Capt. J. N. Purdy was directed to take command of the Government schooner "Ella G. McLean, and fit her for coaling the fog-whistles in the Bay of Fundy. On the 10th October he started for South Joggins, there to load a cargo of coal for Machias Seal Island Fog-alarm. Capt. Purdy took on board supplies for Cape Enrage Light-house, which were landed on the 11th, and arrived at the Joggins the same day. The vessel was loaded, and sailed on the 15th, and arrived at Machias Seal Island on the 17th. It being too rough to land, he proceeded to Little River for shelter, where he was obliged to remain until the 22nd October, when he sailed for the Island, and landed the lumber for the coal sheds; but a strong wind rising, and the sea becoming rough, he was obliged to run again for a harbour at Little River, where he was forced to remain by stress of weather until the 25th October, when the storm having subsided he again proceeded to the Island, and was enabled, by the assistance of Mr. Clarke's men, to land 85 tons of the coal. On the 27th October, the wind blowing strong, he was again obliged to seek shelter until the 29th, when hearing a gun he proceeded again to the Island, and when within $5\frac{1}{2}$ miles to windward of it he heard the fog-whistle; although there was only 20 pounds of steam on at the time, he could hear every blast very distinctly. At the Island he took on board D. W. Clark and his crew, and proceeded to Saint John, where he arrived at 6.30 p.m. November 1st. As an easterly gale prevailed, Capt. Purdy remained at Saint John till the 8th November, on which date he again started for the Joggins coal mines, and took on board a cargo of coal for the fog-whistle at the north head of Grand Manan. He sailed from Joggins with a cargo of coal on the 11th, at 4 p.m. arriving off the Island on the 12th instant; it being too rough to land, he ran the vessel to Bliss Harbour to await a favourable opportunity to deliver his cargo. He remained there until the 16th, when he approached the Island and delivered four boat loads of coal, and some supplies he had on board for Swallow Tail Light-house. The roughness of the sea obliged him to seek refuge again in Bliss Harbour, where he remained till the 22nd; the weather moderating, he went to Grand Manan Island and landed twelve boat loads. The sea and the wind being high from the north-west, he again sought shelter at Bliss Harbour, where he remained until the 23rd, when he proceeded to the Island and landed thirty-six boat loads of coal, making in all thirty-five tons to that station. The weather becoming boisterous he proceeded to Bliss

Island for harbour, where he got orders to proceed to Saint John; he arrived there on the 30th and delivered the balance of his cargo of coal on the wharf at Partridge Island. The "Ella G. McLean" was hauled up into winter quarters on the 9th December, 1873.

SIGNAL STATION, SAINT JOHN.

Mr. John B. Longley is the keeper of the station in this city. A suitable place has been prepared on the roof of the Custom House Building, from which the signals made on Partridge Island can be distinctly seen. Mr. James Wilson, the keeper of the light-house on the above Island, is in charge of that station, and all signals made by him at the Partridge Island station are at once repeated at the station in this city, and a record of same made on the keeper's book, a copy of which is sent and entered on the black board in the news-room; and also to the rooms of the Board of Trade in this city.

Mr. Longley also attends to the Storm-signals and Time-ball. The Storm-signals frequently arrive at night, but Mr. Longley has always been prompt and attentive to the discharge of the duties of his position; though that part requiring him to be present at his post during the night, is by no means a pleasant duty, the compensation for which Mr. Longley considers is very small. The salary which Mr. Longley receives for attending to all those different services is \$550—\$490 of which is paid by the Marine Department, and \$60 by Professor Kingston, out of which he pays the salary of a boy to carry the messages to the news-room and the rooms of the Board of Trade.

The number of vessels signalled at the Saint John station since the 11th March last, are as follows:—

Atlantic steamers.....	22
Ships.....	86
Barks.....	101
Brigs.....	26
Brigantines.....	107
Total	342

Besides signals for pilots and tug-boats.

BUOYS AND BEACONS.

The Buoys and Beacons in the different harbours, and entrance to them, are under the management of Commissioners at such ports; but the bills for general maintenance are forwarded to this office for inspection and payment.

The Commissioners have no fixed salary, but are paid by a charge of ten per cent. on the actual expenditure at their respective stations. This recompense is by many deemed inadequate for the service performed, as in many cases the time of the Commissioners is largely drawn upon.

BELL BUOY.

The Bell Buoy, at the eastern end of Partridge Island, is a most important guide to vessels entering and departing from the harbour of Saint John, and as frequently reported is anchored in an exposed position, subjecting it, as well as all parts of the moorings, to the severest tests from the rough weather. In February last, during a heavy storm on which I reported, the Bell Buoy moored at the east end of Partridge Island broke away from its moorings on the 14th of February, 1874. Fortunately it was seen by the Captain of the tug boat "Dirigo," who recovered it and brought it into port. On examining the buoy I found the shackle was broken, and it was necessary to lift one of the anchors in order to get at the lower ring. Mr. Reed advised the substitution of a stronger piece of chain from the ring to the boat. The one by which it was moored is too small for the purpose; but at the time it was pro-

cured it was the largest that could be obtained in the city; till a chain strong enough could be obtained it was necessary to place the Can Buoy at the Island for a short time.

In the foregoing report a full statement is given of work done throughout the fiscal year, ended 30th June, 1874, in addition to which, reference is made to some works completed since that date, and also of works in progress. These embrace the important repairs and alterations now about completed at the Beacon Light, in the St. John Harbour; the preparations made for the erection of iron spindle beacons on the "Old Proprietor Rock" and on "Quaco Ledges;" the erection of buoys at points near the head of the Bay of Fundy and Magaguadavic Harbours; the establishment of new light-houses on the Saint Croix River and Beaver Harbour; and two beacon lights on the Washademock Lake.

I have the honour to be, Sir,
Your most obedt. servt.,

J. H. HARDING.

REPORT OF INSPECTOR OF LIGHTS.

To J. H. HARDING, Esq.,
Agent of the Department of Marine and Fisheries,
St. John.

SIR,—I beg leave to submit the following Report on the operations of the agency under my control for the year:

LIGHTS.

DALHOUSIE LIGHT.

I visited this light on two occasions this season, and found the keeper, Louis Arseneau, at his station. The light is in a very satisfactory condition, and is spoken of very highly by captains of steamers and others.

MISCOU LIGHT.

I visited this station twice during the season, and found the lamps and reflectors in every way satisfactory. The building throughout was clean. During my visit I had the building painted with two coats of paint, and the stone foundation pointed with cement. The light-house is now in good condition.

CARAQUET LIGHT.

I visited this station once this season. The light was kept by Thomas Kerr, who was drowned during last year, and was kept by his widow until the close of the season. It is at present in charge of Narcisse Porlier, a very efficient officer. The reflectors at this station require to be re-silvered, which I intend having done after the season closes.

SHIPPEGAN LIGHT.

This light is highly spoken of by captains of steamers and other vessels passing up the Bay. Mr. Dumeresque is a very obliging and efficient officer. The light-house at this station will require a small expenditure to put a breakwater around the building, to prevent the storms from undermining it.

TRACADIE LIGHT.

I visited this station on three different occasions during the season, and have seen the light quite often when passing. It is a very good light, and is highly spoken of. The lamps and reflectors were in good order.

There was a breakwater, or wharf, built around this light-house this season at a cost of \$186. It is a good job, and quite a protection as well as an addition to the building. No other expense was incurred, except the usual supplies.

TABUSINTAC LIGHT.

I visited this station and found the keeper, Thomas Savoy, at his post. It is a fixed red light, and cannot be seen as far as a white light. A complaint was made to me in reference to this light, but upon inquiry I found it was not the fault of the keeper. The night alluded to was thick and foggy, and the light could not be distinctly seen. The lamps are in good order, as is also the building.

The keeper requires a boat or canoe at this station, as he at times requires to go off the island to the main land for wood and water.

NEGUAC LIGHT.

The light at this station is in perfect order, and is one of the best lights in the Bay. Mr. H. F. Letson, the keeper, is an excellent officer and very obliging.

PORTAGE ISLAND.

The light at this station is well kept, but does not exhibit as good a light as many others on the coast. The lamps and reflectors are the same, and should be equally as good as the others. The fault does not lie with the keeper; in my opinion it is the smallness of the glass in the lantern and the frames of the windows which obstruct the light. I have noticed this light on several occasions, and have spoken to the keeper, Mr. George Davidson, about it. He also believes it is the smallness of the glass, as he has been unable to improve it.

RICHIBUCTO LIGHT.

The light at this station is in good order. The building was painted last year, is clean, and has a good appearance. No other expenditure, other than the ordinary supplies, this season.

CASSIES POINT.

This is a revolving light, and is of great service to steamers and vessels passing up and down the Straits. This light is very efficiently kept by Mr. Charles P. Leblanc, and is spoken of very highly. The building is in a fair condition.

CAPE JOURMAIN.

The light-house at this station was very clean. The lantern is very much confined, the keeper being unable to get around them, and experiences great difficulty in getting them to trim. These lamps will require considerable repairs this season. No other expense has been incurred in connection with this light.

ESCUMINAC LIGHT.

I visited this station three times during the season. The light is in perfect order, the building throughout is very clean and neat in every particular. The keeper, Thomas Phillips, is very obliging, and gives general satisfaction.

GOOSE LAKE.

A light-house, tower and dwelling, has been erected at this place this season. Mr. Jonathan Doran inspected the work during its construction. It is a revolving light, but has not yet been put in operation; it is situate on the north side of Miscou Island.

HERON ISLAND.

A light-house has been erected at this place. Mr. McNish, of Dalhousie, inspected the work during its construction; it is a fixed light, but has not yet been put in operation.

LIGHT-SHIP.

This light is situate on the Horse Shoe Bar, in the Miramichi Bay; it exhibits a fixed red light, and is of very great importance to navigation. On account of an accident to her windlass I was compelled to take her off the station earlier than usual.

MIDDLE ISLAND BEACON.

There has been a beacon light erected on Middle Island, in the Miramichi River, during the present fiscal year. In addition to this beacon there are ten others on the Miramichi River, and two at Shediac, all of which are in good order.

ESCUMINAC FOG-ALARM.

A fog-alarm has been erected and put in operation this year at Escuminac Point. It is highly spoken of, and gives every satisfaction. It is kept in excellent order by Mr. Thomas Phillips, engineer of the alarm in connection with the light at the station.

MISCOU.

A fog-alarm has been erected at Miscou, and is in good order, awaiting orders from the Department to put it in operation. Mr. George McConnell is the engineer of this fog-alarm, in connection with the light-house at Miscou.

BUOYS.

I have had a very great amount of trouble and annoyance with this branch this season, on account of the action of the pilots arising out of the new pilot law. I advertized for the placing of them as usual, but they positively refused to do anything in connection with the placing of them in the Miramichi Bay. I, however, after advising the Department of the state of affairs, proceeded to place them, with such assistance as I could procure. The pilots reported to the Department that they were not properly placed, but up to this time no accident has occurred on account of the buoys.

I have not heard any complaints from any of the other ports or harbours this season.

I got three new buoys for Shediac to replace those lost last fall, and one for the Miramichi Bay.

There has been one buoy lost from the Miramichi Bay this summer, and two badly damaged by being struck by a vessel.

MARINE HOSPITAL, MIRAMICHI.

There has been no expenditure this year beyond the ordinary outlay for wages and maintenance of this institution. The building is clean and in good order.

J. MITCHELL,
Inspector of Lights, N.B.

Miramichi, New Brunswick, 1874.

LIST OF BUOYS AND BEACONS.

CARAQUET.

No.	Description.	Colour.	Where Situated.
1	Conical, wood.....	Black	On the eastern entrance, bearing S. $\frac{1}{4}$ N.E. from red buoy.
1	do	Red	do do E.N.E. from white buoy.
1	do	White	do do N.E. $\frac{1}{4}$ E. from red cask.
1	Cask	Red	Inside harbour, west point Pokeesuder Flats.
1	do	do	do off R. Blackall's, mid channel.
1	do	do	On reef outside west entrance, bearing N. by W. from west entrance.
1	Conical	Black	On west entrance, bearing N.W. by W. from light.
1	do	Red	do do N. from black cask.
1	Cask	Black	do do N. by E. from white cask.
1	do	White	do do S.S.W. from light-house.
10			

BAY VERTE.

1	Spar	White	At mouth Gaspereaux Point.
1	do	do	do Bay Verte.
1	do	do	do Lindish.
1	do	do	On ships' loading ground, E.S.E. from Fort Moncton.
1	do	Red	On ballast ground, E.S.E. from Fort Moncton.
5			

RICHIBUCTO.

1	Barrel	Black	Anchored in the roadstead approaching bar.
1	do	Red	On north side of channel or bar.
1	Picket	Black	South reef.
2	do	do	Jib Sheet, south side of bar.
1	Barrel	Red	North Marsh Point.
1	do	Black	South do
1	Picket	Red	North Middle Ground.
1	do	Black	South do
1	do	do	North do No. 2.
1	do	do	Point, abreast of town.
1	do	do	Oyster bed, south side.
2	do	Red	do north side.
1	Barrel	Black	Jib Sheet, south side.
2	Picket	Red	Point, north side of bar.
1	do	Black	Beecher Point.
18			

LIST of Buoys and Beacons.—*Continued.*

DALHOUSIE.

No.	Description.	Colour.	Where situated.
1 1 1 1 1 5	Cedar staves striped with iron hoops.....	{ Black do do do do	Inside of Heron Island. Off Maquacha Point. On ballast ground, opposite Dalhousie. Off Point Le Nimn. Off Point Le Garde.

SHIPPEGAN.

1 1 1 1 1 1 1 2 2 1 1 1 1 1 16	Large buoy..... do do do do do do Small buoys do do do do do do	Black..... Red..... White..... Black..... Black & white..... White .. do Black do White Red Black Red Black	Grand Bateaux, north entrance. Point Pockshondie. do Canocany. do Permish. Alexander's Point. Point Pamteur. Entrance of Peter de Gras Channel. Horse Knave Point, opposite Eshblunt. Robisheaux Shoal. Thos. Mallet Point. Sand bar, Indian Point. South end sand bar. Entrance Shippegan Gully. Samacque Bank.
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SAINT JOHN HARBOUR.

1 10 6 5 10 2 3 37	Iron bell buoy..... Wooden buoys..... Buoys do Wooden Buoys Buoys Buoys, spar.....	Red & white..... Black	Eastern end of Partridge Island. Campbelltown. Shediac. Neguac Gully. Buetouche. On Man-of-War Rock, Bay of Fundy. Five Fathom Hole, entrance Hopewell River.
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SAINT ANDREWS.

1 1 1 1 2 1 1 1 1 1 1 11	Spar Block Beacon..... Spar do do do Block beacon, pole and barrel top..... Spar do do Beacon block. Black do Red Black do do do Red	On the reef outside western bar. Western bar at western entrance. Middle Ground, inside and near entrance. Point of Saint Andrews, S.E. entrance. Indian Point, outside harbour. Billey's Point. Extreme end Stinson's Bar. South-west do South end Saint Andrews Island. Half-tide rock. Sand reef in the bay.
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LIST of Buoys and Beacons.—*Continued.*

BATHURST.

No.	Description.	Colour.	Where situated.
1	Iron Buoy	White	Situated on the ballast ground, four miles seaward from Carron Point.
2	do	Black	Situated two miles from Carron Point, and marking channel.
15	Spar .....	.....	From Carron Point to town, marking channel.
18			

COCAIGNE.

1	Puncheon	Black	Placed as an outer buoy.
2	Spar	Red	Leading up the channel to ballast ground.
3			

SAINT CROIX RIVER.

1	Spar Buoy	Black	South-east Doucet's Island.
1	do	White	Ballast ground, three-quarters of a mile from Oak Point.
1	do	do	Bray's Point.
1	do	do	Young's Bar, near Ship harbour.
1	do	do	On round ledges, covered at high tide.
1	do	do	South-east side of Hill's Point.
1	do	do	William's Point.
1	do	do	Off Crocker's Island.
1	do	do	On Chipman's Point.
1	do	do	West side of Hill's Point.
10			

MAGAGUADAVIC RIVER.

1	Spar	Red	On western head bar.
1	do	Black	Off Mann's sunken ledges.
1	do	Red	McDeamid's Ledge.
1	do	Black	Haley's Point.
1	do	Red	Grearson's Point.
1	do	do	Grearson's half-tide ledges.
1	do	do	McKenzie Bar.
1	do	do	Dunham's Ledges.
1	do	Black	Ship Yard Point Ledge.
1	do	Red	Seely's half-tide ledge.
2	do	White	At mouth Digedequash, on sunken ledges.
2	do	do	Entrance of harbour.
14			

LIST of Buoys and Beacons.—*Continued.*

MIRAMICHI BAY AND RIVER.

No.	Description.	Colour.	Where Situated.
1	Outer or bar buoy.....	Black, starb'd side	Coming in from sea.
2	Lump buoy.....	Red, port side.....	
3	Elbow	Black, starb'd side	
4	Buoy	Red, port side.....	Lower part of Horse Shoe. On Horse Shoe.
5	do	do	
6	Lower buoy	Black, starb'd side	
7	Fairway buoy	do do	
8	Middle do	do do	
9	Upper do	do do	Gordon's Flats. Hay's Flats. Black Brook.
10	Buoy	do do	
11	Bank buoy	do do	
12	Buoy	do do	
13	Murdock buoy	do do	
14	Picket buoy	Red, port side.....	East from the lower end of Horse Shoe buoy, distant quarter mile. North-east of shoal, Portage Island. South-east end of Herring Island. Between Fox Island and Island Gully.
15	do	do starboard side	
16	do	do port side.....	
17	Buoy	do starboard side	
18	do	Black	
19	do	do	
20	do	do	
21	do	do	

In all, 17 common buoys, and 4

buoys in the Miramichi Bay and River.

J. H. HARDING, Esq.,
St. John, N. B.

(Signed.) J. MITCHELL.

STATEMENT of Expenditure on account of Construction of Lights, Light-ships, and Steam Fog-whistles for the Fiscal Year ended 30th June, 1874.

NEW BRUNSWICK.		\$	cts.	\$	cts.
CAPE ENRAGE FOG-WHISTLE.					
W. M. Smith	Selecting sites, plans and tracings.....		70 20		
J. R. Stevens	On account contract for fog-whistle buildings		1,400 00		
W. M. Smith	Alarm pump		326 50		
T. McAvity & Sons	New whistle		96 69		
				1,893	30
CAPE SPENCER LIGHT.					
Clark & Stackhouse.....	Cartage of lantern		90 00		
Jos. Tomlinson	Travelling expenses		35 25		
				125	25
ESCOMINAC FOG-WHISTLE.					
D. McAvity.....	Steam governor		26 50		
T. McAvity.....	Outfit and steam whistle.....		797 16		
R. R. Call.....	Amount of contract erecting engine house		1,784 00		
J. W. Fraser.....	On account of contract for fog-whistle.....		2,000 00		
H. Bowser.....	Carting machinery		80 00		
W. M. Smith	Travelling expenses		15 15		
				4,702	81
FANJOY POINT LIGHT, GRAND LAKE.					
Chas. Macpherson	Contract for building light-house		373 00		
J. H. Harding	Freight on lantern		3 39		
				376	39
GRAND MANAN FOG-WHISTLE.					
W. M. Smith	Plans, tracings, and inspection expenses		114 10		
P. F. Green	On account contract buildings for fog-whistle		5,093 25		
Allan Bros	do do Fog-whistle, engine and boiler		2,132 00		
L. G. Gable.....	Outfit and hose.....		381 65		
T. McAvity & Sons	Outfits and whistle		597 43		
				8,318	43
MIDDLE ISLAND LIGHT.					
Doolan & Cassidy	Contract for erecting and completing beacon			160	00
MACHIAS ISLAND FOG-WHISTLE.					
G. Fleming & Sons	Contract for steam fog-whistle, &c		3,037 00		
Clark & Stackhouse	do Fog-whistle buildings		4,911 00		
do	Freight, alarm apparatus, and fitting up.....		500 00		
W. M. Smith	Plans and tracings		48 50		
T. McAvity & Sons	Hardware account.....		318 29		
L. G. Gable	Rubber hose, outfit, &c		635 46		
Allan Bros	Outfits		192 83		
				9,673	08
MISCOU FOG-WHISTLE.					
T. McAvity & Sons	Steam governor and outfits		876 26		
Doolan & Cassidy	Balance of contract for fog-whistle buildings		895 00		
J. W. Fraser	On account of contract for fog-whistle		1,800 00		
W. M. Smith.....	Travelling expenses		15 15		
Wm. Ferguson	Carting machinery		200 00		
Geo. McConnell	Allowance for boarding men.....		47 11		
R. & T. Maltby	Labour account at light-house.....		93 50		
Jno. Gifford	do Painting light-house		25 50		
J. P. Mitchell	do do		25 50		
				3,978	02
<i>Carried forward</i>				20,227	28

STATEMENT of Expenditure on account of Construction of Lights, Light-ships and Steam Fog-whistles, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		29,227 28
	MIRAMICHI LIGHT-SHIP.		
C. Sullivan.....	Anchor.....	47 50	
Geo. Nixon.....	Glass.....	14 25	
J. Bockler.....	Painting.....	4 00	
Wm. Masson.....	Paint and oil.....	12 43	
Jas. Gray.....	Lanterns, lamps, &c.....	318 90	
			397 08
	NEGUAC LIGHT.		
E. Chanteloup.....	Lighting apparatus and spare lamp.....		232 00
	ROBERTSON'S POINT LIGHT, GRAND LAKE.		
Chas. Macpherson.....	Contract and allowance for extras for building lighthouse.....	423 00	
J. H. Harding.....	Freight on lantern.....	3 39	
			426 39
	SHELDRAKE ISLAND BEACONS.		
E. Chanteloup.....	Lamps, &c.....		36 50
	TABUSINTAC LIGHT.		
E. Chanteloup.....	Lighting apparatus and spare lamp.....		257 50
	GENERAL ACCOUNT.		
Jas. Mitchell.....	Selecting sites and expenses.....	130 00	
R. Huntingdon.....	Advertising.....	4 00	
Willis & Davis.....	do Tenders.....	64 00	
M. McLeod.....	do.....	69 20	
G. W. Day.....	do do.....	14 50	
A. M. Smith.....	do do.....	7 50	
Wm. Elder.....	do do.....	121 50	
Jno. Livingston.....	do.....	30 75	
W. H. Tuck.....	Drawing up contracts for engine houses at Grand Manan, Cape D'Or, and Cape Enragé.....	89 00	
S. Thompson.....	Drawing up agreements for buildings on Sheldrake Island, Escuminac Fog-whistle, and Beacon Island Light.....	30 00	
M. A. Tracy.....	Advertising.....	20 80	
Geo. McLachlin.....	Photographing plans.....	27 00	
Geo. Peck.....	Freight on glass.....	11 76	
H. Chubb & Co.....	Printing forms of tenders.....	23 00	
Jno. Haws & Co.....	Plate glass.....	300 59	
W. & J. Anslow.....	Advertising.....	19 00	
Compton & Co.....	do.....	13 50	
J. C. Croskill.....	do.....	13 09	
D. Main.....	do Tenders.....	12 75	
			995 85
	Total expenditure		31,572 60

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.
5—11

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, for the fiscal year ended 30th June, 1874.**

		\$ cts.	\$ cts.
	(2) BATHURST MINOR LIGHTS.		
John Conners	Salary as keeper, 12 months.....		80 00
	(4) BEACON LIGHTS, FOX ISLAND.		
Wood Williston	Salary as keeper of two beacon lights, 13½ months.	323 14	
R. Rainsborough.....	do do 12 do	197 52	
	Maintenance and repairs.....	89 80	610 46
	(2) BEACON LIGHT, OAK POINT, MIRAMICHI.		
J. Coughlan.....	Salary as keeper, 12 months.....	100 00	
	Maintenance and repairs	48 43	148 43
	(1) BEACON LIGHT, OAK POINT, RIVER ST. JOHN.		
Charles Theal	Salary as keeper, 12 months.....	80 00	
	Maintenance and repairs.....	2 00	82 00
	(2) BEACON LIGHTS, PRESTON'S BEACH.		
Thomas Lewis.....	Salary as keeper, 12 months.....	100 00	
	Maintenance and repairs	20 20	120 20
	BEACON LIGHT, ST. JOHN HARBOUR.		
Timothy Clark	Salary as keeper, 12 months.....	395 00	
	Maintenance and repairs.....	792 72	1,187 72
	BLISS HARBOUR.		
James Clark.....	Salary as keeper, 12 months.....	296 28	
	Maintenance and repairs.....	102 35	398 63
	CARAQUET ISLAND.		
Mrs. Thos. Kerr.....	Salary as keeper, 12 months.....		197 52
	CAPE ENRAGE.		
Geo. Tingley	Salary as keeper, 12 months.....	395 00	
	Maintenance and repairs.....	63 79	458 79
	CAPE JOURIMAIN.		
John Bent.....	Salary as keeper, 12 months.....	197 52	
	Maintenance and repairs	118 17	315 69
	CAPE SPENCER.		
G. C. Blacklock	Salary as keeper, 13½ months.....	390 58	
	Maintenance and repairs	427 58	818 16
	<i>Carried forward</i>		4,417 60

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		4,417 60
	OASSIE'S POINT.		
Charles Leblanc	Salary as keeper, 12 months	246 88	
	Maintenance and repairs	29 49	276 37
	COX'S POINT, GRAND LAKE.		
M. J. Cox	Salary as keeper, 12 months	80 00	
	Maintenance and repairs	181 38	261 38
	DALHOUSIE LIGHT.		
Louis Arseneau.....	Salary as keeper, 12 months.....		100 00
	ESCUMINAC.		
Thos. Philips	Salary as keeper, 9 months.....	296 25	
Thos. Hay.....	do 3 do	98 75	
	Maintenance and repairs	24 70	419 70
	FANJOY POINT, GRAND LAKE.		
Wm. Fanjoy.....	Salary as keeper, 9 months.....	60 00	
	Maintenance and repairs	40 75	100 75
	GANNET ROCK, BAY OF FUNDY.		
W. B. McLachlin.....	Salary as keeper, 12 months.....	823 20	
	Maintenance and repairs	1,841 91	2,665 11
	(2) GRANT'S BEACH LIGHTS, MIRAMICHI RIVER.		
Francis Russell.....	Salary as keeper, 9 months.....	75 00	
Geo. Grant	Do. 3 do.	25 00	100 00
	GREEN HEAD LIGHT, RIVER ST. JOHN.		
J. N. Williams.....	Salary as keeper, 12 months.....	80 00	
	Maintenance and repairs	54 00	134 00
	GRINDSTONE ISLAND LIGHT.		
Jno. R. Styles	Salary as keeper, 12 months.....	395 00	
	Maintenance and repairs.....	52 80	447 80
	HEAD HARBOUR LIGHT.		
H. McLachlin.....	Salary as keeper, 12 months	395 00	
	Maintenance and repairs	1,143 58	1,538 58
	LIGHT-SHIP, MIRAMACHI.		
George Rogers.....	Salary as keeper, 13 months.....	686 00	
	Maintenance and repairs	585 72	1,271 72
	<i>Carried forward</i>		11,723 01

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		11,733 01
	(2) MACHIAS SEAL ISLAND LIGHTS.		
Jno Conley & assistant..	Salary as keeper, 12 months.....	650 72	
	Maintenance and repairs	368 66	1,019 38
	MIDDLE ISLAND, MIRAMICHI.		
Alex. Jessamin	Salary as keeper, 12 months....		210 41
	MISCOU LIGHT.		
G. McConnell	Salary as keeper, 12 months	493 72	
	Maintenance and repairs	7 35	501 07
	NEGUAC LIGHT.		
W. F. Letson.....	Salary as keeper, 13 months.....	213 98	
	Maintenance and repairs.....	46 34	260 32
	NO MAN'S FRIEND, RIVER ST. JOHN.		
Edmund Buzza	Salary as keeper, 12 months.....		80 00
	OROMOCTO SHOALS LIGHT, RIVER ST. JOHN.		
Jas. R. Hazen	Salary as keeper, 12 months.....		80 00
	PARTRIDGE ISLAND.		
Alex. Reid	Salary as keeper, 1½ month	47 55	
Jas. Wilson	Do. 10½ months.....	357 43	
	Maintenance and repairs.....	110 56	515 54
	POINT LEPREAU.		
George Thomas.....	Salary as keeper, 12 months.....	395 00	
	Maintenance and repairs	814 17	1,209 17
	PORTAGE ISLAND.		
G. Davidson.....	Salary as keeper, 12 months	197 52	
	Maintenance and repairs.....	5 98	203 50
	QUACO LIGHT.		
William Love	Salary as keeper, 12 months.	395 00	
	Maintenance and repairs.....	857 57	1,252 57
	REED'S POINT.		
St. John Gas Company...	Account for gas supplied.....		100 00
	<i>Carried forward.....</i>		17,164 97

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		17,164 97
	RICHIBUCTO LIGHT.		
F. Richard.....	Salary as keeper, 12 months.....	158 00	
	Maintenance and repairs.....	13 97	171 97
	ROBERTSON'S POINT, GRAND LAKE.		
Samuel Robertson.....	Salary as keeper, 9 months.....	60 00	
	Maintenance and repairs.....	47 78	107 78
	SAND POINT, RIVER ST. JOHN.		
James Clarke.....	Salary as keeper, 12 months.....	80 00	
	Maintenance and repairs.....	48 40	128 40
	ST. ANDREW'S LIGHT.		
G. A. Pendlebury.....	Salary as keeper, 12 months.....	296 28	
	Maintenance and repairs.....	131 86	428 14
	SHEDIAC ISLAND (2 BEACONS.)		
H. Hendrickson.....	Salary as keeper, 3 months.....	49 38	
M. Robinson.....	do 6 do	98 76	
	Maintenance and repairs.....	18 54	166 68
	SWALLOW TAIL.		
J. W. Kent.....	Salary as keeper, 12 months.....	395 00	
	Maintenance and repairs.....	1,262 27	1,657 27
	SOUTHERN WOLF.		
E. Snell.....	Salary as keeper, 12 months.....	493 72	
	Maintenance and repairs	603 12	1,096 84
	SHIPPEGAN.		
F. Dumaresq	Salary as keeper, 12 months.....	237 00	
	Maintenance and repairs.....	21 60	258 60
	SHELDRAKE ISLAND, MIRAMICHI (2 BEACONS.)		
Jno. Cameron	Salary as keeper, 4 months.....	96 86	
Jno. McKay	do 9 do	222 21	
	Maintenance and repairs.....	34 08	353 15
	TABUSINTAC LIGHT.		
Thomas Savoy.....	Salary as keeper, 10½ months.....	172 29	
	Maintenance and repairs.....	79 38	251 67
	<i>Carried forward</i>		21,785 47

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		21,785 47
	TRACADIE.		
Wm. Archer.....	Salary as keeper, 12 months.....	237 00	
	Maintenance and repairs	43 13	280 13
	WILMOT'S BLUFF LIGHT, RIVER ST. JOHN.		
J. D. Wilmot.....	Salary as keeper.....		80 00
	GENERAL ACCOUNT.		
J. Mitchell.....	11 months' salary as Inspector of Lights	1,078 00	
do	Travelling expenses	1,181 33	
W. Hatfield	Pilotage steamer "Lady Head"	34 00	
Wm. Rising	Wharfage do	2 50	
J. R. Cameron & Co.....	Chimnies, wicks, &c.....	400 30	
T. M. Reed	Sundries	18 60	
— H. Chubb & Co.....	Printing	96 00	
J. McParland	Pilotage	10 00	
Sir W. Mitchell.....	Code signals	55 40	
Mrs. J. Wilson	Repairing flags	14 00	
R. Barbour	Lettering life buoys.....	7 00	
J. Drake	Rent of storehouse.....	60 00	
Jno. Nugent.....	Freight	27 92	
H. & A. H. Pinney.....	Oil tanks	320 00	
F. A. Fitzgerald & Co	Oil	1,451 76	
Receiver-General	Superannuation tax.....	196 40	
Montreal Telegraph Co....	Messages	13 11	
— Willis & Mott.....	Advertising	108 32	
W. Hillman	Silvering fluid	75 00	
Jos. King	Account for boating	206 40	
Mitchell & Co	Oil	3,719 59	
— M. McLeod	Advertising	83 32	
R. Marshall	Insurance on oil.....	52 50	
R. A. Smith.....	Telegraph bill.....	21 16	
G. W. Day	Printing	26 00	
Geo. Russell.....	Inspector's account, Janitor for office to 30th Nov., 1873	60 00	
G. D. Ritchie	Freight on glass	2 44	
R. R. Call	Coal for office	32 43	
R. B. Haddow	Duty on glass	18 00	
C. G. Berryman	Lock for warehouse	2 82	
W. Watt	Sundries	1 71	
— W. & J. Onslow.....	Advertising	14 50	
J. B. Langley	Keeping time ball	120 00	
— W. Elder.....	Advertising	50 00	
A. Quick	13 life buoys.....	56 61	
W. M. Smith	Testing oil.....	10 00	
Hevenor & Co	Zinc box for flags.....	14 59	
Jos. Fairweather	Storage for oil	3 00	
H. W. Tuck	Law costs in suit relative to land for light-house site at Cassies Point, County of Westmoreland	339 90	
M. A. Smith.....	Telegraph bill.....	11 87	
R. J. Clinch.....	do	139 69	
G. McAvity & Son.....	Corks	2 01	
Jos. Johnston.....	Postages	23 71	
— J. Livingstone.....	Advertising for vessel	8 00	
Jno. Colter	Labour on oil	6 00	
Scammel Bros	Freight and wharfage.....	13 21	
Jno. Black & Co.....	Coal bags	84 46	
Jos. Tomlinson	Travelling expenses	50 00	
J. H. Harding	do	20 81	
— M. Tracey	Advertising	15 60	10,349 77
			32,495 37

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$	cts.	\$	cts.
FOG-WHISTLES.					
ESCUMINAC FOG-WHISTLE.					
Thos. Philipps.....	Salary as keeper, 9 months.....	296	25		
R. R. Call.....	Coal.....	805	43		
Wm. Muirhead.....	Freight of coal.....	9	65		
J. McAvity & Sons.....	Forge.....	60	40		
				1,171	73
GRAND MANAN FOG-WHISTLE.					
A. D. Goodwin.....	Coal.....			208	00
MACHIAS FOG-WHISTLE.					
Jas. Akroyd.....	Salary as keeper, 9 months.....	246	86		
J. H. Crossley.....	do 3½ do.....	135	77		
	Maintenance and repairs.....	687	43		
				1,070	06
MISCOU FOG-WHISTLE.					
R. R. Call.....	Coal.....	797	55		
Wm. Muirhead.....	Freight of coal.....	8	27		
				805	82
PARTRIDGE ISLAND FOG-WHISTLE.					
Jas. Wilson.....	Salary as keeper, 12 months.....	395	00		
Sam'l. Henderson.....	do Assistant Engineer.....	21	89		
Joggin's Coal Co.....	Coals.....	280	00		
Wm. Firth.....	do.....	38	00		
H. Anthony.....	Freight on coal.....	193	00		
H. Belmore.....	do.....	219	00		
H. Anthony.....	Work on road, and repairs to fuel house.....	61	50		
P. Dawson.....	Carting coal.....	58	50		
Jno. Woodley.....	New boat.....	55	28		
C. G. Berryman.....	Supplies.....	28	12		
E. Gregory.....	Towing scow.....	11	00		
Jos. Wilson.....	Boarding men.....	12	82		
T. McAvity.....	Tube cleaner.....	20	63		
Clarke & Stackhouse.....	Repairs to fog-alarm building.....	800	00		
do.....	Contract for conveying boiler, &c., to St. John's for repairs, and returning to Partridge Island..	289	00		
G. Fleming & Sons.....	Repairs to light.....	143	69		
Allan Bros.....	Repairs to fog-alarm.....	282	47		
do.....	Amount for engine, &c.....	879	00		
Jos. King.....	Boating account.....	16	20		
W. M. Smith.....	Specification superintending alterations and repairs to fog-alarm, and five visits to same.....	30	00		
S. G. Blizzard.....	Lumber.....	48	70		
C. G. Berryman.....	Rope, &c.....	138	39		
				3,943	19
POINT LEPREAU FOG-WHISTLE.					
Wm. Gallant.....	Salary as keeper, 12 months.....	395	00		
A. D. Goodwin.....	Coal.....	280	00		
W. Belmore.....	Freight on coal.....	240	00		
T. McAvity & Son.....	New whistle.....	80	00		
do.....	Hose.....	25	83		
Allan Bros.....	Repairs to fog-alarm.....	45	40		
	<i>Carried forward.....</i>	1,066	23	7,198	80

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	1,086 23	7,198 80
G. Fleming & Sons.....	Iron bars.....	21 04	
W. Clarke.....	Carting coal.....	15 00	
do	Repairs.....	22 00	
Thos. Knowles.....	Mason work.....	20 85	
Hevenor & Co.....	Smoke-stack.....	14 50	
T. M. Reed.....	Supplies.....	36 91	
C. G. Berryman.....	Rubber, packing, &c.....	31 60	
	Sundry maintenance and repairs.....	49 60	
			1,277 73
	LIGHT-HOUSE SUPPLY SCHOONER.		8,476 53
Wm. Blizard.....	Purchase money.....	6,000 00	
J. N. Purdy.....	Salary as Captain, from 20 Aug., '73, to 30 April, '74	503 22	
J. G. Hooper.....	Wages from 20 Aug., 1873, to 31 Oct., 1873.....	27 09	
Levi King.....	do do do 9 Dec.....	66 83	
Jno. Anderson.....	do do do 31 Oct.....	21 29	
A. Smith.....	do do do do.....	21 29	
Jos. Perkins.....	do do do 8 Dec.....	48 80	
Jas. L. Cameron.....	do do do do.....	36 57	
R. S. Stackhouse.....	do do do do.....	66 06	
Francis Smith.....	do do do do.....	43 30	
Jno. Roberts.....	do do do 31 Oct.....	15 61	
G. F. Sancton.....	Towage.....	24 00	
W. Cotter & Sons.....	Supplies.....	160 26	
J. Holdon.....	Wharfage.....	18 05	
Alfred Ring.....	Caulking.....	10 00	
D. McLeod.....	Wharfage.....	1 00	
J. H. Harding.....	Pay list for November.....	115 73	
S. Tufts.....	Supplies.....	275 95	
Adam Young.....	do.....	8 72	
C. E. Harding.....	Lumber.....	18 55	
W. Whipple.....	Cleaning masts.....	6 00	
A. Wilson & Co.....	Cabin stove.....	11 00	
H. Chubb.....	Log book.....	4 00	
M. Driscoll.....	Coal baskets.....	3 50	
W. McPhee.....	Blacksmiths' work.....	12 10	
Allan Bros.....	Stove and pipes.....	60 82	
W. McLeod.....	Carpenters' work.....	4 25	
J. A. Ring.....	Caulking and painting.....	168 50	
Toole & O'Brien.....	Blockage.....	9 04	
P. Donohue.....	Wood.....	4 80	
Benjamin Tippet.....	Making jib-boom.....	7 00	
J. D. Drake.....	Blocks.....	44 92	
Lordly, Howe & Co.....	Bedding.....	43 50	
A. Mills.....	Charts.....	1 80	
McLachlin & Wilson.....	Wharfage.....	19 05	
Daniel Bridges.....	Seamen's wages.....	6 00	
R. Robertson & Son.....	Repairing sails.....	56 27	
Wm. Black.....	Ship stores.....	80 39	
J. Perkins.....	Carpenters' work.....	4 00	
A. J. H. Bratch.....	Clock.....	7 90	
W. Lewis.....	Blacksmiths' work.....	16 70	
H. & A. Black.....	Carpenters' work.....	43 33	
J. H. Harding.....	Sundries.....	50 75	
J. N. Purdy.....	Contingencies.....	104 33	
B. Lawson.....	Repairing boats.....	17 87	
R. Adamson.....	Painting.....	5 00	
Clark & Woodward.....	Two dories.....	54 57	
W. Lambert.....	Boarding seamen.....	16 00	
J. E. Hooper.....	Watching vessel.....	45 00	
Peter Garvin.....	Boarding seamen.....	10 00	
E. Ross.....	Oars.....	15 00	
W. Davidson.....	Towing.....	8 00	
Jno. Walker & Co.....	Ship stores.....	190 66	
			8,614 37

**STATEMENT of Expenditure in connection with Maintenance of Lights
New Brunswick, etc.—Continued.**

BUOYS AND BEACONS.			
	BAY VERTE.	\$ cts.	\$ cts.
Jacob Silliker	New buoys		30 00
BELL BUOY.			
R. W. Thom.....	Towing buoy.....	20 00	
Jno. Cotter.....	Labour on buoy.....	88 00	
Wm. Lewis.....	Blacksmith's work.....	72 26	
Wm. Davidson.....	Towing and mooring	50 00	
T. McAvity & Son.....	New gong.....	157 30	
T. M. Hancock	Wharfage	4 00	
— "Daily Tribune"	Advertising	23 25	
— Wilbs & Davis.....	do	39 50	
— G. W. Day	do	6 00	
— Wm. Elder	do	22 00	
— Jno. Livingston.....	do	2 00	
Jas. Wilson	Chopping ice.....	1 50	
Jas. Cotter	Grappling for chain, and removing and mooring bell buoy	185 47	
G. F. Sanctou	Towing	32 00	
Jno. S. Holstead.....	Chain.....	87 30	
W. Freith.....	Wharfage	2 10	
M. McLeod	Advertising.....	5 25	
			797 93
CAMPBELLTOWN.			
Jas. Ritchie.....	Picking up buoys.....		237 05
CARAQUET.			
R. Young.....	New buoy, chains, and placing.....	300 61	
J. Paulin.....	Replacing buoys.....	44 00	
			344 61
DALHOUSIE.			
D. Stewart	Chain.....		145 09
COCAIGNE.			
Thos. Ewing.	Placing buoys, chains, &c.....		80 41
BATHURST.			
Ferguson, Rankin & Co..	Painting, laying buoys, &c.....	114 82	
Jno. Ferguson	Placing and lifting do	80 18	
			195 00
BUCTOUCHE.			
H. B. Smith	Placing new buoys and chains.....		65 96
	Carried forward.....		1,896 05

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		1,896 05
	MIRAMICHI.		
Jas. Walls	Placing and lifting buoys.....	24 00	
M. Martin.....	do	190 00	
A. McLean.....	Shifting do	8 00	
Jas. Carter.....	Laying do	333 86	
R. Donaldson.....	Paint and brushes	9 35	
D. & J. Ritchie.....	Chain.....	58 00	
W. & J. Onslow	Advertising	4 00	
			627 21
	NEGUAC.		
Bruno & Poirier.....	Lifting buoys.....		14 00
	ST. ANDREWS.		
Wm. Whittock.....	Lifting and placing buoy		74 96
	ST. STEPHEN.		
Z. Chipman	Lifting and placing buoy		95 42
	ST. GEORGE.		
Jas. Campbell.....	New buoys, and placing buoys.....	330 00	
do	Removing beacons, &c.....	112 20	
M. A. Tracy	Advertising	4 40	
			446 60
	SHIPPEGAN.		
Wm. Taylor.....	Painting and placing buoys.....		160 06
	RICHIBUCTO.		
Jno. Wheton	Painting, placing, &c., new buoy	315 70	
do	Chain and anchor	58 65	
			374 35
	SHEDIAC.		
H. Henderson	Replacing beacon	10 00	
P. White.....	New buoy, and placing	55 00	
C. G. Berryman	Chains.....	51 62	
			116 62
	GENERAL ACCOUNT.		
Wm. Elder.....	Bill of advertising.....	39 50	
Robt. Barbour	Painting can buoy.....	4 00	
Willis & Mott.....	Advertising, &c.	4 00	
			47 50
			3,852 77

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Concluded.*

SUMMARY.

Maintenance of Lighthouses, &c.....	32,495 37
do Fog whistles.....	8,176 53
do Supply schooner	8,614 37
do Buoys and Beacons	3,52 77
Total Maintenance Expenditure for New Brunswick.....	53,439 04

JOHN TILTON,
Accountant,

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

APPENDIX No. 4.

REPORT OF AGENT FOR NOVA SCOTIA OF DEPARTMENT OF MARINE AND FISHERIES FOR THE YEAR ENDED 30TH JUNE, 1874.

DEPARTMENT OF MARINE AND FISHERIES,
NOVA SCOTIA AGENCY,

HALIFAX, 19th December, 1874.

To the Honourable A. J. Smith,
Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honour to report as follows on the several services under charge of the Nova Scotia Agency of the Department of Marine and Fisheries for the past year.

LIGHT-HOUSE AND COAST SERVICE.

In regard to the light-houses in operation in the Province of Nova Scotia, as well as in other parts of the Dominion, the Departmental report of last year gave a large mass of information in the tabulated statement or list of lights of the Dominion of Canada, which was also published separately for distribution among shipmasters and others. This list gives the latitude and longitude of the various lights; the colour, shape, and height of the buildings; the order and distinguishing characteristics of the illuminating apparatus, and the dangers which each are intended to counteract. I will, therefore, in my present report on the Nova Scotia lights, confine myself to some particulars respecting the lanterns and lighting apparatus, not previously given, stating also briefly any alterations or repairs which may have been made during the past year, or which may seem to be required during the next season.

West of Halifax the lights are as follows:—

CHEBUCTO HEAD (REVOLVING WHITE.)

The lantern is of wood, nine feet in diameter and ten feet high, having twelve sides, each 2 feet 6 inches wide. It is glazed with plate glass 28 x 60 x $\frac{1}{2}$ inch. Two spare frames are on hand at the light. One side of the lantern looking towards the west, or inshore, is dark. Six circular-burner lamps with 20-inch reflectors are employed. Three are placed together on each arm of the apparatus, and a very powerful and brilliant flash is thrown seaward. Five galvanized iron oil tanks are in use at this station, and three spare lamps are kept on hand. The light tower and dwelling for the keeper are in the same building, besides which there is an oil-shed 27 x 18 feet, and a boat-house 18 x 12, situated down on the shore some distance from the light. A boat of about 16 feet in length was supplied by the Department.

The buildings are in good repair, the chimnies having been new topped and crocks put on them, but the dwelling will require some repairs, having been found to leak in places. The situation is very exposed, on the top of a rocky cliff, without any protection from trees or otherwise. A road is required from the main road to the station, a distance of about half a mile—the present approach by land being only a footpath, and very rocky and difficult. The consumption of oil at this station for the year ended 30th September, 1874, was 611 gallons. The light was inspected on 25th April, and about 778 gallons of oil was then delivered. Edward Johnson was appointed keeper in June, 1874. The lantern is protected with zinc and an iron floor.

SAMBRO (FIXED WHITE.)

An iron lantern 9 feet 6 inches in diameter, with twelve sides 8 feet high, each sash containing two panes of plate glass 60 x 30 and 36 x 30 inches respectively. The lighting apparatus consists of ten large circular lamps with 21-inch reflectors, four B flat-wick lamps with 21-inch reflectors, and seven A lamps with 12-inch reflectors. These are arranged in two rows, besides which three lamps are placed on the floor of the lantern and shew a light all round the horizon, the greatest brilliancy being directed towards the seaward side. A spare lamp is kept on hand, and the station is provided with nine iron tanks which are in good order. The consumption of oil for the year ending 30th September last, was 1,247 gallons. The light was inspected on 23rd April last, and 1,449 gallons of oil delivered, in addition to 283 sent there in March. The light-house, which is a stone octagonal building, encased with wood, stands by itself about the summit of the island. The dwelling house for the keeper and family is about 200 yards distant, situated on a much lower level, and reached by means of wooden steps leading down the abrupt side of the cliff.

Two commodious stores are near the dwelling, and are used for oil, fuel, and such other articles as required to be housed. One building is 43 x 22 feet, and the other 28 x 20.

A Daboll fog-trumpet was formerly in operation on Sambro, but was discontinued a few years since, its constant liability to get out of repair having interfered seriously with its usefulness. The machinery still remains on the island, and is contained in a whistle-house 20 feet 4 inches x 12 feet 4 inches, alongside of which is also a fuel shed 20 feet 5 inches x 16 feet 3 inches.

Since the discontinuance of the Daboll trumpet, guns are fired during foggy weather by a party of Royal Artillery stationed in the island in answer to guns heard at sea, and also in reply to a steamer's whistle. These, though of very considerable service, are objectionable from not being continuous, only being fired in reply to sounds first heard from vessels in the neighbourhood, and it has been decided to replace them with a first-class powerful steam fog-whistle, tenders for the construction of which have been asked for.

The impossibility of obtaining fresh water in any large quantities will require arrangements to be made for using sea-water instead.

Mr. W. M. Smith, the Government Inspector of Steamboats, has visited the locality, and devised an ingenious and satisfactory plan for overcoming the natural difficulties of the situation, and raising the water to the summit of the rocky cliff, and then, by means of a series of large tanks and a condenser, providing a constant supply of fresh water, and keep the whistle going in all seasons.

The site selected is the same as that previously occupied by the air trumpet, and though the first cost of the machinery, apparatus, and buildings will necessarily be large, the construction of this fog-signal will add much to the ease and safety with which the harbour of Halifax can be approached in thick and foggy weather, and prove of great advantage to the maritime interests of the port. These interests would be much further subserved if the present light on Sambro were replaced by a first-class dioptric which has long been felt to be a most necessary and desirable change. From its position this light, in power and brilliancy, should be second to none on our coasts.

BETTY'S ISLAND.

Tenders have been asked for the erection of a light-house on Brig Point, the southern extremity of Betty's Island, about seven miles from the west of Sambro, near the scene of the wreck of the ill-fated steamer "Atlantic," and no doubt the contract will be assigned in a few days, and the work completed during next year.

PEGGY'S POINT (FIXED RED.)

Iron lantern 7½ feet in diameter, 8½ feet high, and having twelve sides, glazed with plate glass 42 x 24 inches. Three spare panes are on hand at the station. The light, which is dark on the N.E. side, is shown from six A flat-wick lamps, with 12-inch

reflectors, and the keeper has four iron tanks in good order and repair. The dwelling and light-house are in the same building, besides which there is a store for oil, &c., 18 x 20 feet. The premises are in good order; the buildings were painted in 1872. A boat 18 feet long is furnished by the Government, which the keeper states is in bad repair, and should be replaced by a new one.

One hundred and seventy gallons of oil were consumed during the year ended 30th September last, and eighty gallons were delivered on 29th April, making, with what was on hand, 271 gallons at that date. The station and premises were inspected on that date.

Mr. William Crooks, sen., was appointed keeper in October, 1873, in place of Mr. Edward Horn, transferred to Meagher's Beach.

MARGARET'S BAY (REVOLVING RED AND WHITE.)

Wood lantern 10 feet in diameter, with twelve sides 10 feet high, glazed with plate glass, 60 x 20 inches, of which there are four spare panes on hand.

The lantern has an iron floor, and the wood work is protected with zinc.

The lighting apparatus consists of six circular-burner lamps and 20-inch reflectors, arranged in two rows, four in the lower and two in the upper.

Three spare lamps are kept on hand, and the consumption of oil for one year, to 30th September, is about 700 gallons. The light-house was inspected on 29th April last, and 998 gallons of oil delivered. The keeper is provided with five metal oil tanks. The dwelling is attached to the light-house, besides which there is an oil store 16 x 12 feet.

Some few necessary repairs had been made during the year, but a floor for the cellar is still required, and a porch at the entrance.

The keeper suggests that the building should be provided with two stays.

A good boat, 18 feet long, is provided, and an allowance of \$100 was made to the keeper to aid him in building a boat-house and slip, which has been completed.

Mr. Albert Pearl was appointed keeper in January, 1874.

CHESTER (FIXED WHITE.)

The lanterns at this station having been found entirely too small, a new one has been received from Messrs. Chanteloup, of Montreal, and is now at the station and will be put in position in a few days.

The lantern is iron, 7½ feet in diameter, with cast-iron floor. Three mammoth flat-wick lamps with 18-inch reflectors, and nine with 16-inch reflectors.

The three lamps with the large reflectors will be placed towards the south-eastward, which is the most important direction; the others will be distributed around the circle to the best advantage, some of them being retained as spare lamps.

At present the light is exhibited by means of eight A lamps and 12-inch reflectors. The consumption of oil for the year ended 30th September, was 255 gallons. The light was inspected on 29th April last, and 367 gallons oil delivered, and there are three iron tanks in good condition at this station.

The light tower and keeper's dwelling are in one building, besides which there is an oil store 16 x 8 feet. A boat is provided by Government, and the premises generally are in a good state of repair. A road is required to connect the light-house road with the landing at the beach, a distance of perhaps a quarter of a mile, and this work will be performed next season. The expense of altering the lantern will be about \$200. Mr. Edward Young was appointed keeper in 1867.

MAHONE BAY OR HOBSON'S NOSE (FIXED RED.)

The lantern is of wood, 8 feet in diameter, with eight sides 6 feet high, glazed with plate glass 33 x 27 inches, of which one spare pane is on hand.

Has an iron floor, and zinc round the wood work.

The light, which has one side dark toward the land, is shown by means of seven lamps, four being large flat-wick lamps with 16-inch reflectors, and three A

lamps with 12-inch reflectors. 520 gallons of oil were consumed in the year ended 30th September, and the station was inspected and 591 gallons oil delivered on 29th April. Two iron tanks are on hand.

The light-house is a separate building from the keeper's dwelling, but is connected with it by means of a covered way. They are in good order, having been painted in June last. The oil is placed in the lower part of the tower, as is the case at several other stations. I do not think this is a safe mode. In this and similar cases a preferable way would be to have an oil-store built at some little distance from the light-house. This station also requires more tanks; a boat 14 feet long is supplied by the Government.

Mr. Abram Zinck was appointed keeper in 1872.

CROSS ISLAND (TWO WHITE LIGHTS—LOWER FIXED, UPPER FLASH.)

Iron lantern 9 feet in diameter, with eight sides glazed with 11 x 17 inch glass, of which there are twelve spare panes. The flash is produced with eight A lamps and 12-inch reflectors, and shews all round the horizon; while the fixed light below is shewn from four similar lamps and reflectors placed in a bow window. There is one spare lamp on hand, and the consumption of oil for the year was 450 gallons. The light was inspected on 2nd May last, and 585 gallons of oil delivered. Three metal oil tanks are provided.

The light-house and dwelling are distinct buildings, besides which there is a store 16 x 14 feet, used for wood, &c.

The light-house requires a thorough overhauling, being very old, and some of the timbers defective, and a new foundation laid with lime or cement is also required. A new iron lantern, with new revolving apparatus and larger lamps and reflectors should be supplied early next season, as the old ones are in a very bad state, and not at all suited for this important coast light. The dwelling also requires repairs, and a small expenditure will be required on the road to make it passable. A spy glass and flag should be provided for the keeper.

A boat about 15 feet long is supplied by Government.

Mr. George Edward Smith was appointed keeper in July, 1871.

LUNENBURG OR BATTERY POINT (FIXED WHITE.)

Iron lantern 8 feet in diameter, with twelve sides, and 9 feet high, glazed with plate-glass 52 x 24 inches.

The north side is dark, and the lighting apparatus consists of one B and four A lamps, with 12-inch reflectors. The station was inspected 1st May, and 223 gallons of oil delivered. The consumption for the year was 240 gallons. Two metal oil tanks are kept on hand.

The light and dwelling are in one building, besides which there are two stores used for wood and coal and other purposes, one 22 x 17 and the other 14 x 14 feet, built by the keeper.

The buildings are in good order, the deck of lantern and roof of light were made tight in October, 1873, and the buildings painted in May, 1874.

The keeper is provided with a boat 16 feet long.

Mr. John A. Ernst was appointed keeper in November, 1864.

IRON BOUND, LA HAVE (REVOLVING WHITE.)

Iron lantern 8 feet in diameter and 6 feet high, having eight sides, glazed with 17 x 15 and 10 x 15-inch glass. There are seven spare panes on hand. The height of lantern includes a wooden frame-work about 3 feet high, protected with an iron floor.

The light, which is partly darkened to the N.N.W. or land side, is shown by means of eight A lamps and 12-inch reflectors, which are arranged on two iron frames, four in each. One spare lamp and reflector are on hand.

The consumption of oil last year was 263 gallons, and six iron tanks are provided.

The light was inspected on 2nd May, and 283 gallons of oil delivered. Besides the light-house, which includes a dwelling for the keeper's family, there is a store 24 x 16 feet, and the light-house was painted in 1870, and, with the out-building, is in good repair. The old drain was opened up 150 feet in length, and rock excavated in order to give it a greater fall, and the sides and top laid with stone. A double floor has been put in the kitchen and new sleepers laid. The oil-store was moved about eight feet and raised fifteen inches, having new foundation and sills placed underneath. New doors were provided and the flooring renewed.

The keeper asks for a boat for this station, which I recommend should be supplied him.

Mr. Enos Wolf, keeper, was appointed in 1864.

MOSER'S ISLAND (FIXED RED.)

Iron lantern 7½ feet diameter, eight sides, and 10 feet high, glazed with plate-glass 24 x 42 inches, of which there are two spare panes. The light, which does not shew to the west, W.S.W. and S.W., is shewn from five A lamps and 12-inch reflectors. One spare lamp and reflector is on hand. 175 gallons of oil were consumed last year, and the station was inspected and 134 gallons of oil delivered on 2nd May. There are four iron oil tanks in good repair. There is an oil-store 18 x 15 in addition to the light-house, which will require to be shingled and otherwise repaired next season. The light-house was painted in 1871, and a boat 15½ feet long is supplied.

The road leading from the light-house to the landing requires some improvement, which will be attended to next season, and the illuminating apparatus should be improved by the addition of two flat-wick burner lamps and 18-inch reflectors.

Mr. Henry Moser was appointed keeper in 1868.

PORT MEDWAY (FIXED WHITE.)

The lantern here is a three-sided window with iron sashes, glazed with ordinary 17 x 11 inch glass projecting from the top of the dwelling. The side looking inshore is dark, and the lighting apparatus consists of four A lamps with three 12-inch reflectors. Another lamp and reflector is required and will be furnished. The year's consumption of oil was 160 gallons, and the station was inspected on 2nd May, and 176 gallons of oil delivered. Four iron oil tanks are supplied.

Besides the light-house, which also contains the keeper's dwelling, there are two buildings, 25 x 15 and 22 x 11, respectively; one is used for an oil-store and the other for a boat-house, wood-shed, &c. A boat 13 feet long is provided.

The light-house was painted in 1872, but some repairs were required, and the chimney should be rebuilt from the lower floor; at present it rests on the chamber floor, straining the building and causing leaks.

Mr. Elson Perry was appointed keeper in November, 1853.

LIVERPOOL, OR COFFIN'S ISLAND (REVOLVING WHITE.)

Iron lantern 10 feet in diameter, with twelve sides, 11 feet high, glazed with plate-glass 72 x 30 inches. The lighting apparatus is composed of seven A lamps, with 12-inch reflectors, arranged in two frames, three in the upper and four in the lower. The consumption of oil for the year was 300 gallons, and the light was inspected, and 449 gallons oil delivered on 2nd May.

The dwelling and light-house are separate buildings, besides which there is a barn 32 x 11½ feet, a wood-shed 20 x 14, and an oil-store 14 x 10. The store and boat-house are at the landing, about a mile from the light-house.

The light-house has been painted during the present season, and is in fair condition, but requires some repairs to the windows, which are leaking. The dwelling-house is old, but in pretty good condition; it should, however, be supplied with double sashes.

The road from the oil store to the light-house requires some expenditure to put it in thorough order, nothing having been done to it since it was made twenty years ago, it being constantly used for the transporting of all light-house supplies.

A new lantern was supplied to this station last year, but as this light is a very important one, a new clock and lighting apparatus of larger size and greater power than that now used will be required.

Repairs will also be necessary to the wharf which should be raised somewhat higher, as it is now often covered at high water. A boat 16 feet long is supplied to this station.

On the seaward side of the light-house the bank is being gradually worn away by the encroachments of the sea, and a protection work will require to be made here next year, extending over one hundred feet, and about five feet high.

Mr. Chas. Firth was appointed keeper on 1st January, 1873, having been transferred from Little Hope Island station, where he had had over seven years' service.

PORT POINT (FIXED RED.)

The lantern at this station is a three-sided window, glazed with 17 x 11 inch glass, and projecting from the roof of the building.

The light is not required to be of much power, one B lamp and 12-inch reflector being placed in the window looking seaward—the other windows being each supplied with an A lamp without reflector; another, a lamp with 12-inch reflector, will be sent to this station to improve the power of the light.

Three oil tanks are supplied. The annual consumption of oil is about 117 gallons. The station was visited on the 2nd May, and ninety-one gallons of oil delivered.

The keeper lives in his own house a short distance from the light, which has no accommodation for a dwelling. It will require, however, new sills and some repairs to the roof during next year.

Mr. S. T. N. Sellon was appointed keeper.

PORT MOUTON (FIXED RED.)

Wooden lantern 7 feet in diameter, protected with iron floor and zinc linings, having eight sides 7 feet high, glazed with plate glass 30 x 36 inches, of which two spare panes are on hand. The S.W. side of the lantern is dark, and the lighting apparatus consists of four mammoth flat-wick lamps, with 6-inch reflectors, and two circular-burner lamps, with 18 and 20-inch reflectors respectively. There are two circular-burner kept on hand for any emergency that lamps may arise, and one 18-inch reflector.

About 241 gallons oil were consumed last year, and three iron tanks are provided.

The light was inspected on 2nd May, and 360 gallons oil delivered. The dwelling 16 x 20 feet is separate from the light-house; both having only lately been constructed, are in thorough order. The keeper is anxious for an addition to be made to his dwelling-house, and that a cellar should be constructed under it. A boat 15 feet long is supplied to this station. Mr. Robt. J. Smith was appointed keeper in Nov., 1873.

LITTLE HOPE (REVOLVING RED.)

Iron lantern 8 feet in diameter with twelve sides, 10 feet high, glazed with plate glass 66 x 24 inches, of which three spare panes are kept on hand. The light is exhibited by means of ten A lamps, five lamps being placed in two rows at each extremity of the frame, provided with 12-inch reflectors; two lamps with one reflector are kept on hand. The consumption of oil for the year was 346 gallons, and four iron oil tanks are supplied to the station. The light was inspected on 4th May, and 458 gallons oil delivered.

Besides the light-house, which also contains the dwelling-house, there is a boat-house 24 x 12, and an oil-house 15 x 12 feet. The buildings were painted in 1872, and are in a very good condition.

The protection work which was placed the year before last by the Public Works Superintendent around this Island, has well fulfilled the purpose for which it has been constructed, and prevented the further encroachments of the sea; it appears, however, on the south point to be undermining, and will require attending to next season.

A new iron lantern roof has been delivered on Little Hope Island, and will be placed in position next year. A new boat 15 feet long will be provided this spring. Mr. Alexander McDonald was appointed keeper in December, 1872.

PORT L'HEBERT (FIXED RED.)

A wooden lantern 6 feet 4 inches in diameter, protected with iron floor and zinc lining, having eight sides 7 feet high, and glazed with plate glass 36 x 30 inches. The north-east side is dark, and the lighting apparatus consists of one mammoth flat-wick lamp with 20-inch reflector, and three A lamps with 12-inch reflectors; one spare lamp being kept on hand. The consumption of oil for the last year was 91 gallons. The light was inspected on 4th May, and 87 gallons delivered. Two iron tanks are provided at this station.

The light-house, which was erected in 1872, and with the exception of some slight leaks is in good condition, consists of a tower only, the keeper living in his own dwelling, about 200 yards distant.

Mr. Martin Lisk was appointed keeper in May, 1872, and he states unless his salary, at present \$100 per annum, is raised, he must resign his position.

GULL ROCK (FIXED WHITE.)

Iron lantern 7 feet in diameter, having eight sides 6½ feet high, and glazed with 16 x 18 and 10 x 16-inch glass. There are on hand four spare panes of the former size. The lighting apparatus consists at present of seven A lamps with 12-inch reflectors. The light was inspected on 4th May, when 271 gallons of oil were delivered.

The consumption of oil last year amounted to 198 gallons; there are four oil tanks on hand all in good order.

The dwelling of the keeper is situated in the lower part of the light-house, besides which there is a building 20 x 13 feet, used for storing oil, firewood, &c. The light-house was painted in 1872, and is in good repair throughout.

The store has had new sills, new floor, and been re-shingled, painted and put in thorough order. A boat 14 feet long is furnished to the station.

It is intended to improve the light during next season by replacing the present lamps with six circular-burners or flat-wick lamps, with 16-inch reflectors, and three A lamps with 12-inch reflectors.

Mr. William Hayden was appointed keeper in November, 1873, succeeding his brother who was drowned while attempting to reach the mainland in an open boat last autumn.

CARTER'S ISLAND (FIXED RED.)

A wooden lantern 7 feet in diameter, with iron floor and lined with zinc, having eight sides, 6 feet high, and glazed with plate glass 30 x 36 inches.

The northern side of the lantern is dark, and the light is exhibited by means of three B and one A lamps provided with 12-inch reflectors, there being one spare on hand. Two additional lamps will be sent to this station to improve the light. The year's consumption of oil was 138 gallons, and 80 gallons were delivered on 4th May, on which date the inspection took place.

Two iron oil tanks are on hand.

The keeper's dwelling is a separate building from the light-house, 18 x 26 feet; both buildings have been painted during the present year and are in good repair.

The light-house has been stayed on four sides with iron wire-rope, and the keeper has been provided with a boat thirteen feet long.

A landing is much needed, as the station is difficult of access in rough weather. An expenditure of about \$200 will be required for this purpose.

Mr. James Lloyd was appointed keeper in 1872.

SHELBURNE (TWO VERTICAL FIXED WHITE.)

Iron lantern 10 feet 4 inches in diameter, with eight sides; the sashes are about $6\frac{1}{2}$ feet high, and glazed with 12 x 18-inch glass, of which twelve spare panes are on hand. The lantern is dark on the N.W. side—the lower light is exhibited by means of three A lamps, and 12-inch reflectors—the upper by three mammoth flat-wick lamps and 20-inch reflectors, and four A lamps and 12-inch reflectors. Five A lamp reflectors are on hand, and three circular-burner lamps with 20-inch reflectors, the latter, the keeper states, being somewhat out of order. The consumption of oil for the year was about 400 gallons, and the light was inspected on 4th May, and 527 gallons of oil delivered.

Two large iron tanks, formerly used for seal oil are at this station, and the keeper has been instructed to have them thoroughly cleaned and made available for the oil at present in use.

The light-house at the station is an octagonal stone tower, built in 1788, and is in very fair order, some slight repairs being required for the stair and floors.

The dwelling built in the same year has since had several additions made to it, and the older part stands very low and is much out of repair. The addition made in 1835 can, with some extensions and repairs, be rendered very comfortable, while the older part is not considered worth expending any money on. There is also a barn and oil-store 24 x 16 feet, and a shed for cattle 10 feet wide. Some repairs have been made both to the dwelling and barn to put them in order for the winter.

The road from the light-house to the public landing, a distance of about two miles, will require an expenditure of about \$50, and a crane or other hoisting apparatus is much needed at the landing on the south side of the light—a boat of fifteen feet is furnished to the station.

Mr. Matthew D. McKenna was appointed keeper in October, 1873.

SHELBURNE HARBOUR (FIXED RED.)

Wooden lantern six feet in diameter with eight sides, 10 feet high, and glazed with plate glass, 36 x 32-inches, of which one spare pane is on hand. The north-east side of the lantern is dark, and the lighting apparatus consists of three circular-burner lamps, with 20-inch reflectors, and three flat-wick lamps with 16-inch reflectors.

The light was inspected on 4th May, when 264 gallons oil were delivered. The consumption last year was 189 gallons, and three iron tanks in good repair are kept in the light-house.

The keeper lives in his own house, and the oil is kept in the lower part of the light-house. The shelves for the lamps require to be zincked, and a fence should be erected round the light-house premises, which are surrounded by cultivated land and private property.

There are too many large-size lamps and reflectors for the size of the lantern, and as the light at this station is not required to be of very great power, an improvement can be made by substituting two or three smaller lamps for an equal number of those now in use.

Mr. Edward Goodock was appointed keeper in July, 1873.

NEGRO ISLAND (REVOLVING RED AND WHITE.)

Wooden lantern $6\frac{1}{2}$ feet in diameter, with iron floor and zinc lining—it has eight sides 8 feet in height, and glazed with plate glass, 36 x 30 inches, of which there are two spare panes on hand. The western, or inshore side, is dark; one circular burner lamp with 18-inch reflector is placed at each end of the revolving frame, and one spare lamp is kept on hand.

The light was inspected on the 5th May, and 221 gallons oil delivered ; the consumption for last year was 145 gallons, and two oil tanks are kept on hand.

The dwelling-house is a building 24 x 26 feet, and a small store-house for coal and other supplies for the use of the keeper is required. A landing place is also needed at a cost of about \$100.

Mr. James McKinnon was appointed keeper in 1872.

BARRINGTON OR BACCARO (RED SEAWARD, WHITE INLAND.)

Iron lantern 10 feet in diameter, with eight sides 6 feet high, glazed with 11 x 17-inch glass, ten spare panes being kept on hand. The light shews red to seaward and white inland, and is exhibited by means of one mammoth circular-burner lamp, with 21-inch reflector, two circular burners with 20-inch reflectors, and three circular burners, with 18-inch reflectors. One spare lamp and reflector are kept on hand.

The light was inspected on the 5th May, when 826 gallons oil were delivered ; the consumption of last year was about 600 gallons, and three oil tanks are supplied.

The light-house and dwelling are in one building, besides which there is a store-house 18 x 20 feet, a barn 16 x 22, a wood-house 14 x 20, and a small shop 12 x 14 feet used by the keeper for shoemaking. The last three buildings were put up by the keeper for his own convenience.

The light-house has been painted during the summer, and the old porch, which was much out of repair, taken down, and a new one, 14 x 22 feet, erected ; the chimnies re-plastered, and the light-house windows re-glazed.

A good deal of dissatisfaction has been found with the light since its alteration a few years since from a revolving white to a fixed red. The reflectors at present used are so large that a considerable arc of the circle between each is left unilluminated. This defect might be obviated by moving the present lamps from the table in the centre of the lantern to stands nearer the lantern windows, and by placing on a frame work, rising from the centre of the lantern, some small sized lamps and reflectors to light the vacant spaces.

The superintendent is of opinion that the character of the light might be changed to that of a fixed white, but I would not feel justified in recommending this important alteration, until careful enquiry shews that it might not be mistaken for other fixed white lights in this part of our coast.

Mr. James S. Smith was appointed keeper in January, 1851.

CAPE SABLE (WHITE REVOLVING.)

Iron lantern 10 feet in diameter, with eight sides, and glazed with 12 x 18 inch glass. The north side of the lantern is dark. Until the 28th of November, six A lamps and 12-inch reflectors were in use, but since that date an entirely new revolving apparatus, supplied by Mr. Chanteloup, of Montreal, has been put in operation. The old lamps have been removed, and their place taken by nine large circular-burners with 25-inch reflectors ; these are arranged on two frames, the one above the other, six lamps are placed on the lower, and three on the upper, making three clusters, or triangles, with three lamps in each. The brilliancy and power of this important coast-light, will, it is hoped, be much increased by this alteration.

The light station was inspected on 5th May, and 467 gallons of oil delivered ; a larger supply than usual being left in view of the increased size of the lamps. The consumption for the previous year was 252 gallons.

The keeper's dwelling is separate from the lighthouse tower, besides which there is a barn 18 x 20, a wood house 8 x 18 and a boat house 20 x 9 feet. The lighthouse was painted in 1873, and the dwelling and premises generally are in good condition. Two boats are provided for this station : one 11 feet keel and the other a metallic life-boat, 16 feet keel, both in good condition.

Mr. Isaac K. Doane was appointed keeper in 1871.

The Department have asked for tenders for the erection of a steam fog-whistle on Cape Sable Island, which will no doubt prove a very great advantage to the numerous vessels navigating this part of the coast.

BON PORTAGE OR SHAG HARBOUR (REVOLVING RED.)

Lat. 43 27 16 N. ; Long. 65 44 39 W.

Bon Portage Light-house, erected during the present year, is situated on the south point of Bon Portage Island, in Shelburne County. The tower is a square wooden building 28 feet high, and painted white. It is surmounted by an iron lantern 7½ feet in diameter, with ten sides, glazed with plate glass 36 x 28 inches.

The lighting apparatus consists of four circular-burner lamps with 20-inch reflectors, and two flat-wick lamps with 18-inch reflectors, placed on two frames, the four circular lamps on the lower and the two flat-wick on the upper; they are arranged so as to form two triangles, having two circular lamps at the base and one flat-wick lamp for the apex, and these three lights coming into focus together produce a brilliant and powerful effect. Three spare lamps are on hand.

The light is a revolving red, shewing a flash every minute, and making a revolution every two minutes. It is elevated 46 feet above high water, and will probably be seen in clear weather a distance of 12 miles. The light is to guide vessels into Barrington, West Bay and Shag Harbour. 315 gallons of oil were delivered at this station, and three galvanized iron oil tanks. The dwelling for the keeper is attached to the light tower, and an oil-store 12 x 16 feet has also been erected; a boat 13 feet long is supplied, and a well has been dug on the premises. Next year a landing will have to be constructed, and a road from the light-house, about half a mile long. The two will probably cost \$200.

Mr. Arthur Wrayton was appointed keeper at a salary of \$350, and the light was put in operation on the 25th November, 1874.

SEAL ISLAND (FIXED WHITE) AND FOG-WHISTLE.

Dioptric light. Iron lantern 10½ feet in diameter with twelve sides, and 8 feet high, glazed with plate glass 32 x 31, 32 x 28 and 32 x 35 inches, of which there are three spare panes on hand. The lamp used at this station is a large concentric-burner, furnished by Mr. Chanteloup, of Montreal, and two spare ones are kept on hand.

The light was inspected on 6th May, and 445 gallons oil delivered. The consumption for last year was 320 gallons. Three iron tanks are kept on hand.

The light-house which was painted this year is an octagonal tower. There is a dwelling-house 50 x 26, a barn 25 x 25, and a shed 15 x 12 feet. The fog-whistle is contained in an engine-house 25 x 20, besides which there is a coal shed 20 x 20, and a dwelling-house for the engineer 25 x 16.

A large amount of work has been done at this station during the year.

The light-house was painted, the foundations thoroughly pointed and taken down and rebuilt where necessary; the lantern was newly glazed, new panes being put in where required, and the putty renewed.

The underpinning of the dwelling-house was repaired, the walls taken down, rebuilt, and the chimnies cemented outside.

The south side of whistle-house by the boiler, was built up with brick about nine feet high and fourteen feet long. A stone foundation and brick floor was laid under the boiler. The tank in whistle-house was cemented, and a new drain to carry the overflow from it to the well was built and cemented.

A well 25 feet deep and nine feet in diameter was dug out, the inside built with a retaining wall of stone and mortar, and the inside lined with brick laid in cement, and well cemented on the outside. This well, which is situated about 25 feet from the boiler, is supplied from a good spring out of a granite rock, making about five feet of water in very dry weather. This well is intended as a reserve when the tanks supplied from ponds in the neighbourhood are dry. In years past great expense

has been gone to in conveying water from a distance to the boiler, and I hope that under the present arrangements this expenditure will be saved, and a sufficient supply of fresh water be available at all seasons.

A small blacksmith's shop would be of advantage at this station; the keeper has a pair of bellows on hand, and a boat-house and store under one roof is much required at the landing to house the supplies as soon as delivered. The road from the landing to the light-house, about a mile long, was finished in September, 1873, and the landing repaired in October of the present year.

The boiler at the fog alarm is out of repair, and will, I fear, have to be replaced before long with a new one. From the monthly returns of the engineer, there have been 1,662 hours of fog or thick weather during which the whistle was in operation.

The consumption of coal was about 80 tons, and of wood 40 cords for the year ended 30th June last.

Besides the light-station a small boat establishment is kept on the western side of the island. A boat is kept there, and the light-keeper is bound to provide a man who will aid him in rendering any assistance that may be required by vessels shipwrecked or in distress.

Two boats are kept in Seal Island by the Government—one 14 feet keel, 4 feet wide and 1 foot 8 inches deep, and the other 18 feet keel, 4 feet wide, 2 feet deep, and flat bottom.

Mr. Thomas C. Crowell was appointed keeper of the light in 1861, and Corning Crowell was appointed engineer of the fog-whistle 18th April, 1873.

The keeper of the light has been suffering severely from an affection of the eyes, and leave of absence from duty has been granted him during the winter.

PUBNICO (FIXED WHITE.)

The light at this station is exhibited from a window projecting from the roof of a small light-house tower. The window is of wood, but provided with iron sashes, glazed with 17 x 17 and 17 x 11-inch glass. The east or inshore window is dark.

Three lamps with two reflectors of 12 inches are used. One lamp and reflector shew seaward, one up the harbour and one lamp unprovided with any reflector lights the channel but a short distance across. These lamps answer very well, and the light gives very general satisfaction to all those navigating the harbour.

It was inspected on the 6th May, when 133 gallons of oil were delivered. The last year's consumption was 92 gallons. Two oil tanks are on hand.

The dwelling-house, 25 x 17 feet, is joined to the light-tower as a wing, and there is also an oil-house 15 x 12 feet. The buildings are in good repair, having been painted in 1872.

Some protection is necessary at the southward of the light, to prevent the beach from washing away. Something has already been done towards this, and it can be completed next year at small expense.

Mr. Maturin Amero was appointed keeper in 1853.

ARGYLE (FIXED LIGHT.)

Lat. 44 19 55 N; Long. 66 7 35 W.

Argyle Light-house has been erected during the present year on the south point of Whitehead Island, at the entrance to Argyle Harbour, in the County of Yarmouth.

The tower is a square building painted white, 28 feet high, with keeper's dwelling attached.

It is surmounted by an iron lantern 7½ feet in diameter, having ten sides.

The light, which is a fixed red, is elevated 115 feet above high water level, and should, in clear weather, be seen a distance of twelve miles. The illuminating apparatus is catoptric, and consists of two circular-burner lamps with 20-inch reflectors, and four A lamps with 12-inch reflectors, and four mammoth flat-wick lamps with 20-inch reflectors.

Two circular burners with reflectors, and two flat-wick lamps are on hand. 353 gallons of oil were delivered at this station, and four iron tanks will be supplied. An oil store 12 x 16 is provided, and a boat 15 feet keel is purchased, and will be sent to the station in a few days. A well has been dug and walled up, but the supply of water which it affords is very small, and I think it will be necessary to build a tank in the cellar to catch rain water.

This light is for the purpose of guiding vessels into Argyle Harbour, and was put into operation on 25th September last.

Mr. Isaac A. Montague was appointed keeper at an annual salary of \$350.

FISH ISLAND (TWO FIXED WHITE HORIZONTAL.)

The light at this station is shewn from two dormer windows, provided with iron sashes 25 feet apart; one placed on the east side of the building and the other on the west.

The east window, which looks seaward, has one B lamp with 21-inch reflector. The west window has one B lamp and 21-inch reflector, looking seaward, one A lamp and 12-inch reflector looking up the river, and one A lamp without reflector on the channel. There is one spare A lamp on hand.

This light, which last year consumed 160 gallons of oil, was inspected on 7th May, and 139 gallons oil delivered. Three tanks are at the station in good order. The light-house and dwelling are in one building, and were painted this year. There is also a barn 25 x 18 feet, and an oil store 20 x 16. The store was built this year, and was much needed at this station. The road to the landing, about a quarter of a mile, is in bad order, and will require about \$100 to be laid out on it next season.

A boat 14 feet long is supplied to this station.

Mr. Joseph B. White was appointed keeper in 1864.

YARMOUTH (REVOLVING WHITE) FOG WHISTLE.

Iron lantern 9 feet in diameter, with eight sides and $5\frac{1}{2}$ feet high, glazed with 17 x 11 inch glass, of which there are eleven spare panes on hand.

The illuminating apparatus consists of ten A lamps and 12-inch reflectors, arranged in two rows, four being stationary, looking seaward, and six being placed on a revolving frame. The flash up the harbour is produced by the six lamps, and the flash seaward by the whole ten. When the revolving arm comes round, and the six lamps are just over the four fixed, a screen which is carried round by the revolving apparatus is removed, and the ten lamps give a powerful flash to seaward. One spare lamp and reflector are kept on hand. The consumption of oil last year was about 396 gallons, and the station was inspected on 7th May, when 400 gallons of oil were delivered.

There are three iron tanks in good order. The dwelling is separate from the light-house, and is a building 30 x 30 feet, with a porch 13 x 17, wood-shed 12 x 16, a boat-house 20 x 23. The steam fog-alarm is in a building 26 x 26, and the coal-shed is 17 x 18 feet.

Very considerable repairs and improvements have been made at this station during the past year. Two rooms in the dwelling have been newly plastered, chimneys repaired, and roof sheathed. The boat-house and wood-shed have been raised, nearly rebuilt and painted. The coal-shed was built this year, and the tank, with a retaining wall of stone and lined with brick and cement, placed under it. The whistle-house has been painted, and the buildings put in thorough order.

A road has been made from the landing to the light-house and whistle-house, but the wharf and slip are much out of repair, and should be put in order next year. As the supply of water for domestic purposes is very limited and precarious, I think that a tank should be built in the dwelling-house. The keeper is supplied with a boat 17 feet long.

For the year, to 30th June last, it would appear from the engineer's returns that

the whistle was in operation for 1,336 hours, and about 78 tons of coal and seven cords of wood consumed.

Mr. John H. Doane was appointed keeper of the light-house and fog-whistle on 1st July, 1874, in place of Mr. James Fox, resigned, at a salary of \$800 per annum, he providing an assistant.

YARMOUTH BEACON (FIXED RED.)

Lat. 43 48 30 N.; Long. 66 8 45 W.

This beacon is erected on the end of the reef of the south-west point of Bunker's Island in Yarmouth Harbour, on the east side of the entrance.

The foundation is of crib work about 24 feet high, and on this is erected a small dwelling-house and tower.

The light is elevated 27 feet above high water, and the illuminating apparatus consists of three mammoth flat-wick lamps with 20-inch reflectors, two facing south and one north. The lantern is of wood, with an iron floor, and protected with zinc, and the glass 21 x 27, the eastern side being dark. The windows of the lantern were originally on hinges, and were found to work loose and let in the weather; they have been made fixtures, and a platform and railing put outside to enable the keeper to clean the glass. The chimney has also been removed from the channel side, where it obstructed the light, and placed on the dark side of the lantern. The buildings have had a coat of paint, and are quite new. A boat 15 feet long is supplied, and is slung on davits attached to the top of the beacon.

The keeper lives in his own house on shore, but remains all night, and during rough weather, in the beacon, which is provided with two rooms, in the lower of which the oil is kept.

The light was put in operation on 16th February, 1874, and is for the purpose of guiding vessels into Yarmouth Harbour.

Mr. Joshua Doane was appointed keeper at an annual salary of \$350.

CAPE ST. MARY (REVOLVING RED AND WHITE.)

Iron lantern 8 feet in diameter and twelve feet wide, glazed with plate glass 66 x 24 inches.

It is dark on the E. N. E. or land side, and the illuminating apparatus consists of ten A lamps with 12-inch reflectors, arranged in two faces, each having five lamps. The consumption of oil last year was 320 gallons; and there are four oil tanks. The light was inspected on 24th May, and 300 gallons oil delivered.

The dwelling-house, 33 x 23 feet, is situated a short distance from the light-tower, besides which there is a barn 20 x 16. The lantern has had some repairs done to it this year, and the dwelling-house has been painted. The buildings are in good order. A well has been dug and walled with stone, which furnishes a good supply of water. Mr. Maturin Robichau was appointed keeper in July, 1868.

CHURCH POINT (FIXED RED.)

Lat. 44 19 55 N.; Long. 66 7 35 W.

The light-house is placed on Church Point, on the east side of St. Mary's Bay, Digby County. The tower is a square wooden building 20 feet high, painted white, surmounted with an iron lantern 7½ feet in diameter, having ten sides glazed with plate glass 36 x 28. The side in-shore is dark, and the illuminating apparatus consists of one circular-burner lamp with 20-inch reflectors and two mammoth flat-wick lamps with 16-inch reflectors. The light is exhibited from an elevation 36 feet above high water, and should be seen in clear weather about 10 miles. One flat-wick burner lamp is on hand. The light will be improved by the addition of two A lamps and 12-inch reflectors.

There is no dwelling, as the keeper lives in his own house some distance from the light; there are, however, two rooms, one of which is used by the keeper while tending the light. 180 gallons oil were delivered, and the keeper has been authorized to dig a well, as there is no means at present of obtaining water.

The tower was built by Mr. G. S. Parker, at the contract price of \$350.

The light is for the purpose of making Church Point, and guarding against the dangers in its vicinity, and was put in operation on 25th September, 1874.

Mr. Jeremiah McLaughlin was appointed keeper at a yearly salary of \$200.

SISSIBOO (FIXED WHITE.)

Iron lantern $4\frac{1}{2}$ feet in diameter, 6 feet high with eight sides, glazed with plate glass 43×21 inches, of which there are two spare panes on hand. The lantern is dark on the south side, and the light is shown by means of one B lamp with 16-inch reflector, and three A lamps with 12-inch reflectors. There is one spare lamp reflector on hand. The consumption of oil for a year was 139 gallons, and 90 gallons were delivered on 23rd May when the light was inspected. One tank is on hand. The light-tower, which is the only building (the keeper living in his own house) was painted this year and is in good repair.

Mr. B. Amero was appointed keeper in 1870.

BRIER ISLAND (FIXED WHITE) AND FOG-WHISTLE.

Iron lantern 8 feet in diameter, 6 feet high, having eight sides and glazed with 17×11 -in. glass. Shows dark in-shore. The light is produced by six circular-burner lamps with 18-inch reflectors, and there are two spare A lamps on hand. The consumption of oil last year was about 580 gallons, and the light was inspected on 23rd May, and about 800 gallons of oil delivered. There are six iron tanks on hand in good condition.

The light-tower is separate from the dwelling of the keeper, which is a building 24×32 feet, and there is also a store 16×30 feet.

The roof of dwelling has been re-shingled, the windows repaired, and the premises generally put in good order. A boat 14 feet long is supplied.

The whistle-house is situated about fifty yards from the light-house, and there is also a coal shed. These buildings, and the engine and machinery, are in good order. The road over which all the supplies, coal, wood, &c., are carted require some repairs. About one mile of it is used exclusively for light-house purposes, and probably an expenditure of \$100 will be made next year.

The Engineer's returns show 1,737 hours of fog and thick weather at this station, and a consumption of about 80 tons coal and 32 cords wood.

Mr. Joseph Suthern was appointed keeper of the light-house in October, 1867, and his son, Mr. Frank Suthern, has been in charge of the fog-whistle since October, 1873.

WESTPORT (FIXED WHITE—TWO HORIZONTAL.)

The light is shewn from two dormer windows, having three sides, and provided with iron sashes, glazed with glass 17×11 inches, of which there are ten spare panes on hand. One window looks towards the north, and the other southerly, and each is provided with two A lamps and 12-inch reflectors. The station was inspected on 23rd May last, and a sufficient supply of oil being on hand none was delivered. The last year's consumption was about 165 gallons, and there are three iron tanks in good repair.

Besides the light-house, which contains the keeper's dwelling, there is an oil store 14×20 feet. The platform under the light windows has been covered anew with zinc, a new cellar and porch floor and sleepers has been laid, and the outside of the house painted with two coats. The oil store has had new sills, the building has been raised, the floor repaired, new sashes provided for four windows, new door frame

supplied, and the outside painted. There is a boat at the station 12 feet keel, and the Superintendent recommends that the keeper be furnished with a spy-glass.

Mr. John D. Suthern was appointed keeper in November, 1851.

BOAR'S HEAD (REVOLVING RED AND WHITE.)

Iron lantern of eight feet in diameter, with twelve sides, glazed with plate glass 24 x 54 inches. The S.W. side is dark, and the light is shown by means of six A lamps, and 12-inch reflectors placed on two faces—three lamps in each. The light was inspected on 23rd May, and about 350 gallons oil delivered. The consumption here for one year is 253 gallons. There are four iron tanks in good order.

The keeper's dwelling is in the same building as the light, besides which there is an oil store 14 x 22 feet; the cellar of the house has been lathed and plastered, a picket fence built round the house, and the road repaired.

The chimney requires to be new topped, and lantern deck to be recovered and otherwise repaired. A small store, for housing the supplies when landed, is much needed at the passage, about three-quarters of a mile from the light, at a cost of about \$150. At present much difficulty and some expense is incurred in obtaining private storage.

Mr. H. M. Ruggles was appointed keeper in December, 1863.

DIGBY (FIXED WHITE.)

A new light-house has been erected at this station during the present year to take the place of the old tower destroyed by fire in the spring of 1873.

The building has been placed on the former site, and the tower is 33 feet high from sills to lantern deck; a dwelling for the keeper, 25 x 31, is attached.

The building is painted white, with a red stripe down the centre of the tower. The lantern is of iron, nine feet in diameter, having twelve sides glazed with plate glass 60 x 30 inches, of which there are three spare panes. The south side is dark, and the lamps are arranged in two tiers on a frame work rising from the centre of the lantern. They are as follows: five circular-lamps with 20-inch reflectors, and eight dual burner flat-wick lamps with 18-inch reflectors.

A temporary light had been exhibited up to August last, from a lantern erected for the purpose, on the oil store, and furnished with four circular-burner lamps and 18-inch reflectors. The consumption of oil for year ending 30th September, 1874, was 621 gallons. The station was visited on 23rd May, and 722 gallons oil delivered. There are six iron tanks on hand—two very small; about four more will require to be sent to this station.

Besides the new light-house and dwelling there is an oil store 20 x 10; the keeper has built a barn 20 x 15, in place of one burnt down, at a cost of about \$50. Some repairs have been made to the fence, and drain made to carry off surplus water. The oil-house will require a new floor, and the lantern should be taken down.

The fog-whistle is contained in a building 40 x 20, which also includes the coal shed. The whistle was in operation for about 1,428 hours, and ninety-seven tons of coal and thirty-one cords of wood were consumed in the year ended 30th June last.

Mr. Sheppard J. Frost was appointed keeper of the light and engineer, on 1st May, 1873.

PORT WILLIAMS (TWO VERTICAL WHITE.)

The upper light is shown from an iron lantern 8 feet in diameter, having twelve sides glazed with plate glass 24 x 48. The south or inshore side is dark. The lower light is shown from a three-sided bow window glazed with glass of the same dimensions. In the upper light are four lamps with 12-inch reflectors, and in the lower, two of the same description. The light was inspected on the 22nd May, and forty-six gallons of oil delivered. The consumption for year was 182 gallons; the station

has four iron tanks in good order. The keeper lives in his own house about 100 yards distant. Some repairs will be required at this station next year.

Mr. James M. Dunn was appointed keeper on 26th October, 1858.

MARGARETVILLE (FIXED RED.)

Iron lantern 8 feet in diameter, with twelve sides glazed with plate glass 54 x 24 inches; dark on the south side. The light is shewn by means of five A lamps with 12-inch reflectors. The station was inspected on the 22nd May, and about 100 gallons oil delivered. A year's consumption amounts to about 131 gallons; three iron tanks are on hand. The keeper resides in his own house about three-quarters of a mile from the light. The light-house was painted in 1873, and some repairs made this season; some more work is however required here, and the dock should be covered with canvas.

Mr. Wm. Early was appointed keeper in October, 1859.

BLACK ROCK (FIXED WHITE.)

The light is exhibited from a three-sided bow window, with iron sashes, glazed with 11 x 17 glass. The south side is dark.

The light is shewn by means of one B, and eight A lamps, provided with 12-inch reflectors; one spare lamp and reflector on hand. The light was inspected on 22nd May, and 185 gallons oil delivered. The consumption for the year was 210 gallons; six tanks for oil are on hand.

The keeper's dwelling and light are under one roof, besides which there is a building 22 x 16-feet, used for oil and other purposes. The buildings are in good order—the house has been painted inside, and windows re-glazed. Some further repairs are necessary.

Mr. James Robinson was appointed keeper in July, 1872.

PARRSBORO' (FIXED WHITE.)

Wooden lantern of 8½ feet in diameter, with iron sashes, and the floor and sides protected against fire. The glass used is 18 x 16 inches, and two spare panes are kept on hand. The north-east side is dark, and the lighting apparatus consists of two mammoth flat-wick lamps, with 18-inch reflectors; two B lamps and three A lamps, with 12-inch reflectors. One spare A lamp is kept on hand. This light was inspected on 22nd May, and 357 gallons of oil delivered, and the year's consumption was 285 gallons. There are three oil tanks at the station in good order. The keeper's dwelling is attached to the light-house, besides which there is a building 40 x 16, used for an oil room and stable.

The premises are in good repair. The interior of the light-house was painted, and new tables made for the lamps; the out-buildings were shingled and battened.

This station was visited by a heavy storm on the 23rd and 24th November, which washed away about 100 feet of the protection work. Steps were taken immediately to have the damage repaired, which will involve an expenditure of about \$200.

Mr. John H. Newcomb was appointed keeper in July 1874, at a salary of \$340, in place of Mr. William Armstrong, deceased.

WALTON (FIXED RED.)

The light was put in operation on 1st November, 1872; the tower is a square wooden building, painted white, 20 feet high, surmounted by a wooden lantern with iron floor, and lined with zinc six feet in diameter, and glazed with plate-glass 34 x 36 inches. The light is exhibited by means of two flat-wick burner lamps with 18-inch reflectors, and two A lamps with 12-inch reflectors. The east and south-east side is dark; one small lamp is kept on hand. About 200 gallons of oil were delivered, and there are three galvanized iron tanks supplied. The keeper lives in his own house,

about three-quarters of a mile from the light. Some expenditure will have to be made here next year, for completing a road to the light-house, which is much required.

Mr. Timothy Parker was appointed keeper in July, 1873.

BURNT COAT (FIXED WHITE.)

Iron lantern 7 feet in diameter, with eight sides glazed with glass, 11 x 21 inches, of which there are twenty-four spare panes on hand. The lantern is dark on the south side. The lighting apparatus consists of one mammoth flat-wick lamp, with 20-inch reflector, and six A lamps with 12-inch reflectors.

The light was inspected on 21st May, and 318 gallons of oil delivered. The consumption for last year was 228 gallons, and three large and two small tanks are on hand.

The light-house and keeper's dwelling are in one, besides which there is a building 24 x 19ft. used for a stable and wood-house. The house was painted this year, but the lantern deck and base will require some repairs next summer.

Mr. William Faulkner was appointed keeper—taking charge from 1st August, 1874—at a salary of \$250, in place of Mr. Nathan Smith, superannuated.

SPENCER'S POINT (FIXED WHITE.)

The light at this station is shown from a wooden lantern on top of the keeper's private dwelling house—the glass is 22 x 33-inches. Three lamps are used, two being A lamps with 12-inch reflectors, and the third having no reflector. About 100 gallons is the yearly consumption, and eighty gallons were delivered there this season. The lantern here is furnished by the Department, and a small shed is required for the oil tanks, of which two are supplied.

Mr. Robert A. Spencer has kept the light since April 1870.

HORTON BLUFF (FIXED WHITE.)

The lantern here is a window with iron sashes, projecting from the roof of the house; it has three sides and glazed with 11 x 17 glass. The west side is dark. The light is shown by means of one flat-wick lamp with 18-inch reflector, showing down channel to north, an A lamp with 12-inch reflector showing up the river to the eastward, and a B lamp without reflector to north-east across the channel. One spare lamp and reflector is on hand and two tanks. About 125 gallons of oil are consumed annually, and the light was inspected and 139 gallons delivered on the 21st of May—the light and dwelling house is in one, and there is a store used half for oil and half for wood 16 x 20 feet.

During the past season the kitchen has been ceiled up to the windows, and all wood work painted inside—the lantern has been protected with zinc, a new porch 8 x 9 was built, and the oil store has had new sills, and the side and roof shingled; the trees along the bank have been cut down and the light can now be seen much further up the river. A larger lantern is required at this station.

Mr. C. E. Rathbun was appointed keeper in October, 1870.

APPLE RIVER (FIXED WHITE.)

Iron lantern 4½ feet in diameter, with eight sides glazed with plate glass 45 x 21 inches. The north-east side is dark, and the light is exhibited by means of one mammoth flat-wick lamp, and 18-inch reflector, and three A lamps with 12-inch reflectors. There are two lamps and reflectors on hand, and three oil tanks. The station was inspected on 15th July, and 231 gallons oil delivered, that being about the yearly consumption. The light-house and dwelling are in one, and there is an oil store 18 x 20 feet. The buildings are in good condition, and were painted inside and out this year. Four iron wire stays were also put to the tower to protect the building in case of severe storms. A 16 feet boat is provided. The wharf has been added to and repaired during the year.

Mr. James Tate was appointed keeper in January, 1866.

CAPE D'OR FOG-WHISTLE.

Lat. 45 17 30 N.; Long. 64 46 40 W.

During the past year, a fog-whistle has been erected on Cape d'Or, in the Bay of Fundy, but has not yet been advertised though it has been in operation for some months. The supply of water was not sufficiently steady to justify the usual public notice. The machinery was furnished by Messrs. Allen Brothers, of St. John, N. B., for the contract price of \$3,000, and the buildings, reservoir, &c., were constructed by Messrs. Clark & Stackhouse by contract, for \$4,850; they also built a coal-shed for \$300, and a tram-road from the rock on the beach up to the side of the bank—75 feet, and thence 200 feet to the coal-shed, near the whistle-house, for \$290. This arrangement will facilitate greatly the landing of coal, &c., at this steep and difficult point.

The whistle will be sounded as follows: Two blasts, of six seconds each in a minute, with intervals of twenty-four seconds each, as follows:—

First a blast of six seconds, then an interval of twenty-four seconds; then a second blast of six seconds, and an interval of twenty-four seconds to complete the minute.

To the eastward of Halifax the lights are as follows:—

MEAGHER'S BEACH (FIXED WHITE.)

Iron lantern 9 $\frac{3}{4}$ feet in diameter, with eight sides, 7 feet high, glazed with plate-glass 21 $\frac{1}{2}$ x 17 $\frac{1}{2}$ inches. There are twelve spare panes on hand. The north-east side of the lantern is dark. The lighting apparatus consists of four large flat-wick lamps, with 18-inch reflectors; four B lamps, with 16, 14 and 12-inch reflectors, and one A lamp with 12-inch reflector. The light-house is a stone tower, built by the military authorities in 1828. The consumption of oil for the year ended 30th September, was about 480 gallons, and on 31st August, 450 gallons of oil were delivered. Six iron tanks are supplied, which are in good order. The dwelling-house is separate from the light-tower, though the keeper generally lives in the lower part during the autumn and winter months, as the house is much exposed to the violence of the winds and waves, the sea completely dashing over it during very heavy storms. The dwelling is 26 x 20 feet, and there is also a barn 18 x 16 feet. The buildings are all in thorough order.

During a heavy gale on the night of the 22nd of November, the chimney on the north-east side was blown down. Instead of building it up again, I have substituted a galvanized iron pipe fitted into brickwork, projecting only a few inches from the roof and secured by wire stays, which, I have no doubt, will render it firm and safe. A boat 14 feet long is supplied to this station.

This light-house is situated on the south-west end of a rocky beach at the western inner entrance to Halifax harbour, which, curving to the eastward and northward, forms McNab's Cove, a secure harbour for small craft during a southerly wind.

For many years the sea has been washing away the rocks and gravel from the southern side of the beach, threatening to undermine the tower and break through the barrier which now makes the protection for the cove or harbour referred to. A good deal of work has been done from time to time to arrest this encroachment, and piles have been placed to the southward of the light extending eastwardly, and backed with stone and brush. This has done good service, but a protection work of a more permanent character should be constructed next season. Mr. Tomlinson has visited the locality, and is preparing plans of crib-work, which will, it is hoped, make a permanent protection for the beach. Mr. Sandford Fleming, C. E., kindly accompanied Mr. Tomlinson and myself while inspecting the beach, and offered some valuable suggestions respecting the character of the work to be done. A considerable sum will be required to be expended here, and the works should be commenced as early as practicable in the spring. The gale of the 22nd, to which I have referred, nearly made a clean sweep through the beach, besides carrying away much of the stone-work behind the piles and threatening the dwelling-house with destruction,

This has entailed an immediate expenditure, by means of which I think the premises will be safe for the winter.

Mr. Edward Horn was appointed keeper in October, 1873, having been transferred from Peggy's Point on the superannuation of the late keeper, Mr. David George.

DEVIL'S ISLAND (FIXED RED AND WHITE.)

Iron lantern 7 feet in diameter, having eight sides glazed with glass, 18 x 16, of which there are thirty-three spare panes on hand. This light shows red to the seaward, or from west round by south to east, and white northeastwardly and north. Two large circular lamps with 20-inch reflectors are in use, and nine A lamps and 12-inch reflectors. These are arranged in two rows, six above and five below. There are two spare A lamps and reflectors on hand. The consumption of oil for the year was 400 gallons, and three iron tanks are supplied to the station. The light was inspected on 31st August, and 418 gallons of oil delivered.

Besides the light-house, there is a dwelling, 31 x 29 feet; a boat-house, 21 x 7 feet; an oil store, 15 x 12 feet, and a life-boat house, 30 x 10 feet.

The tables for lamps have been altered and covered with zinc, and the inside of lantern base covered with the same material; new shingles were placed round the base of the lantern and all the leaks made good. The light tower and out-buildings were all thoroughly painted; a new house built for a life-boat, and an addition made to the old boat-house.

A boat 17 feet long was supplied to this station, and, during this summer, a wooden life-boat 23 feet long and provided with caissons of muntz-metal and everything complete, has been placed under charge of the keeper. The residents of Devil's Island and the adjacent shores are principally fishermen and accustomed to the sea, and a crew for the life-boat can be found at a few minutes' notice, whenever occasion may arise for their services.

The light at this station is a very inferior one, at a most important point, and from its colour and consequent want of power not at all suited for the requirements of navigation. From the distinguishing characteristics of the lights east and west of Halifax Harbour, it would be impossible to make it a fixed white, revolving white, or revolving red and white. A light has been asked for at Jeddore which should be red, were it not that it might be confounded with the present one on Devil's Island. Under these circumstances, I would strongly recommend that a second light-house be erected at this locality about 200 yards distant from the present tower, and that two powerful fixed white lights be exhibited instead of the feeble red one now shown. The present building, with a new lantern, would suffice for one light, while one keeper could attend both. Another advantage accruing from the proposed arrangement would be that the two lights could be brought in range so as to clear the Thrum Cup Shoals.

Mr. Benjamin Fulker was appointed keeper in April, 1861.

EGG ISLAND (REVOLVING RED AND WHITE.)

Iron lantern 7½ feet in diameter, having twelve sides glazed with plate glass 66 x 24 inches, of which there is one spare pane on hand. The light shows all round, and is produced by means of ten A lamps with 12-inch reflectors arranged on two frames, and forming two faces with five lamps on each. Two spare lamps and reflectors are on hand. The consumption of oil for the year is about 375 gallons, and the station was inspected and 504 gallons delivered on 31st August. Five iron tanks are on hand, one of which, however, is rather small.

The keeper's dwelling, a building 32 x 24 feet, is separate from the light-tower, besides which there is a boat-house and store 24 x 12 feet. The foundations of the buildings have been repaired and pointed with cement, the water tank cemented inside and out and made tight, the windows of the light-tower repaired and made good by covering with sheet lead, and removing the shingles. The walls of the store-house

have been rebuilt, and repairs made to the landing and slip. A winch is required at this station for hauling up the boats—one was formerly on the Island, but was destroyed by a gale in September, 1879.

The lantern at Egg Island is entirely too small, and should be replaced as soon as possible with one ten feet in diameter and provided with a more powerful lighting apparatus. The station is about 27 miles east from Halifax, and vessels from long distances, especially those from Europe, often make this light first, and for this reason it should be a first-class light. The top of the tower is quite large enough for a lantern of ten feet diameter, and the present one, which is in very good order, could be taken down and made available at other stations.

A new boat 16 feet long has lately been sent to Egg Island, and there is also an old one 18 feet long on hand, but in need of repairs.

Mr. Wm. Condon, jun., was appointed keeper in May of the present year, in place of his father who had been superannuated.

BEAVER ISLAND (REVOLVING WHITE.)

Iron lantern 9 feet in diameter, with eight sides glazed with 11 x 17 inch glass, of which there are twelve spare panes on hand. The light is produced by means of nine A lamps and 12-inch reflectors, and there are five spare lamps and one reflector on hand. About 300 gallons oil is the yearly consumption, and the light-house was inspected on 31st August, and 314 gallons oil delivered. The light-house and dwelling are under one roof, and there is a barn 16 x 20 feet.

The oil is now kept in the cellar of the dwelling, and a small oil store should be erected near the light-house. Three tanks are kept, but one needs repairs. A whale boat 19 feet long, and a flat boat, are provided by the Department.

The premises are a good deal out of repair, and will require to be put in thorough order next season. The lantern is old, leaky and unserviceable, and must be replaced with a new one next year, and a more powerful lighting apparatus should be supplied. The necessary repairs have been postponed until a new lantern is to be erected, as they can then be made to much greater advantage. This is a very important coast light.

Mr. Norman McIvor Campbell was appointed keeper in 1873.

LISCOMB (REVOLVING RED AND WHITE.)

Iron lantern 9½ feet in diameter, with twelve sides glazed with plate glass 60 x 30 inches, of which there are four spare panes on hand.

The light shows all around, and the apparatus consists of six circular lamps with 20-inch reflectors, arranged in two faces with three lamps on each. Three spare lamps are on hand. The light was inspected on 1st September, and 677 gallons of oil delivered, the consumption for the year being about 550. Five tanks in good order are on hand at this station, and two which require repairing. The light-house and dwelling are in one, besides which there is an oil store 12 x 16 feet. The buildings are in good order, having been painted and repaired during the past season, and a boat 14 feet long is provided.

A boat-house and store is much needed at the landing, nearly a quarter of a mile distant. It is difficult to take the supplies from here to the light-house, as the bank is steep, and sufficient help cannot always be obtained when the inspection takes place, which is generally during the season when the fishermen are very busy. The keeper will do the work if supplied with the requisite materials.

Mr. Seth Crooks was appointed keeper in 1871.

ISAAC'S HARBOUR (FIXED RED.)

Lat. 45 10 12 N.; Lon. 61 39 20 W.

This light-house, which was first put in operation on the 9th November, is a square wooden building 20 feet high and painted white, erected on Holly Point, west

side of entrance to Isaac's Harbour in Guysboro' County. The lantern is of wood six feet in diameter, with an iron floor, and having eight sides glazed with plate glass 36 x 30 inches. The light is a fixed red, elevated 80 feet above sea level, and can in clear weather be seen at a distance of about nine miles, and is for the purpose of guiding vessels into Isaac's Harbour. The lighting apparatus consists of one circular-burner lamp and 20-inch reflector, and two mammoth flat-wick lamps with 16-inch reflectors. Two A lamps and 12-inch reflectors are required to make the light complete; 270 gallons of oil were delivered, and three galvanized iron tanks supplied. The keeper lives in his own house. The light-house was built by Mr. J. T. Sinclair for the contract price of \$870.

Mr. C. W. Bigsby was placed in temporary charge of the light.

COUNTRY HARBOUR (FIXED WHITE.)

Iron lantern 6 feet in diameter, with eight sides, glazed with plate glass 36 x 30 inches. The north side has two dark panes, and the lighting apparatus consists of four large circular lamps with 20-inch reflectors, and two A lamps with 12-inch reflectors—one large lamp being on hand. The annual consumption of oil is about 450 gallons; and the light was inspected on 1st September, and 548 gallons oil delivered. There are three tanks in good order, and two that need repairs.

The dwelling and light-house are in one building, besides which there is an oil-house 12 x 16 feet, and a store at the landing 14 x 20 feet.

The landing is about half-a-mile from the light, and the bulk of the oil and supplies is kept here until the winter when they are conveyed to the station.

The buildings were much damaged by the gale of 24th August, 1873; the foundation walls have been repaired and the plastering renewed in the dwelling. The tower has been stayed with wire rope, a plank floor has been laid in the cellar, and a porch built over the outside cellar door. A store and boat-house has been built at the landing, and paint-oil supplied for painting the buildings. Four new panes of glass have been put in the lantern. The lantern is much too small for the large lamps that are used, and quite inadequate for this important part of the coast. It should be taken down, and one at least nine feet in diameter erected in its stead.

Mr. William J. Foster was appointed keeper in July, 1872.

WHITE HEAD (REVOLVING WHITE.)

The lantern and lighting apparatus at this important point being old and of a small and improper description, were removed this year and new ones supplied; the light was not, however, extinguished while the work was progressing.

The light-tower which was square, has had an additional story, ten feet in height and of octagonal form, added to it, closets were made in the angles, fitted with shelves &c., and a new stairway built. An iron lantern having twelve sides and nine feet in diameter, has been erected, and a new and large revolving apparatus put in operation.

The plate glass used is 60 x 30 inches, and the lighting apparatus consists of six mammoth flat-wick lamps with 22-inch reflectors; two spare lamps being kept on hand. About 720 gallons of oil were delivered at this station on 3rd September, and four iron tanks in good order are kept on hand.

The dwelling is attached to the light-tower; and there are two other buildings, one near the light, 24 x 16, used for an oil-store and barn, and another, 24 x 18 feet, at the landing place, half-a-mile distant, to receive the supplies when delivered, and for storing them until they can be taken to the light-house.

The oil store near the light was built this year, having a partition through the centre, the lower floor made of two-inch plank, and the upper floor double boarded; oil benches for the tanks were also added, and all the new work at the station painted.

A galvanized iron chimney was made, leading from the light-room floor to top of lantern, the old windows of the tower renewed so as to correspond with the new ones, and a number of other repairs made to place the building in thorough order. An

expenditure of \$50 has been made in improving the road, and a like sum in repairing the landing. Scantling, lumber, and shingles for the purpose of building a boat-house have been sent, and the keeper is having the work performed.

A boat has been supplied to take the place of one lost during a heavy gale in 1873. A tank should be built in the dwelling-house to secure rain-water, as the keeper is occasionally obliged to fetch it from the mainland.

Mr. James P. Dillon was appointed keeper in May, 1867.

At Munro's Point in White Haven Harbour, a small piece of ground was purchased by the Department and a building erected as a coal depôt for the steamer visiting Sable Island. About fifty tons have been landed here since the beginning of the present month by the schooner "J. H. Nickerson," Capt. Graeburn. A wharf is also being completed to enable the steamer to coal directly from the store.

In taking supplies to Sable Island, the "Lady Head" usually proceeds to Whitehaven Harbour, the nearest point on the mainland, and there waits for a favourable opportunity to reach the Island. Sometimes from stress of weather, she is forced to leave without having accomplished her purpose, and as she can only carry a few days' coal the convenience of being able to replenish her supply without returning to Halifax is very great.

CRANBERRY ISLAND, (FIXED WHITE) AND FOG-WHISTLE.

There are two vertical lights at this station, the lower one being a bow-window facing seaward, provided with four A lamps and 12-inch reflectors, the upper is an iron lantern, nine feet in diameter, having eight sides, glazed with 17x11 inch glass, of which some twenty-eight spare panes are on hand. This light shows all around, and is supplied with four circular-burner lamps and 18-inch reflectors, and six A lamps and 12-inch reflectors placed on a circular table, and four A lamps and 12-inch reflectors placed on the floor and looking seaward. The yearly consumption of oil is about 780 gallons; and the station was inspected, and 890 gallons of oil delivered on 26th June last. Nine iron tanks in good order are kept here.

The keeper's dwelling, 32 x 17 feet, is situated a short distance from the light-tower; there is also a store-house 25 x 13 feet, an engine-house 25 x 17 feet, an engineer's dwelling 26 x 16, and a tank-house 20 x 12 feet.

The destruction caused at this station by the gale of August, 1873, has all been remedied; a coal bunker has been built near the engine-house, and a slip or landing made for hauling up the boats. The light-tower, dwelling-house, and store are over sixty years old, and will require considerable repairs. The lantern should be removed, and replaced with one at least ten feet wide, and with larger glass, and the lighting apparatus should be of the most approved and powerful description.

The light is placed at the turning point for vessels entering or leaving the Gut of Canso; the dangers it marks lie far out, and thousands of vessels of every description are continually passing and repassing. This station, like Sambre, stands much in need of a powerful dioptric light. Two boats are kept here—one a whale boat, 17 feet keel, the other a flat boat, 15 feet, both in good condition.

The boiler of the fog-whistle is in a bad state, owing to general wear, and many of the plates having become very thin; it should be repaired as soon as possible, and it is more than probable a new one will be required next year. The attention of the Inspector of Steamboats has been called to this matter, who will report what steps are necessary to have the machinery placed in thorough repair.

Mr. James Hanlon was appointed keeper of the light in November, 1854, and has had charge of the fog-whistle since October, 1872.

CANSO HARBOUR (FIXED RED.)

The light at this station has a wood lantern 7 feet 10 inches diameter, provided with an iron floor and zinc linings. It has eight sides, and is glazed with plate glass 36 x 30 inches. The light, which does not show to the north-west, is produced by

means of four mammoth flat-wick lamps, and 18-inch reflectors, and two dual burners with 12-inch reflectors. There is one spare large lamp, and three oil tanks. About 300 gallons is the annual consumption of oil; and the light was inspected on the 25th June, and 224 gallons delivered. The dwelling is attached to the light-tower, and there is an oil store 12 x 16 feet.

Repairs have been made to the top of the light-house, which was leaking, and canvas has been sent to cover the deck. The buildings were painted this year.

Two additional lamps will be sent to the station: a large flat-wick lamp to look seaward, and a small "A" lamp in the harbour side, which is not now sufficiently lighted. A boat 13 feet keel is supplied by the Department.

Mr. John Langley was appointed keeper in May, 1872.

GUYSBORO (FIXED WHITE.)

This harbour light is exhibited from a window projecting from the side of the building, having iron sashes, and glazed with 10 x 12 glass. The light only shews on one side, and has two A and one B lamps, with 12-inch reflectors; one spare lamp is on hand. About 130 gallons of oil are consumed annually, and the station was inspected and 132 gallons delivered on 25th June. Two tanks are provided.

The keeper lives in his own dwelling about one-eighth of a mile from the light; but there is a store 12 x 12 for supplies and light-house materials.

The buildings here were damaged by the August gale of 1873, but have since been repaired and are in good order.

Mr. Godfrey S. Peart was appointed keeper in 1852.

CREIGHTON'S HEAD (REVOLVING WHITE.)

Lat. 45 30 40 N.; Long. 61 6 0, W.

This light was put in operation on the 25th of October, 1874, and has been erected on the north extremity of Creighton's Head, West Arichat. This building when nearly completed was blown over during the August gale last year. It has now been rebuilt and firmly secured with wire stays. The tower is a square wooden building 20 feet high, painted white, with a cellar in which the oil is kept. The lantern is of wood, 6 feet in diameter, with iron floor and zinc linings. It has eight sides, two of which looking inshore are dark, and glazed with plate glass 36 x 28. The light, which is a white revolving, shewing a flash every forty seconds, is produced by six A lamps with 12-inch reflectors arranged in two faces, three lamps on each. Two hundred and ninety gallons of oil were delivered and three tanks supplied. The keeper resides in his own house. The light is for the purpose of guiding vessels into Little or West Arichat.

An allowance of \$400 was made to the contractor for reconstructing the building, and placing the wire stays.

Mr. Henry H. Creighton was appointed keeper, at an annual salary of \$200.

JERSEYMAN'S ISLAND (FIXED RED.)

An iron lantern 6 feet wide, having eight sides, glazed with plate glass 36 x 30 inches; dark on the south side. The lighting apparatus consists of one mammoth flat-wick lamp, with 18-inch reflector, one with 16-inch reflector, and three B lamps with 12-inch reflectors; another B lamp will be furnished. The annual consumption of oil is about 320 gallons. The light was inspected on the 26th June, and 361 gallons of oil were delivered. Two iron tanks are supplied to this station, one of which requires some repairs. The dwelling is attached to the light-tower, and a small shed 9 x 16 has been built alongside. There is also an oil store 16 x 12 feet.

The buildings here were much injured by the gale of August, 1873, the oil-store being washed off its foundation; repairs have been made, others are going on and nearly completed, which when done will leave the premises in good order. The

building will be stayed with wire rope this winter. A protection of ballasted crib work, against the violence of the sea, has been built round three sides of the light-house. A boat 18 feet long is supplied to the station.

Mr. Simon Babin was appointed keeper in 1873.

ARICHAT (FIXED WHITE.)

The light at this station is shown from a three-sided window projecting from the dwelling-house. The sashes are of iron, glazed with glass $14\frac{1}{2}$ inches square, of which six spare panes are on hand; the east or land side is dark. Four A lamps furnished with 12-inch reflectors are employed. About 120 gallons of oil are consumed annually, and the light was inspected and 137 gallons delivered on 27th June. There are three tanks on hand.

The light-house and dwelling are under one roof, and there is an oil store 16×12 feet.

The buildings were painted this year, but some trifling repairs are required about the sky-light in the roof of the dwelling. A boat should be supplied to this station.

Mr. Joseph Coste was appointed keeper in 1851—he is now 77 years of age, and his son assists him in taking charge of the light.

GREEN ISLAND (FIXED RED.)

Iron lantern $7\frac{1}{2}$ feet in diameter, with twelve sides glazed with glass 24×66 inches, with two spare panes on hand. The light shows all round, and is produced by means of three circular lamps and 20-inch reflectors, and eight A lamps with 12-inch reflectors; one small spare lamp on hand. The annual consumption of oil is about 500 gallons; and the light was inspected on 26th June, and 681 gallons of oil delivered. three tanks are supplied.

The light and dwelling are in one, and there are two stores, 12×15 , and 24×15 feet, one used for oil and the other for boats and fuel. Some repairs are required to the deck, the metal sheathing is getting bad, and should be renewed, and the deck covered with canvas. A porch is required at the east end of the building, and the landing should have some work done on it to make it safe for boats. A boat is kept at this station about 17 feet long.

Mr. William Duann was appointed keeper in November, 1871.

I would recommend that this light be altered to a revolving red and white, as suggested some time since; the change would give a more powerful light at an important point, without interfering with the character of any other in the neighborhood.

CAPE LA RONDE (FIXED WHITE.)

Lat. $45^{\circ} 34' 45''$ N.; Long. $60^{\circ} 53'$ W.

This light-house has been erected during the present year on Cape La Ronde, on the west side of the entrance to St. Peter's Bay, Richmond County, Cape Breton, for the purpose of guiding vessels into the Bay. It is a fixed white light elevated 92 feet above high water, and in clear weather can probably be seen a distance of 14 miles.

The tower is a square wooden building, painted white, 28 feet high, surmounted by an iron lantern $7\frac{1}{2}$ feet in diameter, with ten sides, and glazed with plate glass 36×28 inches; one pane is dark.

The light is exhibited by means of two-circular burner lamps with 20-inch reflectors; one mammoth flat-wick with 16-inch reflector, and three with 18-inch reflectors. There are two spare lamps on hand, and three galvanized iron tanks have been provided. 276 gallons of oil were delivered at this station.

The dwelling is attached to the light-house, besides which there is an oil store 12×16 feet. The contract was awarded to Mr. F. S. Cunningham for the sum of \$1,345.

Mr. Charles Lattimore was placed in temporary charge of the light, which was shewn on the 1st December, 1874.

OUETIQUE ISLAND (FIXED RED.)

Lat. 45 36 42 N.; Long. 60 57 15 W.

A light-house has been placed during the past year on the south point of Ouetique Island, Richmond County, Cape Breton. It is a fixed red, elevated 78 feet above high water, and may be seen in clear weather a distance of about nine miles. The tower is a white square building 28 feet high, surmounted by an iron lantern $7\frac{1}{2}$ feet in diameter, with ten sides, glazed with plate glass 36 x 28.

The light which shows all round is produced by means of one circular-burner with 20-inch reflector, and three mammoth flat-wick lamps with 16-inch reflectors; one mammoth flat-wick is on hand, and two A lamps with 12-inch reflectors are required at this station. About 270 gallons of oil were supplied, and three galvanized iron oil tanks.

The dwelling is attached to the light tower, and an oil store has been built 12 x 16 feet, and the keeper authorized to obtain a small boat. The contract was awarded to Mr. F. S. Cunningham for the sum of \$1380.

The light which is for the purpose of guiding vessels through Lennox Passage, was put in operation on 1st December, 1874, and Mr. Cecil Simpson placed in temporary charge.

LOUISBURG (FIXED WHITE.)

Iron lantern 10 feet in diameter, with eight sides, glazed with 17 x 11 inch glass, of which a large number of panes are on hand. The lantern is dark towards the land side; and the illuminating apparatus consists of four circular-burner lamps with 20-inch reflectors, and five A lamps with 12-inch reflectors; five A lamps and reflectors are on hand. The annual consumption of oil is about 530 gallons. The light was inspected on 10th September, and 670 gallons oil were delivered. Five tanks are supplied—all in good condition.

The dwelling is under the same roof as the light-house, besides which there is a barn 20 x 16.

The foundation walls of the light-house have been re-built in places, and thoroughly repaired, new porches and water-spouts furnished for the dwelling. The roof of the building requires repairs, and the ceilings should be re-lathed and plastered; the barn also needs repairing. An oil store is also required at this station, and should be erected next year. A new lantern is needed as the present one is old and of an inferior description.

The landing stands in need of improvement; and the keeper should be supplied with a boat to take the place of one lost during the August gale of 1873. The buildings were painted last season.

Mr. Lawrence Kavanaugh was appointed keeper in 1842.

MAIN-A-DIEU (FIXED RED.)

This station is provided with an iron lantern $4\frac{1}{2}$ feet in diameter, with eight sides glazed with plate glass 44 x 22 inches, of which two spare panes are on hand. The lantern is dark towards the E.S.E., and the light is shewn by means of two circular-burner lamps, with 18-inch reflectors, one A lamp with 15-inch reflector, and one with 12-inch reflector. One circular-burner lamp and 18-inch reflector are on hand. The annual consumption is about 330 gallons, and the light was inspected on 11th September, and 459 gallons delivered. There are five tanks at the light-house, one of which is, however, out of repair.

The dwelling is attached to the light tower, besides which there is an oil store 12 x 16 feet.

The tower has been strengthened with four wire stays and the following work done at the station during the year. The roof of the light-house and lantern base were re-shingled, and a retaining wall of rough stone constructed around three sides of the

building, having an average height of about four feet and some fifteen feet distant from it, the inside was filled up with earth, and the whole surface covered with gravel to keep it from washing or blowing away.

The foundations of the tower were pointed with cement, and ceiled with 1½-inch grooved and tongued linings; all defects in the plastering were made good; the water tank cemented inside and out, and the whole building painted. Repairs were done to the inside of the house and the drain opened, and new stone foundations were put under the oil store.

A boat about 12 feet long is provided. A store house is much needed to receive the supplies at the landing, which is some distance from the light-house, with a steep hill intervening. A road is also required, in making which some rocks will have to be blasted.

Mr. James Burke was appointed keeper in the year 1871.

SCATTERIE ISLAND (REVOLVING WHITE) AND HUMANE ESTABLISHMENT.

The light-house has an iron lantern, 10 feet in diameter, with twelve sides, and glazed with plate glass 72 x 30-inches. The lighting apparatus consists of nine A lamps with 21-inch reflectors, arranged in a triangular-shaped revolving frame, with three lamps in each frame. Two spare lamps and reflectors are on hand. The annual consumption of oil is about 350 gallons, and the light was inspected and 373 gallons delivered on 23rd September. Eight tanks are on hand, two of which must be removed for repairs. The dwelling-house is situated a short distance from the light-tower, besides which there are four outbuildings 23 x 25, 20 x 15, 17 x 11, and 15 x 12 respectively. The first is used as a boat-house, the second as a store, the third as a barn for hay, and the last as a cattle shed.

The inside and outside of the dwelling have been painted, and new stays put up for the revolving shaft in the lantern to work on. Some further repairs will be required at this station next year.

There are two boats kept here, one a life-boat 18 feet long, the other a whale boat 17 feet long. There was also a 15 feet flat boat, which was lost this autumn, and will require to be replaced. The keeper recommends that a road be opened all round the island, and finger boards placed in different localities, directing cast-away persons how to reach the station.

There is a small supply of clothing and provisions kept on hand at this station for the use of shipwrecked persons. There was sent to the island this year five barrels flour, four barrels No. 1 pilot bread and one barrel molasses, a sufficient quantity of tea, beef, and pork being on hand and in good order. I also sent twelve pairs of gray blankets, and two dozen pairs socks to add to the supply of clothing on hand.

The light on the east end of this island is a very important one, and it is desirable that its power should be increased by the substitution of a more powerful lighting apparatus than that now on hand. The lamps are smaller than they should be. During next year steps will be taken to have an improvement made in this respect. Application has been made for a fog-whistle at Louisburg, but the Superintendent is strongly of opinion that one is far more needed at Scatterie, where it would be of great service to the very great number of vessels navigating in that direction.

Mr. John McLean was appointed keeper of the light, and in charge of the island, in 1861.

PLINT ISLAND (REVOLVING WHITE.)

Has an iron lantern 8 feet in diameter, with twelve sides, glazed with plate glass 66 x 24 inches.

The light shows all round, and six lamps are used with 12-inch reflectors. Four spare lamps and one reflector are on hand. The consumption of oil is about 350 gallons yearly, and the light was inspected and 323 gallons delivered on 23rd September. Three tanks are kept on hand.

The dwelling-house is situated about 150 feet from the light-tower. New sills have been placed under the light-house, and the foundation repaired, and lead put round the windows, and shingling repaired. Part of the roof of the dwelling has been re-shingled, new kitchen floor laid, and repairs made to the sills, windows and porches. Some further work will be required to the building next year.

A store-house is required at this station, and a tank in cellar of dwelling-house, as water has sometimes to be brought from the main land.

The boat at present on hand is old and becoming unsuitable, and a new one must be supplied next season. The island is gradually washing away, and before many years some protection work will be necessary to prevent its destruction.

Mr. Benjamin E. Heney was appointed keeper in October, 1869.

LINGAN (FIXED RED.)

Lat. 46 14 12 N.; Long. 60 2 20 W.

This light-house has been erected this year on Lingan Head, on the north side of the entrance to Bridgeport Harbour, Cape Breton, and is for the purpose of guiding vessels into the harbour.

It is a fixed red light, 50 feet above high water, and can be seen about ten miles in clear weather.

The tower is a square wooden building, 20 feet high, and painted white. It is surmounted by an iron lantern 6 feet in diameter, with eight sides, two being dark. The plate glass is 36 x 30 inches, and three mammoth flat-wick lamps with 18-inch reflectors are employed. Two A lamps and one 12-inch reflector will be sent. About 270 gallons of oil were delivered. The keeper lives in his own house, some distance from the light.

The house was built by Mr. F. S. Cunningham, at contract price of \$685, and put in operation on 20th November, 1874. Mr. James Quinn was appointed keeper.

LOW POINT (FIXED WHITE.)

The lantern is of iron, 7 feet in diameter, with eight sides, glazed with 12 x 18 glass, of which eleven spare panes are on hand. One side is dark, towards the land, and the light is shown by means of two circular-burner lamps with 18-inch reflectors, and seven A lamps with 12-inch reflectors. One spare lamp with reflector is on hand. The light, which consumes about 480 gallons of oil annually, was inspected on 14th September, when 476 gallons were delivered. There are three tanks on hand. The dwelling is about 60 yards distant from the light-house, besides which there is a barn 39 x 14 feet.

Large repairs are required, both to the light-house and dwelling, and materials for the work, consisting of lumber, shingles, lime, cement, lead, tarred-paper, doors, nails, &c., have been delivered on the spot, ready for work being commenced early next season.

The lantern, glass and lamps are too small for this important locality; and in view of the largely increasing trade of the Port of Sidney, a first-class lantern, with powerful lighting apparatus, should be supplied; the present building could be readily adapted to receive it.

Mr. John Grant Peters was appointed keeper in October, 1865.

SIDNEY HARBOUR BAR (FIXED RED.)

Has a wooden lantern 6 feet in diameter, protected with iron floor and zinc lining. The lantern has seven sides glazed with plate-glass, 30 x 36 inches; the south-east angle is dark, and the following lamps are used:—Three mammoth flat-wick lamps with 18-inch reflectors, and three dual burners with 12-inch reflectors. One spare flat-wick lamp is on hand. The yearly consumption of oil is about 260 gallons, and the light was inspected, and 396 gallons delivered on the 15th of September. Three

tanks are supplied. The dwelling is attached to the light-tower. A store 16 x 12 feet has been put up this year, and a good stone foundation put under it. The sheeting of the lantern-floor has been repaired, the putty renewed in the sashes, and a number of small repairs done. A protection of ballasted crib-work, 24 x 32 feet, has been constructed round the light-house. A whale-boat 15 feet long is furnished to this station.

Mr. George Nunn was appointed keeper in May, 1872.

POINT ACONI (FIXED RED.)

Lat. 46 19 30 N.; Long. 60 17 10 W.

A light-house has been erected during the year on the High Cape, north side of entrance to Little Bras d'Or, Cape Breton.

The light is a fixed red, elevated 91 feet above high water-mark, and will probably be seen, in clear weather, ten miles. The tower is a square wooden building 20 feet high, and painted white. The lantern is of iron, 6 feet in diameter, having eight sides, glazed with plate-glass 36 x 28 inches. There are two blank panes, and the lighting apparatus consists of three mammoth flat-wick lamps with 18-inch reflectors, and one with 16-inch reflector. About 274 gallons of oil were delivered at this station. The keeper lives in his own house, about half a mile distant.

Mr. John A. Moore built the light tower, for the contract price of \$500. The light is for the purpose of guiding vessels into Little Bras d'Or, and was put in operation on the 20th of November, 1874. Mr. George Bonner appointed keeper, at a salary of \$150 per annum.

BLACK ROCK POINT (FIXED WHITE.)

The light from this station is shown from a window having three sides, and projecting from the roof of the dwelling-house. The sashes are of iron, glazed with 21 x 41 inch glass. The south-east side is dark, and four A lamps with 12-inch reflectors are used—two facing seaward and across the channel, and one towards the harbour. About 150 gallons of oil are consumed each year, and 222 gallons were delivered when the light was inspected on the 22nd of September. Three tanks are provided.

The dwelling is attached to the light-house, besides which there is a store-house 20 x 16 feet, with a shed ten feet wide, on one side, used for a stable. The buildings are in good repair, and a boat is kept at the station, 13 feet keel.

Mr. Donald Morrison was appointed keeper in 1868.

MCKENZIE'S POINT (FIXED WHITE.)

Lat. 46 7 18 N.; Long. 60 39 0 W.

This light-house was built during the present year, and is placed on McKenzie's Point, north side of Bras d'Or Lake, about two miles south-west of Port Bevis, Victoria County, Cape Breton.

It is a fixed white light, elevated 95 feet above high water, and will be visible about 11 miles. The tower is a square wooden building, 20 feet high, painted white; the lantern is of wood, with iron floor and zinc linings, 6 feet in diameter, having eight sides glazed with plate-glass 36 x 30 inches, of which there is one spare pane on hand.

The lighting apparatus consists of one circular-burner lamp with 18-inch reflector, and four circular burners with 16-inch reflectors. Three sides of the lantern are dark. 278 gallons of oil were delivered at this station, and three tanks. The keeper, who has no family, lives in the light-house, though no accommodation for a dwelling is provided. A boat 14 feet long is supplied.

The contractor for the building was Mr. W. Tory, and the cost \$900.

Mr. Donald J. McKay was appointed keeper, at a salary of \$160 per annum. The light was put in operation on the 19th of September, 1874, and is for the purpose of guiding vessels through the Bras d'Or Lake.

GRAND NARROWS (FIXED WHITE.)

Lat. 45 57 58 N.; Long. 60 48 W.

This light is placed on Uniacke Point, north side of the channel, Grand Narrows, Barra Strait, Bras d'Or Lake, Victoria County, Cape Breton.

The light is a fixed white, elevated 29 feet above high water, and visible about 10 miles. The tower is a square wooden building, painted white, 20 feet high. The lantern is of wood with iron floor, 6 feet in diameter, having eight sides, glazed with plate-glass 36 x 30, three panes being dark; one circular-burner lamp and 18-inch reflector, and four with 16-inch reflectors are used. 270 gallons oil were supplied, and three tanks. The keeper lives in his own house.

The building was erected by Mr. Wm. Tory, for the contract price of \$795.

The light was put in operation on 18th September, 1874, and is for the purpose of guiding vessels through Barra Straits and assisting the navigation of the Little and Great Bras d'Or lakes. Mr. Stephen McNab was appointed keeper, at an annual salary of \$120.

BIRD ISLAND (REVOLVING RED AND WHITE.)

This light-house has an iron lantern 7 feet in diameter, with eight sides glazed with plate glass 36 x 18 inches. The light shows all around, and is produced by means of six A lamps and 12-inch reflectors arranged on two faces. The consumption of oil is about 170 gallons per annum, and the light was inspected and 136 gallons supplied on 22nd September. There are five tanks on hand, but two are out of repair.

The dwelling-house is separate from the light-house, and both are in very good repair. A crane to assist in landing supplies has been erected, and a breakwater is required at the landing which will cost about \$200.

When the light at Cape North is put in operation, it is proposed to change the character of this one to a revolving red.

Mr. Angus Ross was appointed keeper in July, 1871.

ST. ANN'S BEACON (FIXED WHITE.)

This light is shown from a wooden lantern about six feet in diameter, placed on top of a small ferry house, which is the property of the Nova Scotia Government. Three B lamps with 12-inch reflectors are employed, and about 100 gallons oil are consumed per annum. The light was inspected on the 18th September, and 139 gallons of oil supplied. There is one tank here, and a boat 12 feet long.

Mr. John Morrison was appointed keeper in May, 1871.

INGONISH (FIXED WHITE.)

The lantern at this station was found to be much too small, and has been removed during the present autumn.

The tower of the light-house was cut down four feet, the deck was renewed and enlarged two feet each way; the new lantern was put on, new light-room floor laid, and new wooden rail put round the deck.

The new lantern is of iron 7½ feet in diameter, with ten sides glazed with plate glass 36 x 28 inches; and the lighting apparatus consists of two circular-burner lamps with 18 inch reflectors, and four mammoth flat-wick lamps with 18-inch reflectors.

About 456 gallons oil were delivered, and three tanks are on hand. The new light was put in operation during the month of October, and is a vast improvement on the old one.

The keeper's dwelling is attached to the light-tower, besides which there is an oil store 12 x 16 feet; there is also a shed attached to the dwelling used for a wood-house, this was raised about four feet higher than it was, and 12 feet additional put to it, making it now the whole length of the building, and a good stone foundation

was put under all; the position of the oil-store was altered, and a stone foundation built under it; all new works received two coats of paint and the old work one. The whole of the foundation of the light-house was covered in with $1\frac{1}{2}$ inch grooved and tongued ceiling, all plastering within the building was made good, and the water tanks cemented inside and out. Four iron stays have been sent for securing the light-tower, and will be put up immediately. A boat about 12 feet long has been provided.

Mr. Samuel C. Campbell, the keeper of the light since its erection, has been appointed Superintendent of St. Paul's Island, and Mr. Lachlin McDougall, formerly keeper of St. Paul's, South West light, transferred to this station.

CHETICAMP (REVOLVING WHITE.)

The light-house at this station is supplied with an iron lantern 10 feet in diameter, with 12 sides, and glazed with plate glass 60 x 20 inches, of which there are two spare panes. The light shows all round, and is exhibited from two faces, each provided with two circular-burner lamps and 20-inch reflectors. One spare lamp is kept on hand.

The consumption of oil is about 500 gallons yearly, and the station was inspected and 308 gallons delivered on 30th June. There are three tanks on hand.

The dwelling and light-tower are under one roof, besides which there is an oil-store 12 x 16 feet. Some repairs have been done to the plastering and shingles, and the buildings are generally in good condition. Mr. Edward Briard was appointed keeper in 1872.

MARGAREE (FIXED WHITE.)

The base of the lantern at this station is of wood, the roof and sashes iron, seven feet in diameter, having eight sides glazed with 16 x 18 inch glass, of which there are ten spare panes on hand.

The lantern is dark on the eastern side, and the illuminating apparatus consists of three circular-burner lamps with 20-inch reflectors, and four A lamps with 12-inch reflectors. The consumption of oil for the year was about 410 gallons, and the light was inspected on 30th June and 414 gallons delivered; four tanks are kept at the light.

The dwelling-house is joined to the light-house, besides which there is a store 29 x 16 feet. The late keeper, Mr. McKeen, has also since he has been on charge, erected three buildings of his own, one 28 x 21, and two 18 x 14. The land here belongs to the Crown, but Mr. McKeen has made considerable improvements, cultivating some thirty acres, from which he states he cut hay and grain sufficient to winter seven head of cattle, two horses and one hundred sheep. He values the buildings and improvements at \$400.

There is a flat boat at the station about 14 feet long.

Mr. Nathaniel C. McKeen, who had been keeper since 1855, retired on 30th September, 1874, and Mr. John McFarlane was appointed in his place at a salary of \$400 per annum.

PORT HOOD (FIXED WHITE AND RED.)

A wooden lantern 7 feet wide, with iron sashes glazed with 16 x 18 glass, of which 28 spare panes are on hand; the lantern is dark to the north-east, east and south-east; it shows red to the north and white to the south. Three mammoth flat-wick lamps with 18-inch reflectors, and two A lamps with 12-inch reflectors are in use. The annual consumption of oil was about 150 gallons, and 268 gallons were supplied on 29th June, when the light was inspected. Four tanks are kept on hand.

The dwelling and light-house are under one roof, and there is a building 18 x 16 used as a stable and carpenters shop. Some general repairs have been made at this station, and the premises now are in good order.

Mr. Thomas Power was appointed keeper in October, 1853.

POINT TUPPER (FIXED RED.)

The light at this station is shown from an iron lantern or window on top of the light-house, having three sides and furnished with three A lamps, and 12-inch reflectors; a single lamp without reflector is placed in a window to the eastward looking into Port Hawkesbury harbour. One spare lamp and two reflectors are on hand. About 200 gallons of oil are consumed annually; and 182 gallons were delivered when the light-house was inspected on 29th June. Two oil-tanks are kept on hand. The dwelling and light-house are in one. The window now used for the lamp should be done away with, and a lantern put in top of the building showing three-fourths round the circle. A lantern is now on hand that can be made suitable for the purpose, and the probable cost of the alteration will not exceed \$200. Some repairs will be required to the roof of the building; and the bank in front of the light-house which is washing away fast, will require some protection, and this will involve an expenditure of about \$400.

Mr. James McDonald was appointed keeper in March, 1870.

SAND POINT (TWO HORIZONTAL FIXED WHITE.)

The two lights are exhibited from windows at the east and west ends of the building, having three sides, and furnished with iron sashes, and 17x12 glass, of which twelve spare panes are on hand. In the east window are one circular lamp with 18 inch reflector, and two A lamps with 12-inch reflectors, and in the west window 12-inch reflectors. One spare lamp reflector is kept on hand. The oil consumed during the year is about 265 gallons; and the light was inspected on 27th June, and 378 gallons delivered. Four tanks are supplied—the lights are shown from the top of dwelling-house, and there is an oil-store 24 x 16 feet, with a wood-shed 23 x 16 feet attached. The light-house building was underpinned with stone and painted this year. Some repairs will be required to the oil-store and wood-shed next season.

Mr. Joseph Mundell was appointed keeper in October, 1869.

NORTH CANSO (FIXED WHITE.)

An iron lantern $9\frac{1}{2}$ feet in diameter, with eight sides glazed with 17x11 inch glass, of which seven spare panes are on hand. Two sides to the west are dark, and the light is shown by means of one circular-burner lamp, and 18-inch reflector and six A lamps with 12-inch reflectors. One A spare lamp is kept on hand. About 265 gallons of oil are burned annually; and when the light was inspected on 29th June, 321 gallons were delivered. Two tanks are supplied. The dwelling-house and light are in one building, besides which there is a barn 20 x 18 feet. The cellar wall and floor, and the stone wall under the two porches have been repaired; the barn has been boarded and shingled; the window and stairs of houses repaired; three outside windows furnished, and the building painted. Improvements have also been made to the road and landing.

Mr. George McKay was appointed keeper in 1842.

POMKET ISLAND (FIXED RED.)

Light is shown from a three-sided window, with iron sashes glazed with plate glass 40 x 21, of which two spare panes are on hand. The land side is dark, and the light is shown by four A lamps and 12-inch reflectors. About 100 gallons of oil are used during the year, and on 29th of June the station was inspected, and 112 gallons delivered. Three oil tanks are kept on hand—the dwelling and light-house are in one building, besides which there is an oil store 12 feet square. The chamber on the second flat was furnished in the autumn of 1873, and the premises are in good repair. The keeper complains that his present boat, seventeen feet in length and somewhat out of repair, is too large to be managed by one person. I think he should be supplied with a smaller one and a boat house.

Mr. John E. Atwater was appointed keeper in 1868.

CAPE ST. GEORGE (REVOLVING WHITE.)

Iron lantern ten feet in diameter, with eight sides, glazed with 18 x 12 glass, six spare panes being on hand. The light shows all round, and the revolving frame has two triangular faces with three A lamps, and 12-inch reflectors in each. There are also two spare lamps and one reflector. About 120 gallons of oil are used here yearly, and forty-seven gallons were delivered when the light was inspected on 29th June. Three oil-tanks are supplied. The lantern is placed on the top of the dwelling, and there is an oil-store and fuel-house 24 x 20.

The buildings are in good order and new double windows have been supplied. The lantern deck will have to be stripped and recovered with canvas, the materials being at the station and the work will be done next year.

Mr. David Condon was appointed keeper in 1861.

PICTOU ISLAND (FIXED WHITE.)

Has an iron lantern 6½ feet in diameter, with eight sides, and glazed with 16 x 18 and 12 x 18 glass. Twelve spare panes are on hand. The north side is dark, and the light is shown by means of two circular-burner lamps, with 18-inch reflectors, and four A lamps with 12-inch reflectors; one small lamp and reflector on hand.

The oil consumed is about 240 gallons per annum, and 410 gallons were left at the station when inspected on 2nd July. There are four tanks in good order. The light-house and dwelling are in one, besides which there is an oil-store 15 x 20 feet. A stone facing has been made at the landing, and the premises are generally in good repair. The keeper is furnished with a small boat 10 feet in length; he would prefer one about sixteen or seventeen feet, and an exchange might be made with Pomket Island.

Mr. Andrew Hogg was appointed keeper in March, 1862.

PICTOU (FIXED WHITE, WITH RED BELOW.)

An iron lantern, 9 feet in diameter, with eight sides, glazed with 11 x 17 glass, of which there are seven spare panes on hand. The lantern is dark on the inshore side, and the light is shown by means of two mammoth flat-wick lamps, with 20-inch reflectors, and eight A lamps, with 12-inch reflectors; the red light in the window below is shown from two A lamps, and 12-inch reflectors. About 400 gallons of oil are used each year, and 686 gallons were delivered on 4th July, when the light was inspected. Seven tanks are supplied. The dwelling-house of the keeper is about forty feet from the light-tower. The premises here suffered severely in the gale of August 1873, and a large amount of work has been done this season. The dwelling has been placed back on its foundation and fully repaired, and a new kitchen built in place of the one washed away, and the buildings painted.

A new breakwater was finished at this station in September last, 462 feet long, seven feet high, eleven feet broad at the bottom, and seven feet on top, made of timber, and ballasted with stone and brush. The work was inspected by Mr. Tomlinson, and pronounced to be well and substantially done. Before its erection, any heavy storm threatened the light-house with destruction.

The keeper has been authorized to build a small barn for his cow; he is provided with a small whale-boat.

A new lantern ten feet in diameter is required at this station, and it should be erected, if possible, before the opening of navigation, about the 1st April next.

Mr. Henry B. Lowden was appointed keeper in 1839.

CARRIBOU ISLAND (REVOLVING WHITE.)

Iron lantern 7½ feet in diameter, with twelve sides, and glazed with plate-glass 66 x 24 inches. It is dark on the south-west side, and the flash is produced by means of two faces having three A lamps and 12-inch reflectors in each; one spare lamp is

on hand. The consumption of oil for the year was about 160 gallons, and the light was inspected on 4th July, and ninety-two gallons oil were delivered—three tanks are supplied, one of which is out of repair. The dwelling and light-house are in one, besides which there is a store-house 20 x 16 feet.

The deck of the lantern should be stripped and recovered with canvas, and the light improved by the addition of two lamps to each face.

The bank between the light-house and the shore is rapidly wasting away, and next year will require to be protected. The keeper has a boat supplied him twelve feet keel, and asks for a spy-glass and flag, which I think he should have.

Mr. Alexander Munroe was appointed keeper in October, 1867.

. AMET ISLAND (FIXED WHITE.)

Iron lantern 8 feet in diameter having twelve sides. Plate-glass 66 x 24 inches, two spare panes being kept on hand. The light, which shows all round the horizon, is exhibited by means of one large circular-lamp and 18-inch reflectors, and seven A lamps with 12-inch reflectors; two small lamps and reflectors are kept on hand. About 235 gallons of oil are consumed per annum, and the light was inspected on 3rd July, and 316 gallons oil delivered; three metal tanks supplied to the station are in good condition. The light-house and dwelling are in one.

There is a store 22x12 feet for oil, boats, &c., and a barn put up by the keeper for his own convenience 17x12 feet. The building is in fair order, having been painted this year. The keeper has been authorized to finish the chamber which is required for a bedroom. The house is also being provided with eight double windows as the situation is a very bleak one, the Island being for some three months surrounded by ice, and communication with the main, three miles distant, practically cut off.

There is a boat at this station, 17 feet, in use for the last seven years, but in good repair.

A retaining wall of stone was built round this island in 1868, of a uniform length of six feet above high water. The gale of 24th August, 1873, did much damage to the work, the back sea washing off the top stones, from one to three courses being in places swept away by the violence of the waves. It will be necessary to have this injury repaired under competent inspection, the stone work should be replaced, and the whole top, if possible, capped with wood-work, and properly banded to the island to prevent the recurrence of a similar disaster.

Mr. H. G. Bennett was appointed keeper in November, 1866.

MULLIN'S POINT (FIXED WHITE.)

A wooden lantern 6½ feet in diameter, having four sides glazed with glass 30 inches square. The west side is dark, and the light is shown by means of one mammoth flat-wick lamp and 16-inch reflector, and two A lamps with 12-inch reflectors; one spare lamp and reflector are on hand. The Superintendent has also authorized the keeper to maintain a red light from two A lamps with 12-inch reflectors, in a window in his dwelling-house, about 1000 yards from the light-tower, as a range light with the white one to guide vessels into Wallace harbour. About 150 gallons of oil are used during the year, and the station was inspected, and 309 gallons delivered on 3rd July 1874. Two tanks are kept on hand. The keeper lives in his own house, and the light-tower is in good repair, but requires a platform under the windows outside.

Mr. Zebud Mullins was appointed keeper in July, 1873.

PUGWASH (FIXED RED AND WHITE.)

The lantern which is entirely too small, is of iron 4½ feet in diameter, having eight sides, and glazed with plate-glass 44 x 22 inches. The south-east side is dark, and the light which is red to seaward and white up the harbour, is shown by means of two circular-burner lamps with 15-inch reflectors, and two A lamps with 12-inch

reflectors. The consumption of oil during the year is about 246 gallons, and the station was inspected and 230 gallons delivered on 3rd July. Three tanks are kept on hand.

The dwelling is attached to the light-tower, and has a wood-shed against it 14 x 16 feet; there is also an oil-store 12 x 16 feet. The buildings are in good order; the porch has been shingled, the base of the lantern repaired, the deck stripped and recovered with canvas and the buildings painted.

A boat 16 feet long is supplied.

Mr. Rufus J. Bent was appointed keeper in April, 1871.

ST. PAUL'S ISLAND STEAM FOG-WHISTLE AND HUMANE ESTABLISHMENT (NORTH-EAST LIGHT, FIXED WHITE; SOUTH-WEST LIGHT, REVOLVING WHITE.)

Two lights are situated on St. Paul's Island, both dioptric in principle, the light being projected by means of prisms and silvered glass reflectors.

The lanterns are of similar dimensions, viz., iron about 10½ feet in diameter, with eight sides glazed with plate-glass 24 x 20 inches; spare panes being kept on hand both at the lights and at the humane establishment. The north-east light is fixed, the lamp used being a flat tin reservoir with six A burners arranged round it, making a circle of light.

The south west is a revolving light, with one side looking to the north, dark, and provided with lamp of the same description as the north-east. These lamps are not suitable for the lights, and should be replaced with those of the Doty pattern, or some other concentric-burner lamps which will do justice to the really fine dioptric-lights with which the two light-houses are provided. The silvered reflectors, of which there are 308 in the north-east, and 264 in the south-west light have been taken down, one-half at a time, and resilvered, being sent to Messrs. Chance Brothers' establishment Birmingham, for that purpose; the second portion of them have not yet come out from England, but will probably be here in a short time and ready to be set up as soon as the island is communicated with next spring.

A new clock has been provided for the south-west light, the old one having become much out of repair, and quite unreliable. About 720 gallons of oil were delivered for the St. Paul's lights this year, and the annual consumption is about 600 gallons.

The steam fog-whistle at this station was obliged to stop for ten days this season for want of water. The cannon with which the humane establishment is provided was fired in foggy weather during the time, and next year steps should be taken to prevent a recurrence of a failure in the supply.

There will I think be no difficulty in obtaining a sufficient quantity of fresh water to last during the dry season, by building a reservoir at the head of the small stream which now furnishes it, connecting this with the wooden tank near the whistle-house, and the latter with the tank under the building by means of a pipe or a drain underground. This matter will be attended to early next year.

A dwelling-house should also be erected for the use of the Engineer and his family; at present they are obliged, at great discomfort to themselves, to live in the whistle-house, where the accommodation is of the poorest description. Should this work be performed next year the opportunity of having mechanics on the island will be taken advantage of to make a number of requisite repairs at the light-station, and other premises on the island.

The dwelling at the north-east end is attached to the light-tower by a shed. At the south-west station the house is separate from the light-tower, and a store is provided at the landing about a quarter of a mile distant. The whistle-house, nearly mid-way between the humane establishment and the south-west light, is a building 20 x 24 feet. At the humane establishment there is a dwelling-house for the Superintendent of the island, and family, a large store about 45 x 20—the lower flat used for boats, and the upper for stores, one-half being lined with planed boards, and in this room the clothing is kept, there is also another store-house with cellar about twenty

feet square, also a barn and a stable of similar dimensions,—besides these there is a building about twenty feet square for the use of shipwrecked people. A house of refuge is built 30 x 25 feet, at Trinity Cove on the west side of the island, also a small store for provisions 15 x 15 feet. The buildings are generally in fair order, but being situated on so exposed a place as St. Paul's Island, require frequent repairs.

An entire change has taken place in the management of the government affairs of the island. Mr. A. H. Rand, the engineer in charge of the fog-whistle, retired on 4th August, and his place was filled by Mr. Muirhead.

The Superintendent, Mr. D. J. McNeill, has been superannuated, and his place taken by Mr. S. C. Campbell, who formerly filled the position of Superintendent of the island. Mr. Lauchlin McDougall, keeper of the south-west light, was transferred to Ingonish Station.

The Government staff on the island is now arranged as follows:—

One light-house keeper for the two lights, who will also superintend the humane establishment and the fog-whistle, at an annual salary of.....	\$600
One engineer for fog-whistle, salary	500
Five boatmen, who, besides performing the service of the humane establishment, will also serve in turn, when required, as assistants to the light-house keeper and engineer, at a salary of \$250 each	1,250
	<hr/> \$2,350

None of these men or their families are supplied with board by the Government.

The usual supply of provisions and clothing are kept on hand at the humane establishment, the damaged provisions being each year brought off, and their place taken by a fresh supply. I increased the clothing supply this autumn by the addition of eighty-seven yards of bedding, twelve pairs of blankets and twelve heavy rugs. A supply of powder is kept constantly on hand, so that the cannon may be fired in foggy weather in case any accident should prevent the sounding of the fog-whistle.

One wreck has occurred during the year, resulting, I regret to say, in loss of life as well as property. The Swedish ship, "Anna," of Gottenburg, went ashore on the north-west side of the island on the morning of 8th September, 1874, during the severest gale which has been experienced on the island for many years.

Her crew numbered eighteen in all. The master, mate and five seamen were thrown on the rocks, with portions of the wreck, and escaped, but much bruised; the rest, eleven in number, were drowned.

It would appear that after sighting the Newfoundland coast, about Rose Blanche, the wind sprung up from S.E., increasing to a hurricane, and the master of the vessel was obliged to lay her to, with head to the southward, judging himself to the southward of St. Paul's (with rain and thick fog), and they neither heard nor saw anything until about three a.m., on the morning of the 8th, when a light was observed on port bow, and the ship being almost unmanageable, owing to the loss of most of her heavy sails, while endeavoring to wear, the vessel struck on the rocks about a mile to the westward of the N.W. light. The wind at the time veering to the east and north, and the vessel still on the port tack, instead of being to the southward of the island, as was supposed by the master, he must have been to the north-west. The survivors of the disaster were taken off the island by the steamship "Lady Head," and landed at Baddeck.

SABLE ISLAND LIGHT, EAST END, FIXED WHITE; LIGHT WEST END, REVOLVING WHITE; (STEAM FOG-WHISTLE AT WEST END)—HUMANE ESTABLISHMENT.

The light at the east end of the island is a fixed white dioptric of the second order, furnished with a Doty concentric lamp (4-wick); and that at the west end a revolving white, with 14 large circular-burner lamps and 24 inch reflectors. The

buildings and illuminating apparatus of these beautiful and powerful lights have been fully described in the report of the Deputy-Minister for last year. The high character which was anticipated for them on their being first put into operation has been fully sustained. The west end burns about seven gallons of oil per night, or about 2,550 gallons per annum. The east end uses astral oil, the ordinary kerosene not being found suitable for the Doty lamp. On 30th September, 1874, there was on hand at the west end 35 casks, containing about 1,600 gallons, about 1,000 gallons of the same oil being on hand at the east end, where it will not be needed, but will be transferred to the west. At that date some 200 gallons of astral oil were at the east end, and 300 gallons more have just been sent down. The consumption there being about 900 gallons per year.

On the morning of the 21st May last the fog whistle at the east end was destroyed by fire. It appears that a metal plate was placed on the rafters and surrounding the smoke stack, for the purpose of keeping the boards away from the stack, and it is supposed that this became so hot as to set fire to the roof of the building, as it was close to the smoke-stack that the fire first appeared. All exertions were used to extinguish the flames, but without success, and the whistle-house was burnt to the ground, and the boiler and machinery much injured. Fortunately the flames did not extend to the lighthouse or any other buildings.

The machinery and boiler were brought to Halifax, and have since been put in thorough repair by Messrs. W. S. Symonds & Co. After careful consideration it was decided by the Department not to re-erect this fog-whistle, as it was very questionable if the sound had ever penetrated to any serviceable distance in the direction of the north-east bar, which for many miles stretches its dangerous sands into the sea. The boiler and machinery can be utilized for some other locality, where the advantages of a fog-whistle are more obvious. The pumping apparatus that connected with the well, a short distance from the whistle, has been brought here, and it is proposed to use it for a similar purpose at Seal Island.

In consequence of the destruction of the fog-whistle, Mr. Norman, the engineer, left the island, his services being no longer required, and the light was placed under charge of Stephen White, a careful and reliable man, who for more than six months had been the engineer's assistant. White is assisted in his charge by a man detailed from the island staff for that purpose.

The dwelling-house at this station, as well as that at the west end, is situated a short distance from the light tower, and has been built for the accommodation of two families, and is, in fact, two houses under one roof, each complete in itself, with only a door of communication between the two. The dwellings are commodious and comfortable; tanks are provided under the flooring of the porch, communicating with the kitchen by means of pumps. A barn is also provided, and two cows and a horse kept here for the light-keeper and his assistant.

At the west-end station there are two similar dwellings, and a barn, with two cows and a horse. There is also a substantial house, containing the fog-whistle, boiler and machinery, with a large addition for fuel. There is also a large oil-store and blacksmith's shop. Mr. William Morrison was appointed engineer at this station on October, 1873, and has the assistance of two men in taking charge of the light-whistle. I am glad to report that the narrow bank of sand on which the light-house is situated, and which it was feared was being gradually undermined by the sea, has undergone no similar diminution of late, and an outside bar appears to be forming which it is hoped may prevent any further encroachment in that direction.

Accompanied by Captain Scott, R.N., I made a careful inspection of both light stations on Sable Island, as also of the humane establishment, in August last. We found the buildings, lamps and reflectors in thoroughly good order, clean and well cared for, and protected from the drifting sand. The keepers appeared thoroughly competent, and anxious to perform their duties to the best of their abilities. The light towers on the Island reflect the greatest credit on the architect who designed them, and the builder, who, in the face of great obstacles, successfully brought them to completion.

Mr. Duncan McDonald has had charge of Sable Island as Superintendent since the superannuation of Mr. Dodd, last autumn. He resides at the main station, where he has a staff of five men, besides his son, 16 years of age, who receives smaller wages than the rest of the staff. At the new or middle station, there is a farmer with one man; at the foot of the lake station, a farmer with one man; at the east end station, a farmer with two men; at west end light station, an engineer and two men; and a keeper and one man at the east end light station.

The Superintendent has given particular attention to developing the agricultural capabilities of the Island, and the potato and other root crops looked very healthy and promising during my visit to the Island early in August. A very severe gale from the south-east occurred on the 7th of September, and did considerable injury to the growing crops. The tide rose to a great height in the lake, which has now open communication with the sea, and flowed in and covered the potatoes, turnips and cabbages on the lower part of the farm at the main station. It also destroyed the cabbages at the foot of the lake station, and otherwise damaged the crops all over the Island. A number of the buildings were injured, and damage done to fences.

I have not received an exact return of the quantities of vegetables raised during the year, but from the information I have, the following will, I think, be found nearly correct:—

Potatoes	550 bushels
Turnips.....	85 "
Carrots.....	40 "
Beets.....	35 "
Cabbage.....	170 dozen.

Sufficient hay has been cut and housed to keep the stock over the winter; probably over 120 tons.

The cranberries seem to be failing on the Island. Last year was a very light crop, and this year still less, only about thirty-five barrels being gathered. No doubt the same gale (7th September) had something to do with the smallness of the crop, especially in the places where the salt water covered the vines; and the cause may probably be found in the gradual filling up of the lake and consequent withdrawal of the water from the plants.

The stock continues to thrive very well on the Island, fed on the luxuriant wild peas and grass which cover nearly its whole surface, and on 30th September the following number of each were on hand:—

Trained horses.....	22	Oxen	6
Steers not yet worked	10	Bulls.....	3
Cows	38	Calves.....	26
Sheep	25	Lambs.....	16
Pigs.....	29	Heifers	11
Fowls.....	24	and about 160 wild horses.	

A large number of the buildings were much out of repair, and some new ones required to be erected. Three carpenters were sent down about the 1st September, and returned on 23rd December; a boat-builder was also sent to put the boats in order, this being much less expense than bringing them to Halifax; a plasterer was also employed.

Repairs have been made to the Superintendent's house, the men's house, the large warehouse and the sailor's home, as well as to other small buildings at the main and the buildings at other stations. A fine large barn, the frame for which was sent from here, was put up; this building will stable thirty-five head of cattle and hold fifty tons of hay. The south side of the warehouse will require shingling next year.

At this station the buildings are as follows:—Superintendent's house, a large warehouse for boats, provisions and miscellaneous articles, a boat house, an old barn, large, but much out of repair, the new barn just erected, a store house in which is kept the wooden life boat and rocket apparatus, a store near the Superintendent's dwelling for keeping such quantities of provisions as may be required for immediate

use, two root houses, the men's dwelling house, a sailor's home for shipwrecked crews, a store-house adjoining, and some small buildings used for pigs, &c. Most of these buildings are now in good order, but some of them will require repairing next year.

The new or middle station was established some three years ago, to take the place of the old south side station, which was abandoned on account of the encroachments of the sea. It is about three miles west of the foot of the Lake station, having the lake on its south side. The buildings here are nearly new and in good order; they consist of a dwelling-house, which has been plastered this year, a fine large barn, a shed and a root house.

At the foot of the lake station, three miles to the eastward, the dwelling-house has been plastered and put in thorough repair; the barn is old and has become much shattered by recent gales. A new one will require to be erected here next year; it should be framed on the Island, so that some parts of the present building can be worked in. There is a root house at this station in good repair.

The east end station is perhaps the best suited for farming operations on the Island, and is about the only locality where material for compost can be obtained other than the ordinary refuse matter of a farm, and is a sort of black mud or vegetable deposit, found in the neighborhood of some fresh water ponds. The dwelling-house which has been new plastered is in good repair, and also a commodious barn built about two years since; there is also a warehouse for boats, &c., which needs new shingling and a root house nearly new.

The Sailors' Home at this end of the Island is a very old building, quite uninhabitable, and so dilapidated as to be unfit for repairing; a new building should be erected next year, as accommodation of this sort is much required.

Many of the buildings on the Island will require painting; the materials will be provided, and the work can be done by the staff.

Such of the boats as were worth it have been put in thorough repair by the boat-builder sent to the Island, and there are now on hand in serviceable order as follows:—

One wooden life-boat, with rubber air cases running along the sides and under the thwarts, and also metal air chambers.

Two metallic life-boats, with air chambers at each end and cork floats, presented by Miss Dix. The floats should be renewed. The wooden boat is considered more useful, it being more easily handled.

Seven surf-boats are used for the lake, the other for outside work; three flat boats for fishing; one keel boat (small).

There is also at the main station a rocket apparatus complete, in the use of which the men are exercised, and at the east end a metallic life car to travel on a hawser between shipwrecked vessels and the shore.

The following wrecks and disasters have occurred on Sable Island since my last report:—

On 16th September, 1873, the steamship "Wyoming," from Liverpool, bound to New York, with a large number of passengers and valuable cargo struck on the N. E. bar, about 15 miles from the east end light.

A boat was despatched which did not reach the Island until the next morning. The steamer which had at no time been visible from the shore, succeeded in floating off, the tide having risen meanwhile, and a quantity of her cargo having been thrown overboard. A portion of this subsequently drifted on shore and was saved in a damaged condition. The boat's crew failed to reach the steamer after she got off, and were detained on the Island for some time until the "Lady Head" brought them to this port.

On the morning of the 25th September, 1873, the British bark "Humbleton," of Sunderland, J. A. Sorenson master, from London, bound to New York, in ballast, struck on the south side of the Island on the inside bar, a short distance to the westward of the light, in a dense fog.

The master heard the fog-whistle at the east end some minutes before taking the ground, but mistook it for a steamer's whistle. The crew were all saved, but the vessel

became a total wreck. The sails and material were saved, but the vessel soon afterwards broke up and has entirely disappeared.

On Sunday, the 19th November, 1873, a dismasted schooner was found ashore on the south side of the Island, about a mile below the foot of the lake station. She was found to be the "Zephyr" of St. Pierre, a small fishing vessel of some thirty tons, apparently some time wrecked, without any sails, masts, rigging, chains or anchors. The bodies of four men were found aboard, but past recognition. They were placed in coffins and decently interred. Some papers and letters were found on board, which indicated the name of vessel and master, the last entry being under date of 20th July. They were handed to the French Consul at this port.

On the 20th May, 1874, the Norwegian barque "Gladstone," Captain Neilson, from Plymouth, bound to New York in ballast, struck on the north-east bar, about four o'clock in the morning during a dense fog. The vessel was not observed from the shore. The captain and crew remained by her until twelve o'clock. The sea was then running high and the vessel making water fast, and they were obliged to leave her, which they succeeded in doing after considerable difficulty in the boat. After sailing and rowing for about three and a-half hours they reached the light-house. That afternoon the Superintendent started in a sail boat with the captain, but could find nothing of the vessel, nor was anything seen of her afterwards. It is probable that she either broke up during a storm that night or drifted over the bar and sank in deep water. Nothing was saved.

On the morning of 6th July, the barque "Highlander" of Sunderland, Captain Hutchinson, bound to St. John, N. B., with 600 tons of coals, struck during a thick fog on the south side of the north-east bar, about five miles from the light-house.

The sea becoming very rough, and the captain finding there was no possibility of getting the ship off, left with his crew in two boats; the first upset near the shore and one man narrowly escaped drowning. Nothing could be done for some time towards saving anything.

The sails, rigging, and some other materials were subsequently saved, but no part of the cargo could be secured. She finally broke up on the 6th August.

At five o'clock a.m. of the 20th July, Mr. James Norman, the light-keeper at the east end, observed the smoke of a steamer to the south-east, it being then clear; at 7.30, with heavy fog, he heard steam blowing off, and fired two guns. Almost immediately a boat came on shore with sixteen passengers, women and children; and the officer in charge reported that the steamship "Tyrian," of the Anchor Line, from Glasgow bound to Halifax, had struck on the outside bar, it being then low water. At noon the ship floated off, the passengers were re-embarked, and the vessel pursued her voyage, having received no damage.

On the morning of the 28th July, 1874, the barque, "Naushwauk," Capt. LeBlanc, of Arichat, from St. John, N. B., bound to Ayr, in Scotland, with a cargo of deals, struck on the south side of the Island during a thick fog, nearly opposite the new station. Every assistance was rendered, but it was found impossible to get the vessel off. The crew, assisted by the Island staff, saved all the sails, rigging, and materials that they could, but could not secure anything of the cargo. The vessel has not yet broken up, and efforts are being made to get as much of the cargo as possible on shore.

CAPE NORTH (REVOLVING RED AND WHITE.)

Lat. 49 2 10 N.; Long. 60 23 30 W.

This light-house has been erected during the past year on Money Point, north-east end of Cape Breton Island, about one mile S.S.E. from Cape North, Victoria County.

The light-house is completed, and the revolving apparatus, lamps and oil all delivered at the station, but it will not be put in operation until the opening of navigation in the spring. It is proposed to make it a revolving red and white, showing alternate red and white flashes every forty-five seconds, and making a complete revolution every minute and a half.

The light is elevated seventy four feet above the level of high water, and in clear weather should be seen at a distance of fifteen miles.

The lantern is of iron, nine feet in diameter, with twelve sides, and glazed with plate glass. Three circular-burner lamps with 22-inch reflectors, and three mammoth flat-wick lamps with 22-inch reflectors have been provided. Three spare lamps are on hand.

The dwelling is under the same roof as the light-house, which is a square wooden building, painted white, with a tower erected on it, and is 26 feet in height from base to centre of the light, and 34 feet from base to top of lantern. There is also an oil store 16 x 12. This will be a coast light.

Mr. Jacob Bowser erected the building for the contract price of \$3,970, and Mr. John McKinnon was appointed keeper at an annual salary of \$400.

CAPE GEORGE (FIXED WHITE.)

Lat. 45 44 28 N.; Long. 60 48 20 W.

A light-house is now nearly completed at this point. It is situated on Cape George south side Bras d'Or Lake, on west side of entrance to St. Peter's Inlet, Richmond County.

It is proposed to exhibit a fixed white light from this point, 49 feet above the level of high water-mark, and which in clear weather should be seen about ten miles. The tower is a square wooden building 20 feet high, painted white, and surmounted, with a wooden lantern 7½ feet in diameter, with ten sides glazed with plate glass 28 x 36 inches, and four mammoth lamps with 18-inch reflectors, are provided, as well as one spare lamp. The lamps, oil and other supplies have been landed at the station, and the light can be put in operation on the opening of navigation in the spring. It is for the purpose of assisting in the navigation of St. Peter's Inlet.

Mr. Duncan McRae is the builder, at the contract price of \$590.

It is also proposed to erect a small beacon on George's Island in Halifax Harbour, with two vertical white lights.

Also, to exhibit a small light at Emerald Isle, Stoddard's Harbour, Barrington—a lantern has been supplied, and the light will be put in operation in the spring.

With the exception of about twenty, all the lights referred to are kept in operation all the year round. Most of these twenty are extinguished from early in January to end of March.

BUOYS AND BEACONS.

Three iron bell buoys which were made in England were landed in St. John in June last, from the ship "Lothair." One of them was shortly afterwards put on board the Government schooner "Ella G. McLean," and placed on Trinity Ledge, lying off Digby County. The buoy which is painted red and surmounted by a cage, is moored in eight fathoms of water with two anchors, having thirty fathoms of 1½-inch chain on each. The Ledge bears E. by S. ½ S. distant 200 yards.

The two other buoys were brought round to Halifax, and one of them placed on the Blind Sisters, a very dangerous shoal to the eastward of Sambro, and in the track of vessels bound into Halifax Harbour from the westward. It is moored on a hard bottom, with a Trotman anchor weighing 14 cwt., with forty-five fathoms of 1½-inch chain. The buoy is painted black, with the word "Sisters" in white letters on the top, and is surmounted with a cage.

The reports from these two buoys have been very satisfactory, the bell having been heard over three miles in moderate weather.

The third buoy is intended for Grimes' Shoal, off Cranberry Island, Guysborough Co., and will, it is hoped, prove of great service to vessels bound through the Gut of Canso and rounding the Cape. It will be placed in position as soon as the ice leaves the coast in the spring of 1875.

These buoys are constructed in the very best manner, are water ballasted, and far superior to anything of the kind we have ever had on our coast.

On the 2nd October a beacon of crib work ballasted with stone, was completed in Gull Rock, at the entrance to Guysborough Harbour. It is 20 x 16 feet at the base, with height of 8 feet, and surmounted with a wooden spar 12 feet long from the upper surface of the deck, with a diaphragm on top. It was built by Mr. James McCallum for the contract price of \$480.

The following is an enumeration of the buoys under charge of this Agency of the Department:—

Lunenburg Harbour.....	{	3 Iron canbuoys, 1st, 2nd and 3rd class.
	{	3 Spar buoys.
	{	Two of the can buoys are replaced in winter by spar buoys.
Port Medway Harbour.....		5 Spar buoys.
La Have River.....		3 Spar buoys.
Lockeport Harbour.....	{	1 Iron can buoy, 3rd class.
	{	2 do new do 2nd do
	{	1 Spar buoy
Jordan River.....		1 Spar do.
Shelburne Harbour.....	{	1 Spar do.
	{	2 Wooden beacons, crib work, ballasted.
Cape Negro & Clyde River	{	5 Spar buoys.
	{	1 Wooden beacon, crib work, ballasted.
Port La Tour Harbour....	{	3 Spar buoys.
	{	1 Iron spindle.
Barrington East Bay and	{	16 Spar buoys.
West Passage.....	{	1 Iron new buoy, 3rd class.
Tory Channel.....		5 Spar buoys.
Cockwet Passage.....		6 do do
Stoddart's Harbour.....		2 do do
Pubnico Harbour.....		4 do do
Tusket River.....		17 do do
Liverpool Bay.....		1 do do
Off Cape Canso:—		
Roaring Bull.....		1 Iron new buoy—went adrift, and place supplied with spar buoy.
Grimes' Rock.....		1 Iron can, 2nd class—went adrift this autumn, iron bell buoy will be moved there next spring.
Man-of-War Rock.....		Iron can buoy, 2nd class.
Cape Canso Channel....	{	2 Wooden range beacons.
	{	7 Spar buoys.
Guysborough Harbour.....		1 do do
Cerberus Rock.....		1 Iron can buoy, 1st class.
Arichat.....		6 Spar buoys.
Hautfond Shoal.....		1 Iron can buoy, 2nd class.
Louisburg Harbour.....		3 Spar buoys.
Sydney.....	{	1 Iron can buoy, 1st class.
	{	1 do new do 2nd do
	{	1 Spar buoy.
Great Brasl'Or.....	{	1 Iron new buoy, 2nd class.
	{	1 do can do 3rd do
	{	1 Spar buoy.
Port Hood Harbour.....	{	1 Iron spherical buoy, 1st class, staff and vane.
	{	1 Iron can buoy, 1st class.
	{	2 do do 2nd do.
Indigue Shoal.....		1 do do 2nd do.
Jerseyman's Island.....		Wooden range beacon, painted white.

Wallace Harbour.....	4	Cask buoys.
Pugwash Harbour.....	4	Spar buoys.
Digby Basin.....	4	do do
Trinity Ledge.....	1	Iron bell buoy, with cage.
Blind Sisters off Sambro.....	1	do do
S. W. Breaker, Sambro.....	1	Iron can buoy, 2nd class, staff and vane.
S. E. Breaker, off Country Harbour.....	1	Iron can buoy, 2nd class.

The buoys in Halifax Harbour have been transferred from the Admiralty to the Department, and are now under charge of this branch. They are at present eleven in number and are wooden can buoys.

It is proposed next April to have the system of buoyage for Halifax Harbour altered so as to bring it into conformity with that observed in other harbours on this Continent—that is, on entering the port from seaward, all buoys to be left on the starboard hand will be painted red, and all to be left on the port hand will be painted black. Buoys painted red and black, horizontal stripes, or black and white, vertical stripes, placed in middle ground, can be passed on either hand.

It is also proposed to place a wooden buoy with staff and vane on Bell Rock, off Chebucto Head, a wooden buoy on Dartmouth Spit, and one on Horse Shoe Shoal.

Fourteen new buoys have been made for this agency under the supervision of the Agent at Quebec, and are now here. They are as follows:—

Four 9 feet 6 inches by 5 feet.
 Four 6 " 6 " by 4 " 7 inches.
 Six 5 " " by 3 " 8 "

They are chiefly intended for Halifax Harbour.

STEAMER "LADY HEAD."

The following is a brief summary of the services of this vessel for the past year:—

During the months of January and February, 1874, the carpenter and engineer were employed in making repairs in their respective departments. These were completed on 7th March, and the steamer left Halifax for Sable Island where she arrived, having been detained by stress of weather in Beaver and White Head Harbours.

On the morning of 16th she landed supplies at the east end, west end and main stations, and having taken on board some wrecked material, returned to Halifax, where she arrived early on 18th March, and on the 21st the crew were paid off.

On the 1st April a crew for the season was shipped, and a cargo for Sable Island of spring supplies having been taken on board, the steamer sailed on the 7th, but the weather being unfavorable did not reach the Island until the morning of the 14th. Some supplies were landed at the main station, coals at the west end fog-whistle, and afterwards at the east end. The main station was again visited, and the vessel then returned to port, arriving on the evening of 16th April.

Up to the 25th the vessel was being cleaned, coaled and cargo taken on board for the western lights. On the 25th Chebucto Head and Sambro were supplied, and she returned to the wharf, where she was detained waiting for fine weather and taking further supplies on board until the 29th, when she went to sea.

Up to May 8th she was engaged in landing oil and other supplies at the lights west of Halifax, as far as Yarmouth, and then steamed to Machias Seal Island, landed twenty tons coals, and arrived at St. John, N. B., on morning of 9th May.

Up to the 14th was occupied in taking in supplies for the Bay of Fundy lights, and until the 18th was engaged in supplying the New Brunswick lights; coaled at the Joggin's Mines, supplied the Nova Scotia lights at the head of the bay and down the coast as far as Yarmouth, and on 23rd May, at 8 a.m., made fast to the wharf in Halifax. On the 27th the ship was placed in the marine slip to have her bottom cleaned and painted, and she came off on 3rd June. Up to the 9th, coaled and took in cargo for Whitehead and Sable Island, and sailed on that day, called at Country Harbour, landed her cargo for Whitehead, and reached Sable Island on the morning of 15th June. Landed

her cargo of coals and oil at the east and west ends, took on board wrecked materials, and arrived in Halifax on the 17th. Up to the 24th was engaged in taking in cargo for a portion of the eastern lights and for Sable Island. Left that day, and supplied all the lights east from Guysborough through the Strait of Canso, up the western side of Cape Breton, and from Amet Island to Pictou, where she arrived on afternoon of 3rd July, having also moored buoys on Hautfoud Shoal and Port Hood Harbour. Coaled at Pictou and took in cargo for Sable Island from the schooner "John Stewart," and sailed on 9th July. Was detained by bad weather at Ship Harbour and Whitehead until the 17th. On the 18th arrived at Sable Island, where she remained two days landing coals for the fog-whistles and light-house supplies, and receiving on board wrecked materials, crew and luggage of the wrecked barque "Highlander," and arrived at Halifax on the morning of the 22nd July.

On the 29th July, with Captain Scott, R.N., and myself on board, left Halifax, called at Egg Island and Beaver Harbour light stations, and anchored in White Head; landed supplies at White Head Station, and arrived at Sable Island on morning of 1st August. On evening of 2nd proceeded to sea, called at Scatterie Island, and anchored on the night of the 3rd in Aspey Bay. Next day steamed to St. Paul's Island, arriving there at 6.30 a. m. Left at 1.30 p. m., and arrived in Pictou on morning of 5th.

On the 8th, having coaled, left for White Head, arriving on the 10th, and landing material for coal shed, steamed to Country Harbour and Liscomb to look for logs for wharf, and arrived at Sable Island on 14th, took on board wrecked material, crew and luggage of barque "Nashwauk," and reached Halifax on the 15th August.

Discharged cargo at Halifax, and on the 19th proceeded to the Bay of Fundy to remove bell buoy to western side of Trinity Lodge; called at Yarmouth and Seal Islands, moored the buoy as instructed, and returned to Halifax on 24th August.

Took in light-house supplies and proceeded to sea on 31st, landed oil and stores at all stations east to Whitehead, and from thence visited Sable Island, arriving there on 5th September. Took on board fog-whistle, &c., from east end and anchored in Whitehead on 6th. Left Whitehead on 8th, and the vessel was occupied until 14th in supplying the lights on western coasts of Cape Breton as far as Sydney. Coaled at Sydney, took lantern and supplies to Cape North light-house and Ingonish, but was unable to land supplies at Cape North; arrived at St. Paul's Island on 16th, landed supplies and took on board survivors of the crew of wrecked barque "Anna." Left St. Paul's and supplied St. Ann's and the lights, &c., on the Bras d'Or Lake, laid spar buoy on Carey's Shoal and steamed for Cape North, visiting Bird Island on the way. Landed everything there, visited certain lights not yet supplied, and arrived in Pictou on the evening of the 24th September.

The steamer called at Pictou, and after taking on board provisions proceeded to Chatham, Miramichi and New Castle, where she arrived on the 29th. Coaled ship, and on the 1st October, took on board fog-whistle and boiler for Etang du Nord, and a quantity of light-house supplies, landed whistle, and on 6th landed lantern and supplies at Miscou, and anchored in Gaspé on 9th October. The steamer took on board Mr. Gregory, the Agent of the Department for Quebec, and visited Anticosti Island, taking provisions and supplies, and returned to Gaspé on 14th October, and landed Mr. Gregory.

Took in cargo and left for Magdalen Islands, and on 16th and 17th anchored off Sand Beach and landed cargo, and supplied Cape Monte. On 22nd proceeded to Bird Rock; but owing to heavy squalls and a high sea running, could not land, the ship labouring heavily and shipped large quantities of water. The captain ran for Port au Basque.

On the 24th supplied Cape Ray and subsequently Point Rich. While at anchor here a heavy squall struck the ship, causing her to sheer and lose an anchor. Proceeded to Forteau Bay, Cape Norman, Belle Isle Island, and anchored at L'Anse à Loup, on the 2nd November, and coaled. From thence proceeded to Bay of Islands, arriving there next day. On the 5th proceeded to Lark Harbour, where she remained through stress of weather until the 8th, when she left for Bird Rocks, landed supplies there on the 9th, and then visited Magdalen Islands.

On the 10th left for Gaspé, encountered a terrific gale and heavy sea, and on the night of the 11th anchored in Gaspé Basin.

The steamer was then coaled, a number of buoys taken on board, and leaving Gaspé on 15th, arrived next day at Pictou.

Coaled at Pictou and left for Sydney, C. B., arriving there on the 18th; took on board cargo for St. Paul's Island; went to Ingonish, took on board Mr. Campbell and family and ran for Sydney, anchoring there on the 21st. On the 26th the weather moderated, steamed to St. Paul's, landed passengers, stores and luggage, embarked Mr. McNeill and his effects, and Mr. McDougall and family, and proceeded to Ingonish, anchoring there at 9.30 p. m.

On the 27th November, landed Mr. McDougall and family, and proceeded to Sydney and landed Mr. McNeill; coaled the ship, and arrived in White Head on 29th. On the 1st December left for Sable Island, arriving there on the morning of the 2nd; took on board the cranberries, and arrived at Halifax on the 3rd December.

On the 12th December the steamer left Halifax bound for Egg Island, White Head and Sable Islands. Visited the first-named places, and landed her stores, and arrived at the Island on the 23rd December, landed her cargo and brought up three carpenters, and arrived in Halifax on the morning of the 24th.

After attending to some buoys the crew will be paid off, and the ship put on the slip to have her bottom cleaned and painted, after which she will require some repairs to the engines, &c., before visiting Sable Island, early in March.

The other services in charge of this Agency of the Department, such as the care of sick and distressed seamen, signal-stations, and the expenditure connected with investigation of wrecks, examination of masters and mates, fisheries, &c., have been attended to as usual, and do not call for any special observation. The accounts forwarded herewith will give in full detail, all the disbursements connected with each. The care of sick and disabled seamen has involved a large outlay, reaching, during the year, the sum of \$17,960.23.

The steady increase in the duties connected with this Agency of the Department and the advances made in all the services, which it includes in Nova Scotia, will be readily observed from the following statement of the expenditure for the last six years, that of 1874 being more than double that of 1869.

Expenditure of Nova Scotia Agency to 30th June, 1869.....	\$101,814	15
“ “ “ 1870.....	110,572	21
“ “ “ 1871.....	149,369	94
“ “ “ 1872.....	148,385	27
“ “ “ 1873.....	217,405	78
“ “ “ 1874.....	231,060	22

This increased expenditure has been by no means a barren one, but its results have been manifest in the new lights which from so many points of our rugged coast, send their warning beams far out to sea; in the increased number of fog signals, whose sound piercing through the mists, warn the mariner of the danger he is approaching; in the buoys and beacons which mark hidden and dangerous shoals in our harbours and coasts; in the care of the sick seaman, who now finds in every port of the Dominion kind attendance and medical treatment free of all charge to himself, in assistance to the shipwrecked mariner, who is clothed, fed and sent to his home at the public expense; in the increased security afforded by an enforced competency in the officers of our merchant service, and generally in the improvement and extension of all those aids to navigation which render commerce secure and prosperous.

The Province of Nova Scotia from her maritime position, and the great length of her coast line, has benefited very largely from the expenditure of the Department during the last seven years. The number of her light-houses have nearly doubled, while the efficiency of the old ones has been greatly increased; still much remains to be done, and I will particularly call attention to the improvement suggested at Sambro, Devil's Island and Cranberry Island, as well as to the necessity of providing new lanterns and improved lighting apparatus to several of the light-houses, to which reference as regards these particulars has been made.

Before closing the report of the operations of the year, I must express the great obligations I am under to Capt. Scott, R. N., Chairman of the Board of Examiners of Masters and Mates, for the assistance he has most cheerfully rendered me whenever requested, and the suggestions on nautical matters which his long experience renders most valuable.

Detailed accounts of Receipts and Expenditures for all services for the year ended 30th June, 1874, are herewith.

I have the honour to be, Sir,

Your most obedient servant,

H. W. JOHNSTON.

STATEMENT of Expenditure on account of Construction of Lights, Light-ships and Steam Fog-Whistles, in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1874.

		\$	cts.	\$	cts.
	DIGBY FOG-WHISTLE.				
T. Daley.....	Extras on building coal shed.....			40	00
	MCKENZIE POINT LIGHT.				
Wm. Tory.....	On account of contract.....			600	00
	NEGRO ISLAND LIGHT.				
J. McKinnon.....	Balance of contract for dwelling-house.....			600	00
	LISCOMB LIGHT.				
W. Hemlow	Lot of land.....	50	00		
Hon. S. L. Shannon.....	Drafting deed of land.....	5	00		
				55	00
	SABLE ISLAND LIGHTS.				
P. Carroll.....	Balance in full of account.....	1,453	05		
W. J. Fraser.....	Balance for Jas. Kerr's services inspecting light-houses.....	919	00		
				2,372	05
	YARMOUTH BEACON.				
F. Ryerson.....	Balance of contract.....	2,887	43		
do	Sheathing pier.....	250	00		
do	Removing old beacon.....	200	00		
C. Tooker	Superintending construction	120	00		
E. Chanteloup.....	Lamps, &c.....	344	75		
				3,802	18
	MAHONE BAY.				
A. Zinck.....	Building dwelling-house			600	00
	POINT ACONI.				
J. A. Moore.....	On account for construction.....	450	00		
C. Garth & Co.....	Lamps, &c	462	50		
				912	50
	SABLE ISLAND FOG-WHISTLE.				
T. McAvity & Son.....	Outfit and steam governor.....	697	32		
J. W. Fraser.....	Balance of contract, &c., for erecting fog-whistle...	498	16		
Crossland & Burpee.....	Cement	166	50		
McDonald & Co.....	Pumps	41	85		
Gas Company	Coal tar	54	00		
W. M. Smith.....	Inspecting and travelling expenses	13	80		
				1,481	63
	CARTER'S ISLAND LIGHT.				
James Lloyd.....	Dwelling-house			600	00
	<i>Carried forward</i>			11,063	36

STATEMENT of Expenditure on account of Construction of Lights, etc.,—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		11,063 36
	SHELBURNE HARBOUR.		
J. Deschamps.....	Balance of contract on light-house.....	366 79	
E. Chanteloup.....	Lamps, &c.....	135 00	501 79
	BRIAR ISLAND FOG-WHISTLE.		
T. Daly.....	Erecting fog-whistle buildings.....		890 00
	CAPE D'OR FOG-WHISTLE.		
Allen Bros.....	On account contract for fog-whistle.....	2,500 00	
J. H. Harding.....	Travelling expenses.....	9 00	
Clarke & Stackhouse.....	Account contract engine-house, &c.....	1,000 00	
Z. G. Gabel.....	Outfit, spiral and rubber suction hose.....	400 20	
T. McAvity & Sons.....	do on fog-whistle.....	399 14	
do do.....	Steam-whistle.....	100 00	
Wm. M. Smith.....	Tracings and specifications.....	20 00	4,428 34
	CHURCH POINT LIGHT.		
J. H. Harding.....	Cartage of lanterns.....		2 50
	BROOKLYN PIER LIGHT.		
E. Chanteloup.....	Lamps, &c.....		25 28
	CAPE NORTH LIGHT-HOUSE.		
Jacob Bowser.....	On account of contract for building light-house....	1,000 00	
J. Haws & Co.....	Plate glass.....	189 25	
S. Cunard & Co.....	Freighting glass.....	5 48	1,194 73
	ARGYLE OR WHITE HEAD LIGHT-HOUSE, COUNTY OF YARMOUTH.		
F. Ryerson.....	On account of contract for building light-house....	500 00	
E. Chanteloup.....	Lanterns and lighting apparatus.....	1,608 99	
J. H. Harding.....	Freight account.....	57 00	2,165 99
	LINGAN HEAD LIGHT-HOUSE.		
Chas. Garth & Co.....	Lantern, &c.....		462 50
	MARGARET'S BAY LIGHT-HOUSE.		
J. G. Sinclair.....	On account of contract and balance.....	1,216 21	
E. Chanteloup.....	Lantern and lamps.....	1,201 74	
T. A. Bishop.....	Building tanks.....	80 00	
Jos. Bowser.....	Carpenter's work.....	57 26	
W. S. Symonds & Co.....	Fitting clock and machinery.....	26 25	2,581 46
	<i>Carried forward</i>		23,815 95

STATEMENT of Expenditure on account of Construction of Lights, etc.,—
Continued.

		\$	cts.	\$	cts.
	<i>Brought forward</i>			23,315	95
	PORT MOUTON LIGHT-HOUSE.				
G. S. Parker.....	Balance of contract for erecting light-house.....	135	56		
do	Carpenters work.....	18	00		
do	Contract of dwelling house	500	00		
E. Chanteloup.....	Lamps, &c.....	192	25		
Hon. H. W. Smith	To pay John D. McClearn as purchase money, Spectacle Island.....	300	00	1,145	81
	ARICHAT WEST LIGHT.				
William Tory.....	Account of contract for building light-house.....	300	00		
E. Chanteloup	Lamps, &c	310	80	\$10	80
	HALIFAX HARBOUR LIGHT SHIP.				
H. W. Johnston	Balance of agreement for navigating across (£40)	194	66		
do	Crew do do (£34)	180	07		
Thos. Crowell.....	Pilotage	8	00		
D. Cummins	Discharging crew.....	3	40		
Jno. Haws & Co	Chain cables	1,846	34		
S. Cunard & Co	Freight on do	97	81		
Troudel & Campbell.....	Frame for lantern and gunnel frame	211	00		
Jno. Haws & Co.....	Balance of outfit	3,561	98		
W. S. Symonds & Co.....	Fog whistle, steam engine, pumps, pipes, &c.....	2,759	15		
R. Pickford	Patent chain and stopper	140	00		
T. H. Savers	Cartage.....	12	00		
J. Cormack	Engineer's labour at the whistle.....	18	00		
do	Labour at light ship	24	00		
Intercolonial Railway ..	Freight of lantern	5	80		
W. M. Smith.....	Services to light ship	112	00		
T. McAvity & Son	Steam whistle, gauge, tube cleaner and piping.....	151	85		
E. Chanteloup	Lanterns and lighting apparatus	474	90		
James Dempston.....	Labour and materials.....	176	39		
Fraser, Reynolds & Co...	Outfits, &c.....	785	86		
E. Mosely	Deck houses.....	30	45		
W. S. Symonds & Co.....	Engineer's work.....	965	68		
Black Bros. & Co	Chain cable.....	265	47	12,024	81
	GRAND NARROWS POINT.				
E. Chanteloup	Lamps, &c	176	00		
W. Tory.....	On account of contract for building light-house.....	645	00	821	00
	MULLIN'S POINT.				
Z. Mullins.....	Finishing light house.....	122	37		
Hon. Alex. McFarlane...	Examining title, conveyance and registration.....	17	00		
Gabriel Mullins.....	Paid for land for road to light-house	30	00		
E. Chanteloup.....	Lamps, &c.....	75	00		
W. Forster	Land taken for light-house use.....	110	00	354	87
	LIGHT-KEEPERS DWELLINGS, SABLE ISLAND.				
P. Carroll.....	On account of contract			7,905	80
	<i>Carried forward</i>			46,178	74

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		46,178 74
	GENERAL ACCOUNT.		
Intercolonial Railway...	Freight of lanterns	43 83	
G. McLachlin	Photographing plans	27 00	
Jos. Tomlinson.....	Balance account travelling expenses	99 37	
J. H. Harding	Freight of three iron bell buoys, &c., from London		
	to St. John.....	1,460 00	
do	Cartage and wharfage	62 40	
H. W. Johnston.....	Expenses to St. John and back.....	23 60	
			1,716 20
	WALTON LIGHT.		
T. Parker	Balance of contract.....	620 00	
E. Chanteloup.....	Lamps, &c	135 50	
			755 50
Jno. Haws & Co.....	Three iron bell buoys supplied by Trinity House		
	London		3,217 50
	Total expenditure from 1st July, 1873, to		
	30th June, 1874		\$51,867 94

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, &c., in the Province of Nova Scotia, for the
Fiscal Year ended 30th June, 1874.**

		\$	cts.	\$	cts.
AMET ISLAND.					
H. G. Bennett	12 months' salary as light keeper.....	493	76		
J. Northup & Sons.....	Cooking stove.....	28	32		
W. J. Symonds & Co.....	Supplies	1	25		
				523	33
ANNAPOLIS, OR DIGBY GUT.					
<i>(Old light-house burned; replaced by a new light-house and apparatus.)</i>					
S. J. Frost	12 month's salary as light-keeper and engineer of fog-whistle.....	791	00		
E. Chanteloup ..	Lantern and outfit	1,051	89		
J. H. Harding	Freight and storing, (railway)	77	79		
J. Haws & Co	Glass—£39 1s. 4d.	189	25		
S. Cunard & Co	Freight of glass	5	48		
Steamer Express.....	Freight of lantern.....	20	00		
J. H. Harding	Cartage and storage.....	39	30		
E. A. Poole	On account of contract	500	00		
Steamer Express	Freight	10	70		
Hughes & Co	Truckage lantern.....	17	50		
Robt. Condon	Hauling oil and stones.....	7	00		
				2,709	91
APPLE RIVER.					
James Tate.....	12 months' salary as light-keeper.....	375	29		
T. Deltolf	Building boat slip.....	100	00		
Hy. Mosely	Oars	6	16		
				481	45
ARICHAT.					
Joseph Coste	12 months' salary as light-keeper	229	12		
Fraser Reynolds & Co.....	Supplies	1	80		
J. Hogan & Sons.....	Lumber	0	53		
				231	45
BARRINGTON.					
Jas. S. Smith	12 months' salary as light-keeper	375	28		
E. Albro & Co.	Supplies	4	15		
				379	43
BEAVER ISLAND.					
N. M. Campbell.....	12 months' salary as light keeper.....	395	00		
Norman Campbell	Boat sails	50	00		
Alexr. Smith	Freight on supplies	9	00		
S. F. Barss	Cement	5	75		
W. H. Tully	Lumber	7	70		
E. C. Stafner.....	Repairs	42	50		
Fraser, Reynolds & Co.....	Supplies	2	65		
Edwd. Albro & Co.	do	3	45		
J. E. Butler.....	Oars	2	40		
				618	45
BIRD ISLAND.					
Angus Ross.....	12 months' salary as keeper	395	00		
W. Ross	Labour clearing away earth at wharf, and repairing wharf	163	72		
do	Boat	34	00		
Alexr. Robinson	Blacksmith's account	3	85		
R. H. Cogswell	Repairing spy glass.....	2	00		
				598	57
<i>Carried forward.....</i>				5,442	59

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		5,442 59
	BLACK ROCK LIGHT.		
James Robinson	12 months' salary as light-keeper	355 52	
do	Painting	20 00	375 52
	BLACK ROCK POINT.		
Donald Morrison.....	12 months' salary as light-keeper		345 64
	BOAR'S HEAD.		
Henry H. Ruggles	12 months' salary as light-keeper.....	395 00	
W. B. Vail.....	Painting, repairs and labour.....	104 74	499 74
	BRIER ISLAND.		
Joseph Suthern	12 months' salary as light-keeper.....	454 28	
D. W. de Wolf.....	Boat	50 00	
Forsyth & Co.....	Cartage of oil	6 00	
James Mowell	do	7 01	
J. Stathern.....	Painting, repairs, &c	123 00	
Fraser, Reynolds & Co.....	Supplies	6 14	
R. H. Cogswell	Telescope	9 00	655 42
	BURNT COAT.		
Jno. S. Smith.....	12 months' salary as light-keeper.....	246 88	
R. J. Sweet.....	Supplies hauling, &c	2 00	
E. Albro & Co	Supplies	30 60	
W. S. Symonds & Co.....	Winch	36 00	315 48
	CAPE SABLE.		
Isaac Doane	12 month's salary as light-keeper.....	474 09	
Henry Doane	Painting, &c	24 60	
Lawson, Harrington & Co	Astral oil	135 00	633 69
	CAPE ST. MARY'S.		
Maturin Robichau	12 months' salary as light-keeper.....	493 76	
do	Digging well.....	43 75	537 51
	CAPE ST. GEORGE.		
David Condon	12 months' salary as light-keeper.....	474 00	
Chipman Bros	Account for repairs.....	24 51	
F. S. Cunningham	Making and fitting sashes	56 03	554 51
	CARRIBOO ISLAND.		
Alexr. Munro.....	12 month's salary as light-keeper	395 00	
Duffis & Co	Repairing machinery	8 50	403 50
	<i>Carried forward</i>		9,763 51

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		9,763 51
	CAPE CANSO.		
James Hanlon	12 month's salary as light-keeper	493 76	
F. A. Bishop	Mason's work	100 82	
Jno. Sinclair	Carpenter's work	24 00	
Wylde, Hart & Co	Repairs	161 82	
S. Crooks	Whale boat	18 00	
W. H. Tully	Shingles	30 00	
E. Albro & Co	Supplies	0 75	
D. J. Smith	Lumber	23 91	
M. McLellan & Co	do	11 55	
			864 61
	CANSO HARBOUR.		
John Langley	Twelve months' salary as light-keeper	197 52	
Fraser, Reynolds & Co..	Supplies	3 00	
P. Poirier & Co.....	Truckage of oil.....	3 00	
			203 52
	CARTER'S ISLAND.		
James Lloyd.....	Twelve months' salary as light-keeper	197 52	
Fraser, Reynolds & Co..	Supplies	23 81	
Edwd. Albro & Co.....	do	5 50	
Jennings & Jay.....	Freight, &c.....	1 50	
James Hayden.....	Polishing, tables, shelves, &c	4 50	
A. D. Smith	Sheathing lantern, &c.....	10 00	
			242 83
	CHEBUOTO HEAD.		
Edwd. Johnston.....	Twelve months' salary as light keeper.....	395 00	
do	Store and boathouse.....	300 00	
do	Labor	22 50	
Fraser, Reynolds & Co..	Supplies	17 81	
do	Hardware	1 55	
W. H. Tully	Lumber.....	11 91	
W. J. Symonds.....	Repairs and supplies.....	72 05	
Alex. Robinson.....	Blacksmith's account	12 25	
Smith & Kane.....	Chimney crocks	12 35	
James Monogan.....	Work at chimney, &c	42 60	
T. Walsh & Co.....	Putty	5 00	
T. A. Bishop.....	Mason work.....	16 00	
J. R. Janet & Co	Brick	6 00	
S. Bars	Cement	12 95	
			927 97
	CHETICAMP.		
Edwd. Briard.....	Twelve months' salary as light-keeper	345 64	
Fraser, Reynolds & Co..	Supplies	6 10	
Philip Robin & Co.....	do	7 88	
			359 62
	CHESTER LIGHT.		
Edward Young	Twelve months' salary as light-keeper		395 00
	COUNTRY HARBOUR.		
W. B. Foster.....	Twelve months' salary as light keeper	395 00	
do	Making road	100 00	
Fraser, Reynolds & Co..	Supplies	1 80	
T. Walsh & Co.....	Putty	1 00	
			497 80
	<i>Carried forward</i>		13,254 86

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		13,254 86
	CROSS ISLAND.		
Geo. E. Smith	Twelve months' salary as light-keeper	454 28	
Wm. Young	Lumber	48 00	
C. Burns	Truckage of oil and stores	13 16	515 44
	DEVIL'S ISLAND LIGHT.		
Benj. Fulker	Twelve months' salary as light-keeper	375 28	
Jacob Bowser	Boat house, &c	125 00	
Thos. Walsh & Co	Supplies	5 00	
Edwd. Albro & Co	do	19 06	524 34
	EGG ISLAND.		
Wm. Condon	Twelve months' salary as light-keeper	493 76	
S. Bars	Cement	1 65	
W. H. Tully	Lumber	5 29	
R. H. Cogswell	Clock	4 50	
Fraser, Reynolds & Co	Supplies	3 89	
W. Condon	Repairs	8 90	
Edwd. Johnson	Boat	40 00	
Edwd. Albro & Co	Supplies	1 08	559 07
	FISH ISLAND.		
Joseph White	Twelve months' salary as light-keeper	276 52	
J. B. White	Painting	10 00	286 52
	FLINT ISLAND.		
B. Heney	Twelve months' salary as light-keeper	469 07	
J. Nass	Freight on supplies	20 00	
T. Bray	do do	6 00	
W. H. Tully	Lumber	90 82	
do	Shingles	22 00	
E. Mosely	Timber	10 00	
Fraser, Reynolds & Co	Supplies	35 31	
Benj. T. Haney	On account of repairs and balance	251 49	
W. J. Symonds	Stove and pipe	28 32	
R. H. Cogswell	Telescope	8 00	941 01
	FORT POINT LIGHT.		
S. T. N. Sellon	Twelve months' salary as light-keeper	237 00	
L. Sellon	Lamp and building chimney	6 75	243 75
	GREEN ISLAND.		
Wm. Duann	Twelve months' salary as light-keeper	493 76	
do	Building chimney	12 80	
Thos. Walsh & Co	Supplies	7 65	514 21
	<i>Carried forward</i>		16,839 20

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		16,839 20
	GULL ROCK.		
Saml. Hayden	Three months' salary as light-keeper.....	98 75	
Wm. Hayden	Nine do do do	296 25	
Josiah Orchard	Boat	30 00	
Jennings & Jay.....	Conveyance of freight	5 30	430 30
	GUYSBORO' LIGHT.		
G. S. Peart.....	Twelve months' salary as light-keeper.....	217 28	
do	Painting and repairing	7 00	224 28
	HORTON BLUFF LIGHT.		
C. E. Rathburn.....	Twelve months salary as light-keeper.....	246 88	
Duffes & Co.....	Repairing road.....	26 00	
Fraser, Reynolds, & Co.....	Supplies	3 26	
Edward Albro & Co	do	2 59	278 73
	INGONISH LIGHT—FURNISHED WITH NEW LANTERN AND APPARATUS.		
S. C. Campbell	Twelve months salary as light-keeper.....	345 64	
E. Chanteloup.....	Lanterns and lamps.....	71 50	
do	do	1,087 44	
F. D. Corbett & Co	Making road and landing.....	69 00	
Jacob Bowser.....	Lumber, freight and insurance	117 57	
Russell's wharf.....	Wharfage of lantern.....	3 00	1,694 15
	IRON BOUND LIGHT.		
Enos Wolf.....	Twelve months salary as light-keeper.....	355 53	
Edward Albro & Co	Supplies	6 82	
R. H. Cogswell.....	Telescope	8 00	370 34
	JERSEYMAN'S ISLAND.		
C. Boudrot	Two months salary as light-keeper.....	49 38	
Simon Babin.....	Ten do do	246 90	
T. E. Kenny	Supplies	33 44	
Fraser, Reynolds & Co.....	do	12 14	
W. S. Symonds & Co.....	do	12 55	
Essen & Co.....	Labour paid Babin and post for breakwater.....	100 00	
J. J. Robertson	Survey land, plan, &c.....	6 00	
T. Walsh & Co.....	Putty	0 75	
Sebastian Vilneau.....	Erecting oil store.....	68 06	529 22
	LOW POINT.		
Jno. G. Peters.....	Twelve months salary as light-keeper.....	454 28	
do	Cartage	2 00	456 28
	LISCOMB LIGHT.		
Seth Crooks.....	Twelve months salary as light-keeper.....	345 64	
do	Landing slip.....	30 00	
Charles Taylor.....	Surveying land.....	26 00	
	<i>Carried forward</i>	401 64	20,822 50

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	401 64	20,822 50
	LISCOMB LIGHT.—Continued.		
D. J. Smith.....	Planking.....	6 50	
W. Hemlow.....	Freight account.....	7 49	
W. H. Tully.....	Shingles.....	10 00	
Fraser, Reynolds & Co.....	Supplies.....	10 60	
E. Albro & Co.....	do.....	19 65	
			455 79
	LITTLE HOPE.		
Jos. McDonald.....	12 months salary as light-keeper.....	493 76	
R. J. Muir & Co.....	Labour, lumber, &c.....	28 75	
W. S. Symonds & Co.....	Repairs and supplies.....	116 85	
E. Johnston.....	Boat.....	40 00	
J. E. Butler.....	Oars.....	5 00	
Anderson & Bell.....	Freight.....	3 25	
J. E. Cook.....	do.....	4 50	
Wm. Robertson.....	Labour at landing.....	34 00	
			726 11
	LIVERPOOL.		
C. Firth.....	12 months salary as light-keeper.....	395 39	
Jacob Bowser.....	Repairs.....	359 00	
E. Albro & Co.....	Freight on lumber.....	10 00	
S. T. N. Sellon.....	Do and supplies.....	53 01	
Howard & Evans.....	Supplies.....	114 55	
W. S. Symonds & Co.....	Lantern floor and repairs.....	80 68	
W. H. Tully.....	Lumber.....	35 45	
Thos. Walsh & Co.....	Supplies.....	5 10	
Anderson & Bell.....	Repairs.....	27 10	
W. McFabridge.....	Canvas.....	7 00	
			1,087 28
	LOUISBURG.		
L. Kavanagh.....	12 months salary as light-keeper.....	454 28	
Alex. Grant.....	Shingles.....	10 50	
N. Townsend.....	Freight.....	8 00	
Fraser, Reynolds & Co.....	Supplies.....	8 40	
W. Barrow.....	Painting, &c.....	24 00	
			505 18
	LUNENBURG LIGHT.		
J. A. Ernst.....	12 months salary as light-keeper.....	296 28	
Wm. Young.....	Freight on supplies.....	6 25	
C. Burns.....	Labour and boarding workmen.....	26 95	
S. W. Marvin.....	Repairs.....	70 45	
Fraser, Reynolds & Co.....	Supplies.....	29 45	
J. K. Goold.....	Rent of land.....	0 24	
			429 62
	MARGARETVILLE.		
Wm. Early.....	12 months salary as light-keeper.....	227 12	
J. C. Halliburton.....	Painting, &c.....	14 80	
			241 92
	MARGAREE.		
N. C. McKeen.....	12 months salary as light-keeper.....	395 00	
Murray & Fitch.....	Repairs and truckage of oil.....	8 00	
			403 00
	<i>Carried forward</i>		24,671 40

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		24,671 40
MEAGHER'S BEACH.			
D. George.....	33 months salary as light-keeper.....	123 44	
Ed. Horn.....	84 months do as light-keeper.....	271 56	
H. McNab.....	Firewood.....	100 00	
W. S. Symonds & Co.....	Repairs.....	32 27	
W. Tanner.....	Labour.....	15 00	
M. Horn.....	Boating brick, boarding men.....	5 00	
W. Bealey.....	Protection work.....	592 50	
Jas. Monaghan.....	Building chimney.....	13 50	
Fraser, Reynolds & Co.....	Supplies.....	4 95	
E. Albro & Co.....	do.....	1 24	
Alexr. Robinson.....	Blacksmiths work.....	1 50	
J. R. Jannett & Co.....	Bricks.....	7 80	
			1,168 86
MARGARET'S BAY.			
Albert Pearl.....	63 months salary as light-keeper.....	273 71	
Geo. Stangenwhite.....	Taking care of light-house.....	100 75	
Smith and Kay.....	Bricks.....	27 00	
J. R. Jannet & Co.....	do.....	22 20	
S. Barss.....	Cement.....	40 65	
W. J. Symonds.....	Setting up light-house machinery, stove, &c.....	28 14	
do.....	Supplies.....	13 50	
E. Albro & Co.....	do.....	5 72	
R. H. Cogswell.....	Clock.....	4 00	
J. Melvin.....	Casks and cooperage.....	6 90	
			522 57
MAHON BAY.			
A. Zinck.....	12 months salary as light-keeper.....	246 88	
do.....	Freight and supplies.....	4 57	
			251 45
MOSEB'S ISLAND.			
H. Moser.....	12 months salary as light-keeper.....	444 40	
Thomas Smith.....	Boat.....	24 00	
			468 40
MULLIN'S POINT.			
Z. Mullins.....	2 months, 97 days salary and wages as light-keeper.....	210 66	
Benjn. Smith.....	8 months' salary as light-keeper.....	66 66	
Fraser, Reynolds & Co.....	Supplies.....	6 21	
Z. Mullins.....	Sundry expenses.....	2 51	
W. S. Symonds & Co.....	Lantern, floor and stove.....	19 50	
Jno. Livingston.....	Advertising.....	6 00	
W. McNab.....	Surveying land.....	5 00	
T. Walsh & Co.....	Glass.....	9 00	
			325 54
NEGRO ISLAND.			
Jas. McKinnon.....	12 months salary as light-keeper.....	197 52	
Thos. McGregor.....	Clearing landing.....	25 00	
Fraser, Reynolds & Co.....	Supplies.....	4 48	
Edward Albro & Co.....	do.....	5 50	
			232 50
	<i>Carried forward</i>		27,640 72

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		27,640 72
	NORTH CANSO.		
Geo. McKay	12 months salary as light-keeper	454 28	
Hy. Mosely	Boat oars	4 50	
R. Power.....	Freight on boat	2 00	460 78
	PARRSBORO' LIGHT.		
Wm. Armstrong	6 months salary as light-keeper	167 88	
do	Protection work.....	231 75	
Jas. Armstrong.....	6 months salary	167 88	
Wm. Armstrong	Labour and materials for repairs.....	85 86	653 37
	PEGGIE'S POINT.		
E. Horn.....	3 months salary as light-keeper	108 03	
W. Crooks.....	do do	237 61	
Fraser, Reynolds & Co.....	Supplies	1 00	346 64
	PICTOU.		
R. E. Lowden	12 months salary as light-keeper		454 28
	PICTOU ISLAND.		
Andrew Hogg	12 months salary as light-keeper	454 28	
H. B. Lowden	Labour and repairs	314 59	
Andrew Hogg	Stone wall repairs and painting.....	35 00	
Fraser, Reynolds & Co.....	Supplies	5 00	
W. S. Symonds & Co.....	do	13 80	822 67
	POMKET ISLAND.		
John Atwater	12 months salary as light-keeper	345 64	
E. G. Randall	Carpenter's work.....	120 00	465 64
	PORT HOOD.		
T. Power.....	12 months salary as light-keeper		276 48
	PORT HERBERT.		
M. Lisk	12 months salary as light-keeper	100 00	
do	Repairs	5 50	
E. Albro' & Co	Supplies	12 09	117 59
	PORT MOUTON.		
R. J. Smith.....	6 months salary as light-keeper	169 08	
P. Burgess	95 days' do do	190 00	
do	Boating two casks of oil	2 00	
R. J. Smith.....	Boat and boating.....	36 50	
Newcomb & Lambert.....	Supplies	3 00	
T. Walsh & Co	Glass	10 55	411 13
	<i>Carried forward</i>		31,649 30

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		31,649 30
	PORT MEDWAY.		
E. Perry	Twelve months salary as light-keeper.....	256 76	
Healy, Wetman & Co	Repairs	197 25	364 01
	PORT WILLIAMS.		
J. M. Dunn	Twelve months salary as light-keeper		256 76
	POINT TUPPER,		
J. McDonald	Twelve months salary as light-keeper.....	197 52	
do	Repairs	22 80	220 32
	PUBNICO.		
Maturin Amero.....	Twelve months salary as light-keeper.....		237 00
	PUGWASH.		
R. F. Bent.....	Twelve months salary as light-keeper	197 52	
do	Boat, labour, and supplies	120 43	
T. Walsh & Co.....	Supplies	14 50	
E. Albro & Co.	do	12 31	344 76
	SAMBRO'.		
William Gilkie.....	Twelve months salary as light-keeper	395 00	
do	Conveyance and board of workmen.....	255 00	
Richard Innis.....	Firewood	372 09	
T. G. Martin.....	Freight on lumber.....	10 00	
Fraser, Reynolds & Co.	Hardware and supplies	56 02	
J. Monaghan.....	Mason work	231 00	
W. A. Tully.....	Lumber	12 02	
W. J. Symonds & Co.	Stove	7 60	
J. Hogan & Sons.....	Lumber	20 87	
R. H. Cogswell.....	Telescope	12 00	
Jacob Bowser.....	Repairs	237 00	
S. F. Barrs	Cement and lime.....	8 55	
Jennings & Clay.....	Conveyance and freight.....	7 50	
Edward Albro	Supplies	8 86	
Edward Johnston.....	Boarding workmen	9 00	1,641 82
	SAND POINT.		
J. Mundell.....	Twelve months salary as light-keeper.....		395 00
	SABLE ISLAND (EAST END.)		
James Norman.....	11½ months salary as light-keeper and engineer of fog-whistle.....	514 50	
W. J. Symonds & Co.....	Stove pipe and repairs	113 74	
Lawson, Harrington & Co	Oil	135 30	
Wm. Morrison	Wages	49 38	
E. Albro & Co	Supplies	67 98	
S. W. Marvin.....	do	13 60	
Fred. Wallis.....	Wages	38 00	932 50
	<i>Carried forward</i>		36,041 47

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>			36,041	47
	SABLE ISLAND (WEST END.)				
Wm. Morrison	Nine months salary as light-keeper, and engineer of fog-whistle	441	00		
Lawson, Harrington & Co.	Astral oil	135	45		
Hon. W. Muirhead.....	Freight of machinery.....	9	55		
M. T. Fagar	Supplies	11	13		
E. Albro & Co	do	85	55		
W. S. Symonds & Co.....	do	75	40		
				758	08
	SCATTERIE ISLAND.				
J. McLean.....	Twelve months salary as light-keeper and for hu- mane establishment.....	803	60		
Fraser, Reynolds & Co..	Supplies	4	13		
R. H. Cogswell.....	Telescope	8	00		
A. Robinson.....	Blacksmith's account.....	8	55		
W. S. Symonds & Co.....	Supplies	71	25		
R. Boak & Son.....	Repairs.....	66	10		
				961	63
	REAL ISLAND.				
T. C. Crowell.....	Twelve months salary as light-keeper.....	474	00		
W. Robertson.....	Making roads.....	163	13		
W. S. Symonds & Co.....	Supplies	49	12		
E. Albro & Co	do	10	80		
				697	05
	SHELBURNE LIGHT.				
C. Stalker.....	Twelve months salary as light-keeper			474	00
	SHELBURNE HARBOUR.				
Edward Goodie.....	Eleven months salary as light-keeper	181	05		
do	Digging well.....	14	00		
Fraser, Reynolds & Co..	Supplies	3	00		
W. S. Symonds & Co.....	do	1	50		
W. McLean.....	Freight	3	22		
Newcomb & Lambert....	Supplies	3	00		
T. Walsh & Co	Glass	10	55		
N. R. Freeman.....	Surveying land.....	8	00		
				224	32
	SPENCER'S POINT.				
Wm. Spencer.....	Twelve months salary as light-keeper.....	100	00		
D. Kent.....	Freight and truckage.....	4	43		
				104	43
	SYDNEY BAR.				
G. Nunn.....	Twelve months salary as light-keeper.....	197	52		
Jos. Nass.....	Freight	13	00		
G. Nunn.....	Boat and oars.....	17	00		
do	Carpenter's wood and erecting stand	23	50		
E. Mosely.....	Material for oil store.....	88	21		
Fraser, Reynolds & Co..	Supplies	12	68		
W. H. Tully.....	Lumber	0	72		
				352	63
	<i>Carried forward</i>			39,613	61

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		39,613 61
	WHITE HEAD LIGHT.		
	<i>(New Lantern and Revolving apparatus furnished.)</i>		
James Dillon.....	Twelve months' salary as light-keeper	503 98	
do	Work on road and landing place	100 00	
do	Painting light-house and store	16 00	
E. Chanteloup.....	Lantern and outfit	1,171 75	
Jacob Bowser	Frame and building materials	435 66	
Intercolonial Railroad Co.	Freight of glass	10 50	
W. S. Symonds & Co.....	Supplies	207 07	
Bauld and Reynolds.....	Shingles	16 50	
Fraser, Reynolds & Co.	Supplies	5 50	
			2,466 96
	ST. PAUL'S (SOUTH-WEST AND NORTH-EAST.)		
L. McDougall.....	Twelve months' salary as light-keeper	414 76	
W. S. Symonds & Co.....	Repairs and balance on clock work	481 92	
Jas. Dempster	Window sash	22 00	
D. J. Smith.....	Planking	32 50	
W. H. Tully.....	Shingles	38 45	
J. Hogan & Sons.....	do	82 50	
Alex. Robinson.....	Blacksmith's account	51 30	
J. Bowser	Carpenter's work	541 00	
A. McLeod.....	Labour and board of men	82 00	
Fraser, Reynolds & Co.	Provisions	59 66	
M. Fraser	Gauge glass	17 00	
Henry Mosely	Boat and oars	98 80	
S. F. Barss	Cement	11 50	
H. W. Johnston	To pay one of the staff (twelve months' salary)	50 00	
			1,983 39
	ST. ANN'S.		
J. Morrison	Twelve months' salary as light-keeper	100 00	
Wm. Ross	Labour, &c.	23 00	
			123 00
	SISSIBOO.		
B. Amero.....	Twelve months' salary as light-keeper		197 52
	WESTPORT.		
J. D. Sutherland.....	Twelve months' salary as light-keeper	296 28	
C. Hose & Co.....	Making road	17 00	
			313 28
	WALTON.		
T. Parker	Twelve months' salary as light-keeper	91 66	
W. S. Symonds & Co.....	Store	9 00	
Fraser, Reynolds & Co.	Supplies	4 72	
T. Parker	Supplies and freight	11 96	
			117 34
	YARMOUTH.		
C. J. Fox	Two months' salary as light-keeper	79 00	
James Fox.....	Ten do do do and engineer of fog-whistle.....	653 33	
do	Repairs and supplies	14 96	
Joshua Doane	Supplies	45 54	
			792 83
	<i>Carried forward</i>		45,607 93

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		45,607 93
	WEST END SCATTERIE ISLAND.		
J. Burke.....	Twelve months' salary as light-keeper.....	296 28	
J. E. Butler	Oars.....	4 80	
Fraser, Reynolds & Co.....	Supplies	4 00	305 08
	HALIFAX LIGHT-SHIP.		
Lawson, Harrison & Co.....	Towage and oil.....	128 25	
E. Lawson.....	Blue lights.....	15 00	
W. Spence.....	Labour	25 00	
W. Roberts.....	do	136 00	
G. Wilson.....	Repairs	333 42	
Win. Vincent.....	Superintendence of repairs.....	52 00	
D. M. Brown.....	Surveyor's fees.....	15 00	
W. S. Symonds & Co.....	Iron, labour, repairs and supplies.....	913 07	
Jno. Dixon	Moving vessel.....	22 00	
E. Walsh.....	Painting, glazing, &c.....	543 00	
Jno. Rose	In charge	153 00	
Jas. Courtney	Labour	64 00	
G. Flowers & Son.....	Sails.....	42 73	
H. Dowsley.....	Wages and board.....	91 00	
J. W. Watson	Coals and stowage.....	535 00	
R. J. Sweet.....	Sugar.....	18 55	
M. Whalen	Trimming coals	23 80	
Chas. Neal	Labour	37 50	
Geo. Watson.....	do	40 27	
F. D. Corbett.....	Provision account.....	349 60	
C. A. Hutchings & Co.....	Lumber.....	40 17	
H. Montgomery & Co.....	Ash bucket	6 00	
Lordly & Stempson.....	Small store account.....	188 21	
Peter Judge.....	Water bill.....	144 00	
J. E. Short.....	Labour.....	11 00	
H. W. Johnston	Advance wages to crew.....	255 00	
John Anderson.....	Labor.....	15 00	
Philip Taples	Board of crew.....	14 40	
Hannah Rose.....	do seamen	10 80	
W. H. Nauffts	Stores	53 00	
S. W. Marven	Tinware, &c.....	88 95	
Thos. Offin.....	Blocks	29 25	
Jno. Cormack	Engineer.....	99 67	
P. Martin	Board of seamen	11 20	
J. C. Crowell.....	Wages as master	156 69	
A. L. Wood.....	Bedding	75 67	
Fraser, Reynolds & Co.....	Supplies	259 58	
H. H. Fuller & Co.....	do	82 68	
Compton & Co.....	Advertising	20 00	
E. Bennett	Ship-keeper	174 39	
J. E. Butler	Topmast and fender	30 15	
Alex. Robinson.....	Blacksmiths work	267 32	
H. W. Blackadder	Advertising	8 87	
Jno. Hunter.....	Supplies	39 00	
Jno. Parker, jun.....	Beef	33 85	
Della Torree & Co.....	Supplies	4 00	
Chebucto Railway Co.....	Slip hire.....	339 30	
W. Starrs, Son & Morrow	Lanterns, &c.....	18 68	
R. H. Cogswell.....	Timepiece, &c.....	11 75	
Gordon & Keith	Supplies	52 70	
J. C. Croskill	Advertising, &c	37 00	
W. M. Smith	Inspecting and travelling expenses.....	41 10	
A. McDonald.....	Survey fee.....	10 00	
S. A. White & Co.....	Dockage, wharfage, &c.....	109 00	
Jno. Patterson.....	Repairs	14 00	
	<i>Carried forward</i>	6,290 57	45,913 01

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	6,290 57	45,913 01
HALIFAX LIGHT-SHIP.—Continued.			
G. E. Morton.....	Stationery.....	14 27	
T. Regan	Caulking decks.....	97 50	
Hv. Moseley.....	Repairing boats.....	13 85	
Eben. Moseley.....	Carpenters work.....	81 75	
Silas Townsend.....	Anchor.....	48 00	
A. H. Creighton.....	Charts.....	5 00	
Capt. M. Graburn.....	Account of disbursements.....	25 00	
Ellen Doyle.....	Washing.....	4 90	
W. Moxley.....	Procuring crew.....	3 00	
Thos. Casey.....	Beef.....	24 00	
Edwd. Albro & Co.....	Rope, &c.....	9 72	
W. Barrow.....	Provision account.....	4 02	
W. J. Fraser.....	Dockage.....	68 00	
			6,690 58
GENERAL ACCOUNT.			
Crossland & Burpee.....	Charges on coals.....	160 49	
J. F. Phelan.....	Freight.....	9 26	
Water Rates.....		50 00	
S. W. Marvin.....	Tinsmith and plumbers' work.....	512 92	
Merchants Bank.....	Draft on Boston.....	107 63	
Alpin Grant.....	Stationery and advertising.....	111 74	
S. F. Barss.....	Cement, lime, &c.....	71 22	
Jno. Rogers.....	Loading "Ajax".....	22 00	
Fraser, Reynolds & Co.....	Supplies, &c.....	784 87	
Henry Havestock.....	Packing boxes.....	90 00	
Henry Mosely.....	Boat and oars, oil, &c.....	112 34	
H. W. Johnston.....	Hon. P. Mitchell's travelling expenses.....	60 00	
M. Graburn.....	Expenses to join schr. "J. A. Nickerson".....	40 00	
Jno. R. Bent.....	Porpoise oil.....	9 50	
Lordly & Thompson.....	Provisions.....	26 25	
F. A. Fitzgerald & Co.....	Oil account.....	6,112 44	
W. H. Tully.....	Lumber.....	20 04	
Chas. Neal.....	Labor and sundry disbursements.....	954 30	
T. Walsh & Co.....	Painting, glazing, &c.....	20 25	
W. S. Symonds & Co.....	Supplies.....	68 02	
Jno. McGuin.....	Charter of schooner "Ajax".....	1,086 00	
W. M. Smith.....	Plans, &c.....	31 00	
Receiver-General.....	Deposit of tax, light-house keeper's salaries.....	445 46	
R. Brunt.....	Land, &c.....	13 52	
Shannon & Tobin.....	Rent of wharf and stores.....	1,275 00	
Intercolonial Railway Co.....	Freight account.....	75 56	
R. Huntingdon.....	Advertising.....	5 00	
C. E. Dettolf.....	do.....	58 45	
G. Bent, jun.....	Lamps and lantern.....	73 75	
Church Chronicle.....	Advertising.....	11 25	
City Treasurer.....	City taxes, city, county, poor and school rates.....	121 20	
Post Office.....	Postages.....	330 46	
West. U. Telegraph Co.....	Telegrams.....	365 31	
J. R. Gould.....	Friction pipes.....	10 70	
J. H. Kendrick.....	Salary.....	1,176 00	
do.....	Travelling expenses.....	449 63	
C. Creed.....	Subscription to reading room.....	3 00	
M. G. Tracy.....	Advertising.....	9 00	
Union Glass Co.....	Account for glass and chimneys.....	464 44	
Jas. Barnes.....	Advertising.....	21 75	
W. Murray.....	Repairs to cart, &c.....	7 60	
J. Melvin.....	Cooperage account.....	26 90	
J. Haws & Co.....	Plate glass.....	1,087 88	
Barbier & Fenestre.....	Account for chimneys, &c.....	143 45	
G. Davison & Co.....	Wicks and chimneys.....	14 50	
	<i>Carried forward.....</i>	\$16,700 08	\$52,603 50

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>	16,700	68	52,603	59
GENERAL ACCOUNT.—Continued.					
G. P. Black	Freight account		32	88	
E. Chanteloup	Supplies, &c.	1,522	25		
Burns & Murray	do	411	75		
R. Pickford	do	8	67		
Alex. Robinson	Blacksmith's account		6	60	
J. Tomlinson	Draft, travelling expenses	200	00		
E. Albro & Co.	Supplies	3,092	73		
J. P. Mott	Soap, lime, &c.	382	30		
W. Gossip	Book on Light-house illumination		4	00	
Charles Annand	Advertising	55	75		
Citizen Publishing Co.	do	37	75		
W. H. Nauffs	Stores "Ajax"	31	57		
Newcomb & Lambert	Supplies	7	45		
F. W. Fishwick	Express freight	22	21		
P. Wesleyan	Advertising	16	75		
Willis & Watt	do		4	00	
T. W. Bateman	Hardware		8	75	
Smith Bros. & Co.	Hollands and sheeting	11	16		
M. F. Edgar	Supplies	10	99		
Barry & Co.	Express freight		4	80	
R. G. Fraser	Testing oil		5	00	
C. E. Fairbanks	Plans, light-house stations	18	75		
Lawson, Harrington	Services of tug boat	70	00		
A. Lawson	Advertising		3	50	
P. Monaghan	do		2	00	
Cape Breton Advocate	do		3	50	
Blackadar Bros.	do		46	75	
S. Cunard & Co.	Freight of bags	18	21		
Jno. Black & Co.	Bags (264 lbs. od.)	316	02		
Yeomans & Parry	Oil	4,237	54		
Stephen T. Hall	Stationery	26	50		
S. S. Carroll	Freight		2	65	
C. A. Hutchings & Co.	Boards		5	70	
T. A. S. Dewolfe & Son	Freight		3	94	
N. Russell & Co.	Cans and oil tanks	583	20		
Jacob Bowser	Frame and lumber for coal shed	215	45		
D. M. Browne	Travelling expenses	30	00		
W. J. Munroe	Land at West Haven for coal depot	100	00		
W. J. Moir	Registry deed for do		2	00	
J. Scott Mitchell	Premium of Fire Insurance on property in store on Tobin's wharf		50	00	
B. Carr	Truckage of oil		21	58	
National Alarm Co.	Fog alarms	60	30		
Halifax Penitentiary	Brooms	52	50		
R. H. Cogswell	Repairing clock		1	00	
N. H. Meagher	Legal services	12	75		
R. McConnell	Advertising		1	87	
				28,463	75
Total expenditure of maintenance Nova Scotia, Light-houses, from 1st July, 1873, to June 30th 1874.				\$81,067	34

FOG-WHISTLES.

CHANBERRY ISLAND.

James Hanlon	12 months salary as engineer of fog whistle	444	40
Copeland & Burpee	Coals	440	63
M. Whalen	Shipping coal	17	50
G. W. Hall	Freight on do and supplies	308	00
Fraser, Reynolds & Co.	Supplies	3	37
<i>Carried forward</i>		\$1,213	90

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	1,213 90	
CRANBERRY ISLAND.—Continued.			
Jas. McDonald	Firewood	351 00	
F. A. Bishop	Mason work	100 83	
J. Hogan & Sons	Lime and sand	14 30	
R. McLeod & Co	Supplies	16 86	
W. Hart & Co	Repairs	17 25	
E. Albro & Co	Supplies	11 10	
W. S. Symonds & Co	do	6 50	
T. McAvity & Sons	do	13 95	
Jas. Hunter	do	14 50	
Robertson & Co	Bags	14 00	
			1,774 19
YARMOUTH FOG-WHISTLE.			
C. J. Fox	5½ months salary as engineer	193 52	
N. K. Clements	Wood and coal	517 41	
Nova Scotia Bank	Draft for do	206 95	
Brunell, Johnston & Co	Supplies	39 50	
Fraser, Reynolds & Co	do	10 55	
T. McAvity & Sons	do	13 95	
Jno. P. Watt	Lime	18 00	
J. M. McMellan & Co	Bricks	102 07	
E. Albro & Co	Cement	78 75	
T. McAvity & Sons	Steam governor	26 50	
Brunell, Johnston & Co	Work and materials	61 38	
Z. G. Gable	Suction hose	37 80	
R. Fox	Hauling and boating	28 87	
			1,335 25
SAMBRO' FOG-TRUMPET.			
J. K. Goold	Rent Land		0 24
SEAL ISLAND FOG-WHISTLE.			
C. Crowell	12 months salary as engineer of fog-whistle	495 32	
Copeland & Burpee	Coal	45 78	
Jas. Burke	Shipping coal	25 00	
W. H. Naufts	Cordwood	44 00	
Hy. Atwood	Freight on coal and wood	440 00	
Burrell, Johnson & Co	Grate bars	14 60	
Wm. Robinson	Wood, water and making road	320 13	
P. Walsh	Hauling wood, &c	82 50	
H. Doane	Wood, water and making road	174 65	
Wm. Robertson	Making road	569 56	
do	Firewood	24 00	
T. McAvity & Sons	Supplies	13 95	
W. Sargent	Care and keep of pony	5 00	
W. S. Symonds & Co	Supplies	52 30	
M. McLelland & Co	Bricks	141 72	
			3,448 51
BRIER ISLAND FOG-WHISTLE.			
F. Suthern	10 months' salary as engineer	334 09	
J. Cormack	Wages, board of engineer, &c	239 50	
J. H. Harding	Brick and wages of mason	114 28	
W. M. Smith	Work at reservoir and repairs	888 59	
T. McAvity & Sons	Hardware and supplies	18 80	
T. McGiverin	Anthracite coal	759 50	
do	Freight on do	400 00	
	<i>Carried forward</i>	2,754 76	5,552 10

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	2,754 76	3,558 19
BRIER ISLAND FOG-WHISTLE.—Continued.			
Jno. McQuiggan	Balance of cost of reservoir	677 00	
J. Bowser	Ladders	7 80	
Daniel & Boyd	Wood	245 00	
Isaac Peters	Freight	3 00	
			3,687 56
DIGBY FOG-WHISTLE.			
John Cormack	1 month's salary and board as engineer	75 50	
T. McAvity & Sons	New whistle and repairs, &c	261 22	
R. P. McGiverin	Coal storage and cartage	759 12	
Jno. Kerr	Freight on coal	325 00	
H. Ruel & Co.	Supplies	15 30	
S. Frost	Plastering rooms	30 00	
Fraser, Reynolds & Co.	Supplies	9 90	
W. S. Symonds & Co.	do	124 68	
R. Hughes & Co	Freight and truckage	16 23	
M. Whelan	Carting coal, &c	14 35	
E. Albro & Co	Supplies	9 61	
Kennedy, Bent & Co	Freight of coal	160 00	
Tim. Doherty	Wheelbarrow	4 50	
Robt. Candon	Hauling coal	40 00	
S. J. Frost	Horse hire	5 00	
J. Donkin	Blacksmith's account	0 40	
Jno. Adams	Wood	60 00	
			1,910 81
ST. PAUL'S ISLAND FOG-WHISTLE.			
C. Stewart	3 months salary engineer to fog-whistle	147 00	
A. H. Rand	Nine do do do	389 52	
Richard Innis	Making road and conveying coals to whistle	688 47	
Jas Burke	Shipping coal	25 80	
M. Whalen	Bagging do	1 31	
W. H. Naufus	Potatoes and wood	42 20	
Hy. Peters	Shingles	21 00	
S. T. Barsz	Cement	23 00	
E. G. & C. Stavner	Freight of coal, wood, &c	370 00	
Fraser, Reynolds & Co.	Supplies	78 37	
Smith & Kay	Brick	39 00	
W. H. Tully	Lumber	92 22	
W. S. Symonds & Co	Supplies	122 50	
R. McLeod & Co.	do	53 50	
J. Bowser	Carpenters' work	231 00	
T. McAvity & Sons	Supplies	13 95	
			2,318 84
SABLE ISLAND FOG-WHISTLE.			
Jas. Norman	Three months' salary as fog whistle engineer	73 50	
Crossland & Burpee	Coals	171 29	
T. McAvity & Sons	Steam-whistle supplies	113 10	
M. Whelan	Barrelling coal	22 20	
Isaac Melvin	Coal barrels and empty do filled with coals	232 52	
do	Coopering and filling coals, &c	255 65	
Lawson, Harrington & Co	Anthracite coals	150 45	
Wm. Campbell	Coals	72 00	
Fraser, Reynolds & Co.	Hardware and supplies	255 03	
J. M. Watson	Coals	225 00	
W. S. Symonds & Co.	Supplies	106 87	
Jno. Hunter	Stopcocks and supplies	29 69	
Ewd. Albro & Co	Supplies	128 29	
McDonald & Co	do	81 03	
			1,916 62
	<i>Carried forward</i>		15,292 02

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		15,392 02
	SABLE ISLAND FOG-WHISTLE, WEST END.		
Isaac Melvin.....	Filling empty barrels with coals.....		112 53
	Total expenditure of Fog-Whistles in Nova Scotia, from 1st July, 1873, to 30th June, 1874		15,504 55
	HUMANE ESTABLISHMENTS.		
	MUD ISLAND.		
J. & W. Johnstone.....	To pay allowance.....		80 00
	SEAL ISLAND.		
J. & W. Johnstone.....	To pay allowance.....		120 00
	ST. PAUL'S ISLAND.		
D. J. McNeill.....	Salary as Superintendent.....	784 00	
Boatmen.....	do	800 00	
E. Johnston	Boat	40 00	
F. D. Corbet & Co	Flour and beef.....	239 50	
H. Cook.....	10 barrels of pork.....	250 00	
J. E. Butler	Oars.....	5 00	
Lordly & Thompson.....	Provisions	184 41	
Jas. McLeod.....	five kegs powder	25 00	
H. Moseley	Surf boat and oars.....	134 76	
Fraser, Reynolds & Co.....	Supplies.....	208 51	
Jas. Dempster	Window sash &c.....	27 50	
W. S. Symonds & Co.....	Stove	27 00	
J. R. Gould.....	Friction tubes.....	21 42	
Neal, White & Co.....	Supplies	178 59	
F. Doherty	Hand barrows.....	4 60	
W. Murray	Wheel barrow and cart	59 50	
J. Bowser.....	Carpenters' work	342 00	
D. J. McNeill.....	Allowance for boarding men to 31st Dec.....	200 00	
M. F. Edgar	Medicines	25 71	
			3,557 50
	SCATTERIE ISLAND.		
F. D. Corbet & Co	Flour and beef.....	101 55	
Lordly & Thompson.....	Provisions.....	51 42	
			152 97
	SABLE ISLAND.		
H. W. Johnston.....	Salaries of staff.....	3,108 25	
Receiver General	Tax on Superintendent's salary	5 52	
Lowly and Stimpson.....	Provisions	104 33	
Hy. Mosely	Surf boat and repairs	176 40	
J. Bowser.....	Lumber and barn frames.....	683 87	
Esson & Co.....	Provisions	548 55	
Burns & Murray	Clothing, &c.....	189 00	
W. H. Naufis	Oats, potatoes, &c.....	241 30	
Alex. Grant	Shingles	211 50	
Fraser, Reynolds & Co.....	Supplies	260 56	
J. Parker.....	Beef	100 00	
	<i>Carried forward</i>	5,621 27	3,910 47

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	5,621	27	3,910	47
SABLE ISLAND.—Continued.					
Hy. Cook.....	Pork.....	230	00		
Wm. Morrison.....	Travelling expenses to Pictou and back.....	10	25		
J. Primrose.....	Supply account.....	275	86		
Intercolonial Railway Co.....	Freight.....	14	66		
H. Dolby.....	Barometer.....	14	00		
Jas. Anderson.....	Ox yoke.....	6	00		
P. S. Dodd.....	Sheep and lambs.....	88	00		
J. E. Butler.....	Oars.....	32	90		
Jno. Merson.....	Ox yoke, chains, straps, &c.....	8	00		
M. F. Eagar.....	Medicines.....	23	82		
J. R. Jennett & Co.....	Crockeryware.....	12	95		
Chas. Neal.....	Dogs collars.....	12	60		
W. Murray.....	Waggon and cart.....	280	50		
Jas. Duggan.....	Bags.....	11	60		
W. Barrow.....	Provisions, &c.....	624	45		
M. McLellan & Co.....	Laths.....	35	00		
E. Albro & Co.....	Supplies.....	225	17		
H. W. Johnston.....	Sundry supplies and Tobin for stone.....	139	47		
Jno. Shiers.....	Labour.....	6	66		
Newcomb & Lambert.....	Mattresses.....	36	00		
Bauld & Reynolds.....	Shingles.....	147	00		
Bookfield, Romans & Co.....	Lumber.....	47	25		
P. Taples.....	Forwarding men to Pictou.....	4	40		
George Piers.....	Pig feed.....	37	30		
A. & H. Creighton.....	Stationery.....	23	25		
S. W. Marvin.....	Supplies.....	9	30		
Avery Broom & Co.....	Seeds.....	20	88		
	Total expenditure of Humane Establish- ments in Nova Scotia from 1st July, 1873, to 30th June, 1874.....			\$7,998	44
				11,908	91
BUOYS AND BEACONS.					
Buoy Service at.....	Arichat.....	182	70		
do.....	Barrington.....	199	38		
do.....	Bras d'Or.....	135	00		
do.....	Cape Canso.....	281	86		
do.....	Cary's Shoal.....	64	72		
do.....	Guysborough.....	20	00		
do.....	Liverpool.....	10	25		
do.....	Lockport.....	32	00		
do.....	Lunenburg.....	8	00		
do.....	Main à Dieu.....	12	00		
do.....	Meregomish.....	10	00		
do.....	Port Hood.....	30	25		
do.....	Port Latour.....	35	00		
do.....	Port Medway.....	54	64		
do.....	Pubnico.....	16	50		
do.....	Pugwash.....	114	01		
do.....	Shag Harbour.....	48	60		
do.....	Sydney.....	73	49		
do.....	Tusket.....	60	00		
W. S. Symonds & Co.....	Five iron can buoys.....	1,796	00		
do do.....	Buoy weights.....	301	78		
do do.....	Iron beacon.....	260	33		
Patrick Doyle.....	Freight of buoys.....	45	00		
Fraser, Reynolds & Co.....	Chain, rope, &c.....	212	69		
I. O'Connor.....	Anchor, &c., for Sambro Harbour.....	36	40		
	<i>Carried forward.....</i>	4,040	60		

**STATEMENT of Expenditure on account of Maintenance of Light-Houses,
Steam Fog-Whistles, etc.—Concluded.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>	4,040	60		
BUOYS AND BEACONS.—Continued.					
D. Whitman.....	Freight of buoy, anchor, chain, &c., from Halifax to Canso.....	10	00		
W. Caldwell & Son.....	Cutting anchor.....	8	00		
J. J. Bently.....	Three spar buoys.....	30	00		
E. Moseley.....	Beacon and truckage.....	41	00		
J. A. Fraser.....	Placing three buoys and moorings on Lime Rocks.....	40	00		
S. W. Crowell.....	Picking up Cross Ledge buoy.....	12	00		
D. McLeod.....	Service at Bras d'Or.....	5	00		
A. Robinson.....	Blacksmith's account.....	116	95		
S. Veneau.....	Erecting beacon at Jerseyman Island.....	15	00		
Jas. O'Connor.....	Two anchors and stock.....	87	86		
Henry Chute.....	Painting buoys.....	30	00		
R. McNab.....	Lifting buoys at Meregomish.....	10	00		
Fraser, Reynolds & Co.....	Chain for Graves Rock buoy.....	61	42		
Wylde, Hart & Co.....	Wharfage.....	3	50		
W. McFabridge.....	Iron.....	10	80		
Silas Townsend.....	Anchor.....	10	30		
Halifax Penitentiary.....	Moorings stones.....	156	60		
Jas. A. McNeil.....	Freight of buoys to Cape Canso and Arichat.....	22	00		
E. Albro & Co.....	Red lead.....	1	35		
	Total expenditure from 1st July, 1873, to 30th June, 1874.....			4,712	38
SIGNAL STATIONS.					
J. K. Goold, Control Pay-master.....	Expenses for quarter ended June, 1873.....	661	44		
do.....	do do September, 1873.....	309	40		
do.....	do do December, 1873.....	334	23		
				1,305	07

SUMMARY OF EXPENDITURE.

		\$	cts.	\$	cts.
Light-houses.....	From 1st July, 1873, to 30th June, 1874.....	81,067	34		
Fog Whistles.....	do do.....	15,504	55		
Humane Establishments.....	do do.....	11,908	91		
Buoys and Beacons.....	do do.....	4,712	38		
Signal Stations.....	do do.....	1,305	07		
				114,498	25

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Receipts on account of Casual Revenue deposited to the credit of the Receiver General during the Year ended 30th June, 1874.

		\$	cts.	\$	cts.
SABLE ISLAND.					
Sales of ponies.....		279	31		
do cranberries, &c.....		375	30		
Government shares sales "Stella Maris".....		351	36		
do do Steamship "Wyoming".....		215	29		
				1,221	26
DOMINION STEAMERS.					
Freights.....				245	07
LIGHT-HOUSE AND COAST SERVICE.					
Use of steam pumps and sales sundries.....				362	42
FISHERIES.					
Fines.....				513	74
				2,342	49

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 5.

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
F. A. Fitzgerald & Co.	2,628 gallons of oil.....	709 87	
Jno. Furness	Account of buoy service	79 89	
Jno. Chapman	do do Murray Harbour	25 00	
Jno. B. Howlett	do do Georgetown	51 72	
H. McDonald	do do Cardigan	12 85	
C. Deagle	do do Bell's Bay	9 00	
F. Deagle	Repairs of lamps, Rustico Harbour	14 05	
M. McLeod	12 months' salary as keeper, Point Prim	163 06	
Angus McLellan	do do Malpec	250 06	
Peter Ronahan	do do Cow Head	163 06	
Asa McCabe	do do Cascumpec	117 57	
W. McDonald	do do Panmure	163 04	
A. R. Beaton	do do East Point	163 06	
Arch. McLaine	do do Block-house	169 06	
J. F. Perry	10 do do North Cape	216 68	
P. McVeigh	5 do do Summerside	20 43	
Geo. W. Howlan	Oil, hardware, glass and lumber, Cascumpec	64 07	
Jas E. McDonald	Oil furnished to light-house at Panmure	42 77	
do	do do Murray Harbour	21 39	
Jos. Wightman	Supplies furnished do St. Andrew's Point	82 21	
Angus McLellan	Firewood for twelve months, Malpec	32 44	
A. A. McDonald	Glass, putty, hardware, &c., Panmure	30 54	
J. H. Myrick	Supplies furnished to North Cape	25 17	
James Penny	6 months' salary as keeper, Penny's Point	32 44	
McDonald & Owen	Oil delivered at Point Prim (279½ gallons, at 54c.)	150 93	
do	do Block-house (134½ do 54c.)	72 63	
W. G. Strong	do do Cow Head (47½ do 50c.)	23 66	
R. M. Carroll	Oil, glass, hardware, &c., North Cape	24 72	
M. Stevenson	Labour, plumber's work, hardware, &c., Point Prim	24 83	
Jno. Lefurgay	Oil, tap, and sundry supplies	24 95	
J. F. Perry	Firewood, oil, &c.	23 22	
M. Stevenson	Oil, labour, hardware, &c., Block-house	26 86	
N. Woodside	Stove and pipes, North Cape	13 02	
Michael Ready	6 months' salary as keeper, Tracadie	24 33	
Peter Ronahan	do Fuel for light-house, Cow Head	16 22	
Thos. Walsh	do Salary as keeper, Rustico	40 00	
W. Hardy, jun.	do do Little Channel	64 89	
W. McGrath	do do St. Peter's Harbour	48 64	
Arch. McLaine	do Supply fuel for Block Light-house	16 22	
Asa McCabe	do Salary as keeper, Cascumpec	16 22	
Donald W. Palmer	5½ do do Crapaud	11 50	
Asa McCabe	6 do Allowance for firewood, Cascumpec	32 44	
Hon. G. W. Howland	Supplies for Cascumpec	4 68	
Jno. Ronahan	Hardware account, Cow Head	8 36	
Benjamin Rogers	Cotton, towels, and lamp chimnies, Cascumpec	6 00	
Jas. R. McDonald	Placing in new glass, and two new lamps, St. Andrews	7 50	
Graves & McMurty	Advertising sealed tenders, light-houses	3 50	
A. A. McDonald & Bros.	Lamp tops and glasses, St. Andrews Point	5 38	
Isaac C. Hall	Glasses, small wares, and expenses in landing and storage of five barrels oil, North Cape Light ...	7 58	
Total expenditure			3,357 71

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 6.

REPORT OF THE AGENT FOR BRITISH COLUMBIA, OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1874.

BRITISH COLUMBIA AGENCY,
VICTORIA, October 31st, 1874.

SIR,—I have the honour to forward the Annual Report of the operations of this agency of the Department for the Fiscal Year ended 30th June, 1874, for the information of the Honourable the Minister of Marine and Fisheries.

Two new light-houses have been constructed in this Province during the fiscal year, neither of which was in operation at its close. One at Cape Beale, on the west coast of Vancouver Island, and the other at Point Atkinson, in the Gulf of Georgia.

One stone and two iron beacons have been placed on dangerous reefs immediately in the track of vessels in the inland navigation.

The iron beacons are situated on Gabriola Reef, in the Gulf of Georgia, and on Walker Rock, Trincomalee Channel. That on Gabriola Reef shows a ball eight feet in diameter, elevated thirty-six feet from the reef; the standard is made of 4-inch iron, and well stayed with 1½-inch iron. Considerable difficulty was experienced in placing this beacon, the contractors having had to abandon the attempt twice before finally succeeding. That on Walker Rock is on the same principle, half the size. The stone beacon on Lewis Reef lying in the direct track of steamers and local craft leaving Victoria, is most valuable to navigation. Lewis Reef is surrounded with reefs similar in character, and during thick or foggy weather, before the beacon was erected, it was difficult to determine one from the other.

Two bell buoys have been constructed and placed in position, one on Brothie Ledge, near the entrance of Victoria Harbour; and the other on Kelp Reef, which lies in dangerous proximity to the course of large shipping bound northward from the Straits of Juan de Fuca.

Brothie Ledge, lying directly at the entrance of Victoria Harbour, required a beacon that could be readily seen by day, and the locality signalled in thick or foggy weather during day or night. As the water in the Straits is usually very calm at the time the bell would be mostly required, it was important that the bell should sound with the least motion of the water; as well as stand the stress of severe weather, and to attain this end I adopted the following arrangement:—The beacon is built of cedar, the bottom is in the form of an oval 19 feet x 10 feet and three feet thick, and built solid; in the centre is a well-hole four feet square, and in it is a float three feet square, also of cedar, held in position by a chain from each corner. This float gives motion to the clapper or striker of the bell. The top of the beacon is 12 feet high, in the form of a cone; and to the apex of the cone the bell is firmly bolted, and at one side of the bell is an iron box also securely bolted, containing the hammer and ratchet-wheel for striking the bell. In the ratchet are four pins; each pin, as the wheel revolves, raises the hammer, and when the handle of the hammer slips off the pin the bell is struck by a counter weight; at one side of the ratchet-wheel there are three check-pawls, pitched so that the wheel cannot revolve one-sixteenth of an inch without one of the check-pawls dropping and holding it from going back. The spindle of ratchet-wheel also carries a lever which has three pawls similar to those on the other side, the end of the lever is connected to the float. It operates as follows:—a wave that will raise the float half an inch will turn the ratchet one tooth, and the pawls on the other side drop in and hold it from going back, thus the

ratchet-wheel keeps turning, and every revolution of the wheel strikes the bell four times. Since the beacon has been placed in position it has answered well and gives great satisfaction. That on Kelp Reef is in all respects similar to the one described.

The buoys under construction at the close of the present fiscal year for Nanaimo Harbour were completed and placed in position.

The iron can buoys on the Sand Heads of Fraser River were scraped and painted, the chains and moorings examined and made good. This service was performed by the aid of the Dominion steamer "Sir James Douglas," Capt. Clarke. For some years past the channel through the sands has gradually been growing more intricate; at the present time, from the mouth of the Fraser River (proper) to the Gulf, a distance in a direct line of five and a quarter miles is increased by the great leads fully a mile and a half or two miles; the channel now is a tolerable good representation of the last letter of the alphabet, whereas a few years ago it was comparatively straight from Garry Point, entrance of Fraser River, to the light-ship moored in the Gulf of Georgia.

While the mainland of British Columbia formed a separate and distinct colony from that of Vancouver Island, the subject of improving the navigation of Fraser River was prominently brought before the Executive Government, and the project only abandoned from the probability of the cost of such an undertaking being more extensive than the finances of the country would then bear. It was proposed to run out screw piles on each side of the channel; this course was considered necessary in consequence of the current from the Fraser River and the tides in the Gulf running at right angles to each other. By means of the screw-piles it was considered that a bulk head could be constructed that would resist the influence of the Gulf tides on the sands and promote the scouring out of the channel by the current of the Fraser River; and if that should be found insufficient, a system of independent dredging similar to that in use at the mouth of the Danube could be resorted to.

However, the subsequent union of the colonies prevented any further thought of the necessity of this undertaking, but probably the day is not so distant that either the above method or probably some still better may be considered necessary in order to accommodate the trade from the principal highway and estuary of the province on the mainland of British Columbia.

Two spar buoys were moored, one each on Burnaby Shoal in Burrard Inlet and on Spanish Bank, English Bay.

The number of buoys and beacons under the supervision of this Agency is 39, 15 of which are of iron, and the rest of wood.

Race Rocks and Fisgard Light-houses were, at the close of the previous fiscal year, under repairs, which were completed at both stations as soon as practicable during the present fiscal year, the particulars of which were fully represented in my report to the Department of September 24th, 1874.

Fisgard Light-house is the only station in the province that suffered from the winter gales, and that not very seriously. The landing stage was carried away and some trifling damage was sustained by the buildings, which was made good as soon as circumstances would permit.

The light-ship in the Gulf of Georgia has kept her position and rendered good service to the navigation during the fiscal year; she is, nevertheless, during winter exposed to the full weight of heavy gales, more particularly when blowing from the north-westward.

Cape Beale Light, on the west coast of Vancouver Island, although not lighted until the 1st of July of the present fiscal year, yet the establishment of the same was completed. In referring to the subject of maintenance and salaries, I apprehend that the custom of this country and the emoluments paid to individuals for their services contrast most strangely with that of similar services in the Eastern Provinces. Even the natives are imbued with a notion of their own value, and as this paragraph more particularly refers to Cape Beale, I must beg permission to relate a circumstance that actually transpired in Barclay Sound in the month of June, 1874. The schooner "Kate" had been hired for the purpose of conveying the glass for the lantern of the light-house,

together with other stores for the station, which was distant about five miles from the schooner's anchorage; it was necessary to obtain the services of several Indians and two large canoes to convey the property, myself and another man to the light-house. The landing at the light-house is nearly always bad, and sometimes dangerous, but the sea-coast Indians are very expert in handling their canoes, and it is considered safer to entrust property or life to the care and management of the natives than to risk the same in (frequently) very inferior boats. The Indians had collected alongside in much larger numbers than were necessary, and it required some tact to open negotiations with them as to the amount they would demand for the work they knew was required of them, and the value and importance of which (seeing that the light was advertised for exhibition on the 1st of July, about 16 or 17 days) they knew as well as myself or any other person present. Ultimately I offered 75cts. each for six men in each canoe; this offer was rejected with indignant scorn, and the balance of the day was expended in fighting shy of each other. The Indian trader being on board, I requested him to find out what they expected for the service, and he informed me that each man in either of the two canoes must be paid six dollars, and three dollars for each canoe. This appeared to me simply extortionate, and in an angry moment I threatened to take the schooner through the surf and land it myself: this they knew to be almost a physical impossibility, and quietly retorted that they thought I could not do that but I might try it if I liked. I remonstrated, and tried to reason with them but all to no purpose; they knew that I was more or less dependent upon them, and were sharp enough to know how to make me pay for it. Amongst other things, I told them, through an interpreter, that the same authority sent me as would send the Indian Commissioner, to whom they were looking forward to his arrival with great expectations, and that I should inform him (the Commissioner) that they were a bad race of people; this, however, only had the effect of producing a retort that I said that with a view of frightening them; I also explained to them that the Government would be writing angrily to me for paying such exorbitant sums. Well, they replied, can't you write back and ask them how could you help it? I ultimately agreed to pay them each \$4.50 and \$3.00 each for the two canoes, and after some considerable time had passed they consented to my terms.

I have personally had much experience in dealing with the Indians of this coast, extending over a period of nearly thirty years, and a circumstance transpired subsequently to the day's labour which is, perhaps, worthy of recording. After the stores and glass had been safely carried up the steep hill upon which the light-house stands, and all the men paid, I spoke to the chief or spokesman of the crews of the two canoes, and told him that they had imposed upon me by their charges, and I should expect that on a certain day a large canoe well manned would come to the station and take me to the schooner; and, very much to my astonishment, they came and never asked for any pay either in the shape of money or gifts. This is positively the only instance in all my experience where one or more Indians have performed the most trivial service for the white man without recompense.

The Dominion steamer "Sir James Douglas" was employed for seven months on her usual route, from the 1st July, 1873, to the 30th January, 1874, carrying mails and passengers on the east coast of Vancouver Island, and performing all other duties connected with the Department.

The vessel under the British Columbia Government was badly used. She had been running for some years out of repair, each year adding to the ultimate expense of placing her in good order, until finally by the breaking of her shaft she was rendered in her then present condition useless for any service.

I am aware that conflicting influences have been brought to bear on the Department with reference to the repair or sale of the steamer "Douglas." However, I beg now to explain to the Honorable the Minister my motives and reasons for urging the thorough repair and refitting of this vessel. In the first place, I am persuaded that if she had been offered for sale (either privately or by public auction) as she lay for five months with a broken shaft, the machinery a wreck, and the hull deplorably bad, not one thousand dollars would have been realized, for the simple

reason that she would have been useless to any person or for any service, except that of the Government, even providing that she had been bought to repair. The model of the vessel is such that will be well understood by stating she is not a poor man's craft; she is not calculated to carry cargo or passengers, but suited as a despatch-boat and tender.

The ambition of some persons led them to believe that if the "Sir James Douglas" were disposed of, a large powerful steamer would be sent to this coast for Dominion service. If such was, or is the intention of the Government of the Dominion, the repair of the steamer "Douglas" can not possibly interfere with such arrangements, because I am satisfied that neither the contemplated nor actual vessel could perform each others duties, whereas the steamer "Douglas" when placed in good order will be of great value to the Dominion Government, more especially to this Department, for without the means of locomotion from the insular position of Victoria, the Agent of the Department would be powerless to act in all matters without incurring continual heavy expenses. There must be some other service in this Province, that I am at present ignorant of, that demands the necessity or a vessel, the price of which was supposed to be \$80,000. I honestly believe that the steamer "Sir James Douglas" will, for some years at least, do all the Dominion work in this Province, except such as may be considered advisable to perform in Her Majesty's ships on this station. Therefore, whatever the expense of placing the "Douglas" in thorough good order may be, the difference between that amount and the price of the contemplated new steamer, to say nothing of the difference of running expenses, may justly be considered a saving of so many thousand dollars.

STEAMBOAT INSPECTION.

The Act after being suspended for eleven months came again into force in this Province on the 1st June, 1874.

But little difficulty was experienced in placing all low-pressure boats within the provisions of the law, as they were prepared from the previous year; but the high-pressure boats plying on the Fraser River, notwithstanding a large outlay incurred in repairs and alterations in the machinery, apprehensions were felt by the owners that should the law be strictly enforced with respect to the boat plying to Yale, the head of navigation, that the traffic to the interior would be stopped, and a great inconvenience and loss to the general public would be caused thereby. I received a communication from the owners of the "Onward," stating that notwithstanding the outlay made in pursuance of the Steamboat Inspection Act, that the alterations had not met their expectations, and they found that they could not get to Yale at high water under a pressure much larger than would be allowed. I made the trip to Yale at the worst stage of water, the Government valve being locked down to a pressure of one hundred and thirty pounds. The "Onward" after some difficulty in crossing the worst bars reached her destination. A new boat is now building for next season's work, and the owners will provide machinery sufficiently powerful to enable them to navigate the Fraser River with a comparatively moderate pressure.

The navigation of the Stickeen River is reported to be more difficult and intricate than the Fraser River. The Steamboat Inspection Act could not be enforced with reference to the boats plying on that river, as they had left Victoria prior to the Steamboat Inspection Act coming into operation, to be in time for the opening of navigation. For the period which this report covers, but little was known of the character of the navigation of the Stickeen River; it has since been proved to be navigable for about one hundred and sixty miles, the course of the river is tortuous and narrow, and the stream rapid. Before the opening of navigation next season the British boats plying there will have conformed to the provisions of the law.

In regard to the high-pressure boats in general on this coast, the Dominion Steamboat Act has not worked as satisfactorily as I could wish, in consequence of a growing tendency among steamboat owners in favour of boilers of small diameter and excessive high pressure. There were boilers built here this year that the law

required me to allow one hundred and sixty-four pounds pressure per square inch, and as such boilers are often in the hands of unqualified engineers, I feel the importance of carrying out the suggestions of the Chairman of the Steamboat Inspection Board, that one hundred pounds pressure per square inch should be the maximum pressure allowed. I have determined to err on the safe side, and I am doing all in my power to encourage the construction of engines that may be built hereafter with cylinders of sufficient capacity to develop the power required, with a pressure not exceeding one hundred pounds to the square inch on the boiler, as I know that this is greatly desired by the travelling public.

I notice in Mr. Risley's report a most valuable suggestion of limiting the number of passengers to the capacity of boats carried. A law of this character is perhaps more necessary in this Province, where means of transport is limited, and where travel is governed by gold excitements. I apprehend that unless some restriction of this nature has the force of law, that terrible disasters will sooner or later occur on this coast.

WRECK.

This Province has been exempt from disasters to shipping, one wreck only having taken place during the fiscal year. The American ship "Panther," on the night of the 17th of January last, during a heavy gale and snow-storm, was cut adrift from the steamer having her in tow off San Juan Island; the ship being left to her own resources, having no pilot on board, struck on a reef off Pender Island, and for some hours lay in a perilous position. On the tide rising she floated off with nine feet of water in her hold; the vessel afterwards sailed and drifted through the inland channel, and finally took the ground again in Trincomalee Channel and there sank. The "Panther" was a fine ship, and had a cargo on board of 1,750 tons of coal.

The loss of this ship can be attributed to no other cause than the want of a pilot—a very reprehensible practice, common in these waters, dispensing with the services of a pilot when in tow of a tug-boat. If the tug-boats were sufficiently powerful to successfully control the handling of a large ship, deeply laden, the objection would not be so marked, but the reverse of this is the fact. There is, however, a movement at the present time to bring to this country one or more powerful tug-vessels from Great Britain, the necessity of this course having forced itself on interested parties in this community.

I have, &c.,

JAS. COOPER,
Agent.

William Smith, Esq.,
Deputy Minister,
Marine and Fisheries, &c.

STATEMENT of Expenditure on account of Construction of Lights, British Columbia, for the Fiscal Year ended 30th June, 1874.

		CAPE BEALE LIGHT.	\$ cts.	\$ cts.
Silas J. Frost.....	Salary for taking charge of light-house, &c., five months		300 00	
A. McKinnon.....	Salary for taking charge of light-house, &c., four months		140 00	
Andrew Laing	Salary for taking charge of light-house, &c., one month		20 00	
R. Broderick & Co.....	Freight, 44 packages from Montreal to San Francisco, lighting apparatus		401 25	
do	Freight, 44 packages from San Francisco to Victoria, lighting apparatus		65 57	
D. W. Higgins.....	Advertising		18 00	
T. H. Long	do		24 00	
W. Webster.....	do		12 00	
T. H. Pamphlet.....	Charter of schooner conveying materials.....		300 00	
W. Spring.....	Freight and passages to Barclay Sound and Cape Beale		185 00	
W. P. Sayward	Lumber		68 82	
D. McDowell.....	Labour, 65 days building oil and wood sheds, fitting in glass to lantern, &c.....		260 00	
				1,794 64
		BURRARD INLET.		
Thos. Westgarth.....	Plans, &c.....		48 50	
Capt. Clarke	Expenses, passage of self and two others from Passage Island to Howe Sound.....		14 50	
				63 00
		GENERAL ACCOUNT.		
D. W. Higgins.....	Advertising		9 00	
T. H. Long & Co.....	do		14 00	
Jas. Cooper	Expenses, hotel account at Nanaimo and on board "Sir James Douglas"		17 50	
				40 50
		POINT ATKINSON.		
Wm. Webster.....	Advertising		5 00	
J. F. Suter.....	do		3 00	
T. Westgarth.....	Tracing		19 00	
do	Expenses travelling, hotel bills and nine days services inspecting construction of light-house.....		66 25	
				93 25
Total				1,991 39

STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, for the Fiscal Year ended 30th June, 1874.

BUOYS AND BEACONS.		\$ cts.	\$ cts.
Capt. Cooper.....	Paid for labour, iron work and sundries	477 64	
- D. W. Higgins.....	Advertising.....	62 00	
Thos. Westgarth.....	Plans	40 00	
William Williams.....	Building beacon on Lewis Reef Chain Islands.....	322 00	
Arthur Tranev.....	Contracts, spar buoys and labour	2,863 00	
- Brown & Hughes.....	Advertising	3 00	
- T. H. Long & Co.....	do	45 50	
Jas. Cunningham.....	Paints	73 65	
Jno. Murray.....	Materials and labour.....	196 50	
R. Savage.....	Cordwood	15 43	
G. W. Booth.....	Provisions	157 12	
Capt. Clarke.....	Extra pay \$128.00, buoying sand heads off Fraser River, and iron work, &c., \$40.62.....	168 62	
W. G. Bowman.....	Buggy hire	3 00	
Jas. H. Innes.....	Chain, &c.....	150 79	
P. McQuade.....	Three chains, &c.....	773 37	
M. A. Insley.....	Labour	9 50	
- W. Webster.....	Advertising	13 00	
Moody, Deity & Co.....	Salvage	75 00	
- J. W. Suter & Co.....	Advertising	15 00	
G. Nixon.....	Materials	2 28	
W. V. Rane.....	do	3 30	
R. Nightingale.....	do	50 00	
S. Johns.....	do	30 00	
Broderick & Co.....	Towage	240 00	
Jno. McLeod.....	Labour	19 50	
J. Spratt.....	Iron work and towage.....	672 37	
Hudson Bay Co.....	Wharfage	9 00	
FISGARD LIGHT.			6,490 57
W. H. Bevis.....	Salaries for 12 months	759 98	
do.....	Freight, drayage, &c.....	19 50	
R. Broderick & Co.....	Fuel, &c.....	25 00	
Jno. Neeler.....	Oil cloth, lamp, furniture, &c.....	42 71	
Jas. Cooper.....	Expenses stage and boat hire of self and another from Victoria to light-ship.....	4 00	
Robt. Foster.....	Repairs	125 00	
Eli Harrison.....	Painting	232 50	
Hy. Saunders.....	Coal oil, &c.....	19 00	
Thos. Storey.....	Repairs	372 00	
William Arthur.....	Water	10 50	
Hudsons Bay Co.....	Gunnies.....	6 00	
Jno. T. Howard.....	Expenses buggy and boat hire to light-ship, (twice)	5 00	
Capt. Clarke.....	Labour.....	6 00	
P. McQuade & Co.....	Hardware, rubber, and line	38 25	
Turner, Beeton & Co.....	Supplies—dry goods, cord, &c.....	23 31	
A. & W. Wilson.....	do Stoves and fixtures.....	68 07	
Burns & Edwards.....	do Cutlery and hardware.....	37 00	
W. P. Sayward.....	Lumber	9 50	
- T. N. Hibben & Co.....	Stationery	14 62	
Langley & Co.....	Coal oil, wicks and glasses.....	66 12	
E. B. Marven.....	Paint, oil, turpentine, &c.....	17 24	
CAPE BEALE.			1,901 28
Fell & Co.....	Provisions	344 05	
Hayward & Jenkinson.....	Lumber	150 47	
A. & W. Wilson.....	Stove, &c.....	105 12	
J. T. Howard.....	Freight	3 00	
P. McQuade & Co.....	Hardware and glass.....	150 52	
Jno. Weiler.....	Furniture	7 50	
Langley & Co.....	Coal oil, wicks and glasses.....	108 50	
- T. N. Hibben & Co.....	Stationery	9 50	
Carried forward			878 66
			9,270 51

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>		9,270 51
	FRASER RIVER LIGHT-SHIP.		
Mrs. J. Jolly.....	Paid salaries chief keeper \$500, and two assistants \$400	900 00	
A. Rickman.....	Provisions	375 00	
E. B. Marvin.....	Making and furnishing awning, paints, oil, turpentine and chandlery	259 02	
T. Richard.....	Repairs	85 00	
P. McQuade & Co.....	Mooring gear, paint, oil and ship chandlery.....	717 14	
W. P. Sayward.....	Lumber	9 27	
Thos. C. Jones.....	Repairing boat.....	12 00	
Muir Bros.....	Oil	97 50	
Thos. Wilson & Co.....	Maintenance (hardware)	3 00	
Jos. Spratt.....	Making and mooring swivel.....	25 30	
A. & W. Wilson.....	Hardware	10 49	
W. Webster.....	Advertisement	3 00	
T. N. Hibben & Co.....	Stationery	13 87	
Robt. Hicks.....	Repairs	7 50	
Jas. Cooper.....	Paid for hardware	40 00	
do	Paid 7 months wages of crew.....	1,140 00	
Geo. Hardisty.....	Freight, &c.....	61 50	
P. Fell & Co.....	Provisions	354 00	
P. Gerard.....	Salary for 3 months as assistant light-keeper.....	120 00	
J. K. Suter.....	Advertising	2 50	
Broderick & Co.....	Freight	100 00	
A. Stewart.....	Labour	50 00	
B. C. Banks.....	Coal	118 25	
Hudson's Bay Co.....	Wharfage	1 75	
			4,506 09
	GENERAL MAINTENANCE ACCOUNT.		
Jno. Haws & Co.....	Colza oil	335 07	
Sproat & Co.....	Wharfage	4 50	
J. U. Gregory.....	Freight on glass.....	33 70	
Mathews, Richards & Co.....	Brass tap.....	9 50	
A. W. Wilson.....	Labour.....	4 50	
Hudson's Bay Co.....	Storage	10 35	
			397 62
	RACE ROCKS.		
Thos. Argyle.....	Salaries of self and three assistants	1,688 58	
A. Rickman.....	Provisions	375 00	
W. B. Charties.....	Repairs	81 02	
P. McQuade & Co.....	Hardware and glass.....	162 32	
Capt. Clarke.....	Labour.....	10 87	
Jas. Cooper.....	do	35 00	
Hudson's Bay Co.....	Gunnies	6 00	
W. P. Sayward.....	Lumber	16 50	
Muir Bros.....	Oil	180 00	
H. E. Beckwith.....	Water and boat hire.....	22 00	
Jno. Dickson.....	Coal grate and plumbing.....	17 00	
D. W. Higgins.....	Advertising	5 00	
A. W. Wilson.....	Galvanized iron and stove pipe.....	6 00	
T. H. Long & Co.....	Advertising	5 00	
Langley & Co.....	Coal oil, wicks and glasses.....	27 50	
Kelly & Taylor.....	Tinsmith's account.....	4 50	
Fell & Co.....	Provisions	355 87	
Jos. Spratt.....	Repairs	7 30	
T. Storey.....	do	18 00	
G. H. Booth.....	Expenses of agent on board the steamer "Douglas" ..	2 75	
Broderick & Co.....	Freight	70 00	
E. B. Marvin.....	Paint, oil, and ship chandlery.....	72 38	
B. C. Banks.....	Coal	159 50	
Kinsman & Styles.....	Balance of contract of repairs to light.....	471 00	
			3,799 09
	<i>Carried forward</i>		17,973 21

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>		17,973 31
SALARIES AND CONTINGENCIES.			
D. W. Higgins	Rent of office	165 00	
John T. Baker	Office keeper	84 00	
T. N. Hibben & Co.	Stationery	77 37	
D. W. Higgins	Printing and " <i>Colonist</i> "	49 00	
T. R. Holmes	Temporary assistance in office as clerk	20 00	
T. H. Long & Co	Printing	9 00	
T. Storey	Post Office Box	2 25	
D. Eckstein	U. S. Consul fee	2 00	
J. Cooper	Petty expenses	17 25	
A & W. Wilson	Repairs	11 00	
DeWeiderhold & Co.	Coals	5 00	
H. Wootton	Post Office box and account	21 22	
A. Strong	Labour	2 00	
P. McQuade & Co.	Telegrams	2 75	
H. O. Courtney	Drawing contract	5 00	
J. Theobald	Temporary assistance as clerk in office	24 00	
			496 84
James Cooper	Expenses of carriage and boat hire on several occasions	29 50	
D. W. Higgins	Printing	10 00	
Hudson's Bay Co	Storage	9 50	
			49 00
	Total		18,519 15

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 7.

STATEMENT of Expenditure on account of Dominion Steamers for the Fiscal Year ended 30th June, 1874.

STEAMER "NAPOLEON III."		\$ cts.	\$ cts.
Captain Gourdeau.....	10½ months salary as captain	793 13	
do Despres.....	1½ do do	88 88	
J. U. Gregory.....	Wages of officers and crew.....	6,971 43	7,853 43
F. Plamondon	Provisions	74 01	
J. C. Nolan.....	do	61 78	
L. Marois.....	do	332 02	
R. Coté.....	do	41 36	
L. Arel.....	do	1,898 06	
R. R. Call.....	do	209 12	
R. & R. M. Shaw.....	do	432 66	
Mrs. Powell.....	do	26 02	
J. B. Thibideau.....	do	14 00	
L. Marvis.....	do	203 53	
C. Wilson.....	do	10 20	
Jos. Eden.....	do	92 74	
Jno. Glass.....	do	10 80	
Captain E. Gourdeau.....	do	26 10	
J. Shea & Bros.....	do	251 00	
F. Laflamme.....	do	300 95	
P. Johnston.....	do	5 64	
W. Anderson.....	do	4 00	
Taché & Co.....	do	15 00	
M. Dion & Co.....	do	27 25	
G. Bouchard.....	do	64 87	
H. Dinning.....	Lumber	853 04	
W. Lee.....	Clothing.....	96 00	
S. Peters.....	Lumber	89 88	
Tweddell & Campbell.....	Screw and repairs.....	678 00	
Chinic & Baudet.....	Hardware ..	462 35	
W. Barbour.....	{ Paid men for coaling, &c.....	63 92	
	do repairs and cleaning boilers.....	181 00	
L. Gagné.....	Repairs, &c	1,270 48	
L. Guerard.....	do	40 '0	
Audet & Robitaille.....	Rope, canvas, &c.....	810 19	
G. T. Philips	Repairs.....	959 32	
G. Glassford.....	Tarpauling.....	84 28	
J. M. Tardivel.....	Painting, &c.....	222 15	
Renfrew & Marcou.....	Caps.....	27 50	
J. Battle.....	Repairing flags.....	10 00	
J. Gibb.....	Coals	547 50	
P. Neil.....	Repairs.....	256 00	
L. A. Blanchet.....	Petty cash.....	61 73	
F. O. Vallerand.....	Chimneys	8 50	
Mrs. Rouillard.....	Washing	96 00	
Hamel et Frère.....	Clothing	262 48	
C. Giguère.....	Cartage of winch.....	10 00	
J. Dawe & Co.....	Winch	490 00	
J. Marmen.....	Carting	114 86	
M. Colton	Lanterns and blocks.....	50 00	
Quebec Rubber Co.....	Joints, &c	29 87	
C. & W. Wurtel.....	Boiler plate.....	21 54	
Dinning & Webster	Cotton waste.....	36 90	
Geo. Bisset.....	Castings	1 84	
Jno. Giblin.....	Coals	1,100 00	
J. Manquille.....	Oars	10 00	
Carried forward		13,046 94	7,853 43

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	13,046 94	7,853 43
	STEAMER "NAPOLEON III."—Concluded		
Gibb, Laird & Co.....	Olive oil.....	318 12	
Whitehead & Turner.....	Tube brushes.....	10 00	
R. Boorland.....	Moorage.....	7 00	
A. McCallum.....	Repairs.....	22 50	
A. Fraser.....	Moorage.....	24 00	
P. Lewis.....	Watching.....	25 00	
Fisher & Blouin.....	Leather case.....	1 50	
J. Blais.....	Wintering.....	50 00	
W. Crawford & Son.....	Coals.....	1,183 50	
N. Turcott.....	Rockets.....	18 00	
Jno. Baile.....	Moorage.....	9 00	
J. Ralph.....	Outfit.....	176 75	
C. Giguere.....	Cutting ice.....	50 00	
Quebec Decayed Pilot Fund.....	Per centage for Captain Gourdeau.....	40 00	
Archer & Co.....	Lumber.....	36 50	
O. Ouillet.....	Board.....	21 55	
E. Giroux.....	Medicine.....	1 30	
H. S. Scott & Co.....	Hardware.....	165 22	
J. Boivin.....	do.....	12 22	
Middleton & Dawson.....	Stationery.....	12 90	
A. F. Knight.....	Lumber.....	94 76	
R. Blakiston.....	Canvas.....	262 89	
S. J. Shaw.....	Hardware.....	233 97	
Belanger & Gariépy.....	do.....	39 58	
S. Bedard.....	Hardware outfit, stove piping and hardware repairs.....	278 10	
			16,141 30
	SPECIAL REPAIR ACCOUNT "NAPOLEON III."		23,994 73
Pay list.....	Wages and services.....	655 50	
do.....	Repairs.....	336 00	
L. Gagné.....	do.....	1,335 81	
Jos. Drolet.....	Board.....	30 75	
Hunt, Brock & Co.....	Corkwood.....	16 00	
P. Begin.....	Services of divers and sub-marine apparatus for raising steamer "Napoleon".....	825 00	
N. Fitzhenry.....	Landing stores.....	9 00	
J. Fortier.....	Bateaux hire.....	12 00	
J. Dick.....	Survey.....	13 50	
P. Fradette.....	Services of divers and sub-marine apparatus for raising steamer "Napoleon".....	50 00	
J. Marmen.....	Firewood.....	4 00	
			3,287 56
	STEAMER "DRUID."		
Captain Marmen.....	12 months salary as captain.....	882 00	
J. U. Gregory.....	Pay-list of officers and crew.....	5,792 76	
			6,674 76
F. Plamondon.....	Provisions.....	77 79	
J. C. Nolan.....	do.....	21 75	
L. Marois.....	do.....	537 95	
J. Eden.....	do.....	65 07	
L. Arel.....	do.....	1,067 27	
R. & R. M. Shaw & Co.....	do.....	197 59	
Jas. Powell.....	do.....	11 20	
J. B. Thibaudeau.....	do.....	9 50	
Jos. Anderson.....	do.....	87 37	
	<i>Carried forward.....</i>	2,075 49	6,674 76

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	2,075 49	6,674 76
STEAMER "DRUID."—Continued			
Jno. Parker.....	Provisions.....	12 00	
P. Joyce.....	do.....	15 00	
H. W. Mengher.....	do.....	7 36	
A. Marmen.....	do.....	118 56	
Jno. Glass.....	do.....	21 20	
J. A. Mailloux.....	do.....	34 92	
J. Shea & Bros.....	do.....	206 67	
F. Laflamme.....	do.....	187 20	
Taché & Co.....	do.....	15 00	
M. Dion & Co.....	do.....	19 56	
G. Bouchard.....	do.....	217 71	
			2,930 66
Tweddell & Campbell.....	Repairs.....	8 92	
L. Gagné and others.....	Pay-list for repairs.....	2,235 95	
Ann Kane.....	Repairs.....	8 60	
G. T. Phillips.....	do.....	1,215 65	
R. Neil.....	do.....	8 00	
G. T. Davie.....	do \$1,436.08, and wintering \$400.00.....	1,836 08	
Ford & Anderson.....	do.....	53 70	
Caldwell & Son.....	do.....	2 50	
Jno. Stewart.....	do.....	5 20	
A. McCallum.....	do.....	3 50	
			5,378 10
W. Lee.....	Clothing for crew.....	132 00	
S. Peters.....	Lumber.....	600 97	
Chinic & Beaudet.....	Hardware.....	504 00	
Jos. Durand.....	Freight on coals.....	206 00	
Audet Robitaille.....	Rope, canvas, &c.....	296 43	
G. Glassford.....	Tar paulin.....	84 28	
T. M. Tardivel.....	Painting, and glass and glaziers' work.....	885 68	
Renfrew & Marcou.....	Caps.....	36 50	
S. Duffet.....	Lumber.....	18 00	
J. F. Golden.....	Moorage.....	9 00	
F. Vallerand.....	Chimneys, wicks, &c.....	29 00	
Mrs. Rouillard.....	Washing.....	108 00	
Hamel & Frère.....	Clothing.....	525 04	
Middleton & Dawson.....	Stationery.....	47 23	
Jos. Marmen.....	Expenses, &c.....	188 52	
E. Giroux & Frère.....	Medicine.....	16 90	
A. Belanger.....	Glasses.....	29 50	
Quebec Rubber Co.....	Joists.....	37 99	
Eastorway & Dupierre.....	Bread, provisions, &c.....	104 14	
Mrs. Thompson.....	Washing.....	9 75	
T. Forham.....	Sails.....	3 80	
W. H. Laroche.....	Paper, &c.....	11 20	
C. W. Wurtell.....	Angle iron.....	56 28	
Dinning & Webster.....	Cotton waste.....	44 82	
A. F. Beaubien.....	Coals.....	44 00	
L. A. Blanchet.....	Petty cash.....	22 75	
Mrs. Powell.....	Milk.....	15 59	
G. Bisset.....	Borings.....	0 90	
Jno. Giblin.....	Coals.....	385 00	
E. Chanteloup.....	Brackets.....	23 75	
Archer & Co.....	Lumber.....	47 75	
J. Tranquille.....	Oars.....	14 12	
Flint & Henderson.....	Glass.....	19 84	
Gibb, Laird & Co.....	Olive oil.....	89 50	
Park & Sons.....	Rags.....	10 08	
J. Blais.....	Wintering.....	50 00	
W. Crawford & Son.....	Coals.....	904 00	
N. Turcott.....	Rockets.....	18 00	
S. Carroll.....	Outfit.....	145 00	
	<i>Carried forward.....</i>	5,775 21	14,982 52

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	5,775 31	14,983 52
<i>STEAMER "DRUID."—Concluded.</i>			
Quebec Decayed Pilot Fund.....	Percentage for Captain Marmen.....	40 00	
J. Fitzhenry.....	Coaling.....	50 40	
D. Davidson.....	Injector.....	73 80	
S. Bedard.....	Stove, range, hardware outfit and hardware repairs	359 25	
F. A. Maynard.....	Pilotage of steamer from Quebec to Montreal, and return to Quebec, &c.....		
do	Detention 6½ days	40 00	
Lemieux & Noel.....	Hardware	32 50	
H. S. Scott & Co.....	do	16 27	
J. Boivin.....	Varnish, &c.....	135 37	
Jno. Lane.....	Elm	6 05	
Glover & Fry.....	Towels.....	6 59	
J. Fuchs.....	Uniforms.....	11 74	
R. Blakiston.....	Canvases.....	206 00	
S. J. Shaw.....	Hardware	184 97	
Belanger & Gariépy.....	do	193 20	
		3 29	
			7,134 74
			22,118 26
<i>"LADY HEAD."</i>			
H. W. Johnston.....	Pay list of officers and crew.....		9,806 49
J. S. Scriver.....	Provisions	277 44	
R. J. Sweet.....	do	30 88	
W. H. Ives & Co.....	do	517 66	
G. J. Hamilton.....	do	35 74	
James Kelly.....	do	19 90	
W. H. Nauflts.....	do	954 44	
H. & W. Meagher.....	do	270 83	
R. R. Call.....	do	146 45	
G. Hutchings.....	do	167 28	
Jas. Scott.....	do	528 58	
Brackett & Duffy.....	do	18 10	
Jardine & Co.....	do	45 56	
Hy. Cook.....	do	140 00	
P. Carroll.....	do	22 00	
J. Parker, jun.....	do	846 20	
W. Barrow.....	do	152 78	
C. & W. Anderson.....	do	304 93	
Thomas Casey.....	do	525 20	
Wm. Wells.....	do	25 19	
J. H. Harding.....	Sundries	31 65	
Jno. Lloyd.....	Coals	919 25	
W. A. Hutchings.....	Lumber	33 85	
M. Whelan.....	Trimming, loading, &c., carting coals	398 53	
Peter Judge.....	Water	127 16	
Victor Levastie.....	Freight of coal	280 00	
Alex. Robinson.....	Blacksmith's work.....	158 17	
Hatheway & Small.....	Compass	60 00	
Tucker and Dennis.....	Small stores.....	138 17	
G. A. McKenzie.....	For wages	432 37	
Fraser, Reynolds & Co.....	Olive oil, paints, varnish, glass, chimnies, wicks, &c.....	352 93	
C. Neil.....	Account of boatman, &c.....	69 00	
E. Heffer.....	Freight on coals.....	11 25	
Watson & Co.....	Coals	334 26	
J. E. Butler.....	Boats, lashing, &c.....	12 50	
G. M. Greer.....	Store account	52 50	
Colford & Bros.....	Stores.....	10 00	
W. Campbell.....	Coals	585 25	
Thompson & Co.....	Supplies	36 85	
N. Bottomer.....	Board of sick seamen	14 00	
	<i>Carried forward</i>	9,068 85	9,806 49

STATEMENT of Expenditure on account of Dominion Steamers, etc—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	9,066 85	9,806 49
	<i>"LADY HEAD."—Continued.</i>		
W. Morrison	Wages	15 93	
D. McCullough	Board and railway fare of sick seamen	3 20	
S. W. Marvin	Tinware, &c.	168 37	
Jessie Hoyt	Coals	1,497 60	
E. Lawson	Blue lights	13 75	
W. S. Symonds & Co	Supplies and repairs	1,988 94	
E. Walsh	Painting	83 30	
Lawson, Harrington & Co	Towage, &c.	18 40	
Jno. Haws & Co	Propeller and paint	443 84	
S. Cunard & Co	Freight	25 70	
E. A. Francheville	Coals	62 43	
Forsyth & Co	Castor oil	70 80	
George Matson	On account of provisions, beef, vegetables and sun-dry expenses	150 00	
E. Johnston	Welsber damage to nets	9 00	
Archibald & Co	Coals	109 50	
R. R. Call	{ Coals, and wheeling the same, \$109 23 } Water, &c. 10 13 }	200 36	
W. H. Johnston	Binocular glass and stores	59 46	
Gordon & Keith	Mattresses	48 00	
N. McFatrige	Rope	8 50	
P. Taples	Conveyance sick seamen	6 20	
S. Crawford	Oil	14 55	
F. Callis	Wages	15 00	
Hy. Mosely	Repairing boat	22 42	
R. H. Cogswell	Repairing chronometer, &c.	15 00	
Black Bros. & Co	Supplies	589 70	
M. F. Eager	Medicines, &c.	85 50	
A. & H. Creighton	Stationery	7 75	
J. P. Mott	Oil, tallow, &c.	129 76	
J. Halloway & Son	Blocks	12 24	
Fanny Wells	Washing	30 40	
W. Montgomery & Co	Repairs, &c.	806 36	
Chebucto R. R. Co	Slip hire, &c.	526 80	
J. Walker & Co	Water	11 75	
Hy. Brady	Wages	5 60	
Thos. Doherty	do	22 00	
Isaac Melvin	Dock buckets	8 40	
Geo. Blackcock	Holystones	12 60	
Acadia Coal Co	Coal	913 50	
C. Kaizer & Sons	Caps	4 00	
Jas. Scott	Stores	158 88	
E. Albro & Co	Supplies	601 17	
D. Murray & Co	do	30 42	
J. Silver & Co	Clothing	34 80	
J. R. Jennet & Co	Crockery	25 18	
Jno. Hunter	Repairs	311 57	
George Matson	Travelling expenses to western lights	200 00	
W. Weir	Wages	50 00	
Edwd. Bowes	Ice	16 00	
Avery Brown & Co	Burning fluid	8 62	
S. A. White & Co	Dockage	12 00	
John Stairs	Olive oil	123 30	
W. J. & T. R. Almond	Professional attendance on sick seaman	1 50	
Z. G. Gatel	Felt	8 55	
A. Warner	Ferriages	2 30	
E. A. Sharp	Coals	280 00	
W. Morley	Mattresses	6 40	
Hon. W. Muirhead	Supplies	73 33	
S. Crawford	Oil	11 76	
J. Bowes	Trimming coal	20 40	
Geo. Wilson	Caulking	105 05	
	<i>Carried forward</i>	19,364 69	9,806 49

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	19,364 69	9,806 49
	<i>"LADY HEAD."—Concluded.</i>		
W. Roche, jun.	Coals	626 25	
Jno. Patterson	Repairs	5 50	
W. Otter	Wages	12 46	
W. J. Fraser	Dockage	3 00	
McDonald & Co	Repairs	31 70	
George Matso	Balance of disbursements	158 90	
			20,202 50
	<i>Total</i>		30,008 99
	<i>"SIR JAMES DOUGLAS."</i>		
Captain Clarke	.....	1,200 00	
do	Pay list of officers and crew	3,144 53	
do	Provisions and maintenance	1,519 15	
do	Paid for labour and sundries	105 75	
G. Lockerby	Gang plank	5 00	
Ocean and River Steam Co	Coal oil account	1,006 50	
T. Westgarth	Drawings and material for plans of new boiler	70 00	
McQuade & Co	Oil, paint, hemp, rope and sundry ship chandlery	360 75	
F. C. Jones	Repairing boat	5 00	
Bank British Columbia	Coals: Paid Wellington Mine Co	\$1,182 50	
	do do Dunsmuir, Diggle & Co	981 75	
		2,164 25	
C. E. Redfern	Clock	8 00	
Theodore Davie	Legal expenses in defending suit for wages, &c.	54 25	
Jos. Spratt	Iron, hardware and repairs	191 53	
Jno. Deekson	Lead pipe and plumbers' work	70 75	
D. W. Higgins	Advertising	6 00	
Samuel Shea	Repairs	7 75	
W. Collings	do	78 50	
Lowe & Co	Canvas rope, twine, &c.	61 60	
do	Towage from Departure Bay to Victoria	250 00	
Stafford & Goodere	Tallow	10 60	
Solomon Copland	Expenses	1 25	
T. N. Hibben & Co	Stationery	22 26	
A. & W. Wilson	Binnacle lamp and repairs	11 50	
E. B. Marven	Canvas and making, &c., deck awning	97 50	
T. H. Long & Co	Advertising	3 00	
W. McCullough	Expenses: Canoe and Indians conveying mail to Sanich from Nanaimo	45 50	
J. A. Saunders	Copying contract for steward of steamer	3 00	
DeWeidenhold & Co	Drayage	3 75	
J. A. Raymur	Use of wharf forty-two days at \$1 per day	42 00	
Hudson's Bay Co	Storage	6 00	
			10,555 67
	<i>GENERAL ACCOUNT.</i>		
J. B. Langlois	Freight	250 00	
Acadia Coal Co	Coals	2,035 00	
Crawford & Sons	do and ground rent	315 00	
W. & R. Brodie	Provisions	56 68	
A. Watters	do	14 33	
F. Polliquin	do	63 00	
Mitchell & Co	do paint, oils, coal, &c.	6,018 20	
A. Fraser & Co	Freight on coal	285 00	
G. T. Railway	do do	49 22	
L. A. Blanchet	Petty cash	82 24	
Jos. Eden	Freight, wharfage and services	781 20	
	<i>Carried forward</i>	9,949 87	

STATEMENT of Expenditure on account of Dominion Steamers, etc. -
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	9,949 87	.....
	GENERAL ACCOUNT.—Concluded.		
Josiah Maybee.....	Freight on coals \$287.40; towage \$5.....	283 40	
Richelieu Co.....	do on provisions.....	34 92	
Leon Arel.....	Hams and lard.....	372 31	
J. A. Mailloux.....	Provisions.....	83 92	
R. Shaw & Co.....	Starch.....	4 34	
Allan, Rae & Co.....	Freight.....	14 83	
Palace Harbour.....	Wintering pontoons.....	37 75	
Chinic & Beaudet.....	Hardware.....	36 53	
Audet & Robitaille.....	Oakum.....	22 75	
Renfrew & Marcou.....	Crowns.....	38 00	
Hamel & Frère.....	Floor Cloth.....	4 65	
W. Cherrier.....	Directory.....	2 00	
Quebec Corporation.....	Three years and a-half water rate, at \$20 per annum	70 00	
J. Carrell.....	Printing.....	20 00	
J. & C. Coolican.....	Stationery.....	22 52	
Middleton & Dawson.....	do.....	27 46	
E. Wilson.....	Lumber.....	10 00	
L. Gagné.....	Repairs.....	86 45	
C. Beverley & Co.....	Toilet set.....	3 25	
S. Peters.....	Lumber.....	46 19	
W. Drumm.....	Washstand.....	6 00	
D. Davidson.....	Paints, oils, &c.....	480 22	
M. E. Gingräs.....	Butter.....	4 65	
Archer & Co.....	Lumber.....	36 25	
Gibb, Laird & Co.....	Supplies.....	75 65	
Receiver General.....	Superannuation tax.....	31 50	
Mrs. Rouillard.....	Washing.....	26 00	
M. Whalen.....	do.....	12 00	
H. W. Reed.....	Cotton waste, &c.....	63 55	
Mrs. Lortie.....	Repairing mattresses.....	35 00	
T. Berrigan.....	Clearing away snow.....	25 00	
Lemieux & Noel.....	Hardware.....	1 93	
J. Boivin.....	do.....	12 35	
J. & W. Reid.....	Bags.....	9 00	
Canadian Express Co.....	Freight.....	12 00	
A. Fitzhenry.....	Labour.....	26 52	
			12,028 76
	STEAMER "QUEEN VICTORIA."		
J. G. Colston.....	Legal expenses incurred for recovery of insurance from the Quebec Insurance Company.....		535 63
	IMPROVEMENTS TO WHARF AND PREMISES, QUEBEC.		
Blais & Beaubien.....	As per agreement.....	500 00	
Wm. Charland.....	Lumber.....	464 30	
Chinic & Beaudet.....	Iron and spikes.....	106 39	
			1,070 69
	CARPENTER'S SHOP.		
L. Gagné.....	Pay-list for labour.....	819 64	
do.....	Bricks.....	86 25	
Mitchell & Co.....	Lumber and iron plates for roof.....	447 44	
S. Peters.....	Lumber.....	482 30	
Jas. Marmen.....	Carting deals and stone.....	134 35	
J. M. Tardivel.....	Paint and glass.....	30 02	
			2,000 00
			3,070 69

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Concluded.

SUMMARY.		\$	cts.
Steamer "Napoleon III"		23,994	73
do do special repairs.....		3,287	56
do "Druid"		22,118	26
do "Lady Head"		30,008	99
do "Sir James Douglas"		10,555	67
General Account		12,028	76
Improvements to wharf and premises.....		3,070	69
Total expenditure of steamers from 1st July, 1873, to 30th June, 1874		105,064	66

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 8.

STATEMENT of Expenditure in connection with Marine Police, for the
Fiscal Year ended 30th June, 1874.

SCHOONER "J. H. NICKERSON."		\$ cts.	\$ cts.
J. H. Harding	Pay list of officers and crew for four months, say July, August, September, and October.....	1,201 69	
Capt. Graburn	Dishbursements for provisions, &c	247 07	
do Purdy.....	Travelling expenses	59 89	
Jos. Eden	Plank and stock to secure mast	24 46	
do	Beef, groceries and provisions	277 15	
Frances Main.....	Boarding sailor, D. McGleason, 14 days, at \$1.....	14 00	
Lownes Bros	Groceries and provisions	29 66	
Dr. Wakeham	Medical attendance, &c., on D. McGleason.....	21 40	
Jas. Mitchell	Superintending and fitting up schooner for survey in connection with fisheries service	20 00	
do	Ballasting and watching schooner during the gale of 18th November, and cutting ice and placing vessel in position for winter quarters	45 20	
Malcolm Campbell.....	Flour, potatoes, groceries, &c	68 49	
Beake Bros	Beef, groceries, and hardware	26 19	
McDonald Bros	Groceries, provisions, and vegetables.....	72 52	
W. Muirhead	Beef, groceries, &c.....	139 63	
Jno. Leboutillier.....	Eggs, sauce, &c	5 12	
D. & J. Ritchie.....	Lumber for scantling	2 86	
J. J. Fox.....	Sails and pilotage	85 00	
Fruing & Co	Anchor	40 00	
Collas & Slous.....	Lumber	3 54	
U. Gregory	For purchase of boat.....	83 70	
			2,467 57
SCHOONER "J. W. DUNSCOMB."			
J. H. Harding	Pay list of officers and crew from 1st June, 1873, to 30th November, 1873.....	2,698 64	
Miller & Co.....	One barrel of flour.....	8 20	
W. Browne.....	Board of steward from 28th April to 20th May.....	12 00	
Leon Arel.....	Beef and vegetables.....	12 50	
W. Visineau	Groceries and vegetables	44 92	
C. G. Berryman	Hardware	13 45	
R. P. Grant	Freight on boat and twenty barrels.....	18 00	
M. Campbell.....	Beef, groceries, cordage, varnish, paint, &c	302 25	
Jos. Eden	Beef, butter, eggs, potatoes, &c.....	209 12	
J. Leboutillier.....	Bread, groceries, &c	203 27	
Shearer, Son & Co.....	Mattresses	83 66	
Samuel Tufts.....	Provisions	31 75	
Barnes & Kerr.....	Blankets	71 13	
Archibald & Co	Groceries, vegetables, rope, paint, &c	267 86	
J. H. Harding	Paid sundry small amounts for provisions.....	80 00	
E. J. Smith.....	Paint	2 84	
W. Muirhead	Coal, firewood, fish, water, &c.....	233 12	
J. McKinnon	Balance of wages	22 00	
Jno. Evans.....	Beef, potatoes, butter, &c	27 59	
W. J. Frost	Travelling expenses, telegrams, postages and dis- count on cheques	124 29	
do	Boat	75 00	
W. Tobin.....	Groceries, fish, passage of men.....	84 25	
Geo. Hutchison	Rent of chronometer.....	35 09	
Jno. Walker.....	Water	3 65	
Louis Gagn	Paid for repairs	39 65	
Carried forward		4,704 14	2,467 57

**STATEMENT of Expenditure in connection with Marine Police, etc.—
Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	4,704 14	2,467 57
	SCHOONER "J. W. DUNSCOMB."—Concluded.		
J. Levesque	Firewood	11 50	
Capt. Despres	Sundry payments for vegetables, beef, &c.	25 00	
C. Thibault	Washing	6 00	
Quebec Harbour Co.	Paid for mooring	3 00	
J. M. Tardivel	Lettering name on vessel	6 00	
F. Gagnon	Wages from 12th May to 22nd June, \$41 00; rail, \$2 60	43 60	
A. Talbot	Passage of two men from Quebec to Gaspé	10 00	
do	Boarding do 12 days, at 60 cents each	14 40	
R. Coté	Freight and cartage of provisions	4 75	
L. Marois	Vegetables	29 40	
J. Marmen	Firewood	15 00	
W. H. Hayward	Glassware	18 67	
Dr. Shaw	Medical attendance	4 00	
Geo. Allison	Travelling expenses of seamen	98 45	
Gulf Port Steam Co	Freight on sails	21 00	
			5,014 91
	GENERAL ACCOUNT.		
J. M. Gibbs	Travelling expenses	71 32	
T. M. Robinson	Telegraph account for year ending 30th June, 1873.	208 22	
H. Whiteside	Enquiries on fisheries question	2 00	
D. Sargent	do do	14 00	
Jno. Farmer	do do	10 00	
J. J. Seston	do do	5 00	
Simon Donovan	do do	10 00	
M. J. Griffin	Disbursements connected with enquiries on fisheries	588 00	
Jno. W. Wright	do do do	1 50	
J. J. Fox	do do do	20 00	
S. P. Bauset	Compiling maps, &c., do do	520 00	
W. F. Whitchee	Special services connected with Washington Treaty	480 00	
F. Gourdeau	Making copies of maps, statements and tables relating to Fisheries question	154 50	
A. Gobeil	Copying statements, &c., relating to Fisheries question	41 55	
do	Compiling maps exhibiting Fishery limits and fishing ground	93 00	
E. Ritchie	Copying documents relating to Fishery limits and fishing ground	35 50	
Jas. Barry	Compiling statements of imports 1850 to 1873	69 50	
C. Laumann	Copying do and returns relating to protection of Fisheries	104 00	
Jno. Livingstone	Disbursements connected with enquiries on Fisheries	156 00	
H. McPhie	do do do	10 00	
J. F. Whiteaves	Services in connection with deep sea dredging	300 00	
W. H. Venning	Special services in connection with Fisheries question	353 95	
W. H. Rogers	do do do	139 96	
J. Hickson	do do do	26 66	
J. A. Nickerson	do do do	386 66	
J. A. Torr	do do do	480 00	
Jos. Radford	do do do	200 00	
W. F. Whitchee	Paid out in sundry accounts	417 04	
R. T. Clinch	Telegraph bill up to 30th Nov., 1873	139 60	
Jos. Eden	Sundry supplies	233 40	
N. W. Bethune	Telegraph account	500 00	
S. L. Shannon	Professional services in connection with seizure of United States' fishing vessels	101 53	
C. W. Carriere	Confidential printing	500 00	
R. Brewer	do	397 48	
C. Bertrand	Boat and freight	14 00	
	<i>Carried forward</i>	6,784 37	7,482 48

**STATEMENT of Expenditure in connection with Marine Police, etc.—
Concluded.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	6,784 37	7,482 48
	GENERAL ACCOUNT.—Concluded.		
L. A. Blanchet.....	Petty disbursements.....	19 07	
Jas. Miller.....	Postages.....	60 45	
J. H. Harding.....	Travelling expenses.....	99 31	
Canadian Express.....	Freight.....	15 03	
W. Muirhead.....	Pilotage.....	45 55	
L. Gagné.....	Making scows, oars, paddles, and repairs.....	131 58	
Chinic & Beaudet.....	Hardware.....	13 25	
McCaughy, Dolber & Co.....	Glassware.....	13 00	
Grand Trunk Co.....	Freight.....	4 00	
J. B. Foster.....	do on 22 packages per steamship "Flamboro'."	16 45	
H. W. Tuck.....	Legal expenses re "Lettie".....	680 15	
			7,882 21
	Total.....		15,364 69

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 9.

STATEMENT of Expenditure of Gun Boat "Prince Alfred," for the fiscal year ended 30th June, 1874.

		\$	cts.	\$	cts.
G. W. Girdlestone.....	Coal account	160	90		
Capt. T. Fraser.....	Pay list for May.....	645	00		
do	do June	645	00		
				1,450	90

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 10.

STATEMENT of Expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
Samuel Risley.....	12 months salary as Chairman and Inspector for Western Ontario and Lake Superior Division...	1,372 00	
W. M. Smith.....	12 months salary as Inspector for Nova Scotia and New Brunswick.....	980 00	
W. J. Meneilly.....	12 months salary as Inspector for Western Ontario	980 00	
J. Samson.....	12 do do Quebec Division.....	784 00	
X. Befort.....	12 do do Three Rivers Division	784 00	
do	Extra services in Montreal Division whilst acting as Inspector during vacancy.....	200 00	
J. Taylor.....	12 months salary as inspector for Eastern Ontario Division.....	784 00	
J. Burgess.....	9 months salary as Inspector for Montreal Division..	882 00	
Receiver-General	Superannuation tax on above salaries.....		6,766 00
S. Risley	Travelling and other expenses.....	1,442 94	134 00
W. M. Smith.....	do do	674 82	
W. J. Meneilly.....	do do	541 92	
Jos. Samson.....	do do	149 20	
X. Befort.....	do do	232 64	
J. Taylor.....	do do	226 42	
J. Burgess.....	do do	23 64	
			3,291 58
S. Risley.....	Specifications, &c, for steamer "Rescue".....	50 00	
Tees Brothers.....	Furniture for Montreal Inspectors office.....	50 00	
			100 00
	Total expenditure.....		10,291 58

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. II.

STATEMENT of Expenditure for Inspection and Classification of Vessels, for
the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
Chas. R. Coker, Lloyd's Surveyor	Expenses while at Ottawa	64 80	
J. A. Gouin	Mr. Sloggett's (Lloyd's Surveyor) hotel bill	33 50	
Richard Sloggett, Lloyd's Surveyor	Travelling expenses	154 00	
B. A. Bank Note Co.	Printing and lithographing plans of vessels	20 00	
			272 30

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 12.

STATEMENT of Expenditure in connection with Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
Capt. P. A. Scott.....	12 months salary as Chairman of Board.....	1,567 92	
do	do travelling expenses.....	635 62	
Receiver-General	Tax on above salary.....	32 00	
D. M. Browne.....	Clerk to the Board of Examiners.....	799 92	
Captain J. Pritchard.....	24 examination fees at \$4.00.....	96 00	
do D. Cronk.....	28 do 4.00.....	112 00	
do G. A. McKenzie.....	42 do 4.00.....	168 00	
McNally & Seaton.....	1 year's allowance for Marine School.....	750 00	
do	Instruction to candidates, 27 masters, 2 mates.....	140 00	
Wm. Mills.....	do do 4 masters, 1 mate.....	22 50	
D. Stair & Sons.....	Cash box.....	4 00	
W. Smith.....	Travelling expenses in connection with preparation of Bill for examination of Masters and Mates on Inland waters.....	17 00	
A. Grant.....	Printing	7 00	
W. H. Tuck.....	Legal expenses.....	30 00	
A. W. McInlay.....	Stationery	53 85	
A. & H. Creighton.....	Charts and printing.....	14 88	
E. D. Ashe.....	Four Examination fees at \$4.00	16 00	
Fowler & Patrick.....	Printing, &c.....	53 50	
			4,520 19

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 13.

STATEMENT of Expenditure by Trinity House, Montreal, for the Fiscal Year
ended 30th June, 1874.

		\$ cts.	\$ cts.
P. E. Côté.....	2 months salary as Superintendent of Pilots.....	196 00	
D. Rooney.....	2 do Clerk.....	130 66	
M. Brennan.....	2 do Harbour Bailiff.....	82 28	
H. H. Whitney.....	Rent from 1st May to 1st November, 1873.....	133 33	
Aug. Portelance.....	Repairs to buoys.....	472 88	
E. Atwater & Co.....	Account for glass.....	9 35	
Richelieu Co.....	Freight of oil.....	92 96	
			1,117 19

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 14.

STATEMENT of Expenditure by Trinity House, Quebec, for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
Vital Tetu.....	12 months salary as Master.....	980 00	
P. Gourdeau.....	do Ha bour Master.....	1,568 00	
A. Le Moine.....	do Secretary-Treasurer.....	1,568 00	
A. Lindsay.....	do Assistant do.....	1,176 00	
Jno. Smith.....	do Superintending Pilots.....	1,176 00	
P. Chatigny.....	do Messenger.....	120 00	
Jos. Eden.....	do Harbour Master Gaspé.....	125 00	
Jas. Cassidy.....	3 do do Amherst.....	12 48	
C. Sullivan.....	12 do Assistant Harbour Master.....	499 92	
do.....	Arrears.....	41 74	
P. Chatigny.....	Messenger allowance for board and petty disbursements.....	156 89	
Jos. Veaudry.....	Official suit for Messenger.....	30 00	
J. J. Foote.....	2 years subscription to <i>Morning Chronicle</i>	12 00	
Alley & Chauveau.....	Legal services.....	174 15	
L. H. Huot.....	Printing.....	22 75	
Middleton & Dawson.....	Stationery.....	3 50	
do.....	Advertising in <i>Quebec Gazette</i>	5 25	
Penny, Wilson & Co.....	Subscription to <i>Herald</i>	6 00	
Receiver-General.....	Superannuation tax.....	132 00	
O. Côté.....	Advertising and subscription <i>Journal de Quebec</i>	85 68	
Duvernay & Frère.....	Subscription to <i>La Minerve</i>	9 63	
G. O. Stuart.....	Legal services.....	54 66	
J. B. St. Michaels.....	Sundries.....	10 45	
G. T. Cary.....	Advertising <i>Quebec Mercury</i>	6 40	
H. Fabré.....	do <i>L'Evenement</i>	3 60	
J. Carroll.....	do <i>Budget</i>	4 60	
Queen's Printer.....	Subscription to <i>Gazette</i>	5 00	
Chas. Hiamveau.....	Stationery.....	5 30	
			7,995 00

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 15.

STATEMENT of Expenditure on account of Harbour Police, Montreal and Quebec, for the Fiscal Year ended 30th June, 1874.

MONTREAL.		\$ cts.	\$ cts.
John McLaughlin.....	Salary as Chief, from 1st July, 1873, to 30th June, 1874	1,073 10	
C. J. Coursol.....	Pay list of men from 1st July, 1873, to 1st June, 1874	8,323 60	
John Kelly	Cordwood	114 50	
Montreal Water Works.....	Tax.....	56 60	
do <i>Herald</i>	Subscription	24 00	
do Telegraph.....	Messages	16 89	
do Water Police.....	Meals furnished to destitute prisoners	57 80	
do do	Expenses in station.....	95 40	
do <i>Gazette</i>	Subscription	12 00	
do Gas Co.....	Gas account	69 72	
do Post Office.....	Postages and rent of box	56 67	
Toronto <i>Globe</i>	Subscription	18 00	
Quebec <i>Morning Chronicle</i>	Eighteen months' subscription	9 00	
Ottawa <i>Citizen</i>	do do do	9 00	
<i>Canadian Illustrated News</i>	Two years' do	8 00	
John Lovell	Directory	4 00	
John Parslow	Stationery	14 41	
D. Bently & Co.....	Printing	25 50	
Beaver Stamping Co.....	Cleaning stovepipes and account	20 25	
Ormond	Repairing flags, &c.	3 50	
McCambridge	Straw for new palliasses.....	1 45	
Dr. Rourke.....	Attending sick prisoner.....	2 00	
J. D. Anderson	Clothing and repairs	484 00	
C. McIver & Co	Caps	113 50	
W. Anderson.....	Coats, &c.....	840 00	
P. O. Brien	do for chief.....	55 00	
D. Prunette	Boots	91 00	
H. Hedge.....	Stocks	15 00	
H. Morgan.....	Gloves	18 75	
H. R. Irvine	Belts	35 30	
E. Chanteloup.....	Mountings for belts.....	32 50	
W. Lefebvre.....	Crown anchors.....	80 00	
McCrory & McCordrick.....	Coal	78 40	
J. C. Sareault.....	Straw	9 14	
George Bury	One year's rent.....	360 00	
Dr. Leprohon	Attendance on wounded prisoner.....	1 50	
Thos. Evans.....	Boots	106 00	
H. & H. Merrill.....	Gloves	10 00	
J. Walker & Co.....	Box for Commissioner's office	2 50	
Lyman, Clare & Co.....	Drugs	5 70	
John McLaughlin	Tax refunded, being previously paid.....	5 40	
Renault & Garipey	Room paper	1 82	
A. Ramsay & Son.....	Brushes and whitewash.....	4 44	
Receiver General.....	Deposit of tax.....	5 52	
Total expenditure for Montreal Harbour Police from 1st July, 1873, to 30th June, 1874			12,370 86

STATEMENT of Expenditure on account of Harbour Police, Montreal and Quebec, etc.—Continued.

QUEBEC.		\$ cts.	\$ cts.
R. H. Russell.....	Twelve months' salary as Chief of Police and Shipping Master.....	1,176 00	
A. Parker.....	Twelve months' salary as clerk to do.....	783 96	
J. W. Gregory.....	Pay list of men.....	13,317 30	
M. Boyce.....	Firewood.....	7 00	
L. Gagné.....	Repairs and outfit of steamer.....	608 14	
O. Bedard.....	Supplies of oil, glasses, &c.....	32 25	
M. Hurley.....	Batons.....	27 75	
G. Glassford.....	Boiler plate.....	54 62	
G. T. Cary.....	Subscription and printing, <i>Mercury</i>	15 50	
Wm. Lee.....	Clothing of men.....	376 50	
Tweedell & Campbell.....	Repairs to steamer, propeller and grates.....	132 28	
S. Peters.....	Lumber.....	3 97	
Chinic & Beaudet.....	Hardware.....	97 87	
L. Arel.....	Tallow for steamer.....	91 68	
Jas Byrne.....	Clothing of men.....	408 90	
G. T. Phillips.....	Repairs to steamer, &c.....	480 29	
Renfrew & Marcou.....	Caps for men.....	265 25	
C. Samson.....	Boiler tubes.....	135 60	
J. M. Tardivel.....	Painting.....	76 05	
P. McKnight.....	Van.....	350 00	
Hamel & Frère.....	Clothing for men.....	1,980 06	
Fisher and Blouin.....	Harness for prison van horses.....	35 00	
M. Chierrier.....	Directory.....	2 00	
Quebec Corporation.....	Three years and a-half water rate.....	70 00	
Ford & Anderson.....	Repairs.....	29 70	
W. C. Adams.....	Coals.....	55 00	
Middleton & Dawson.....	Stationery.....	34 65	
R. Stephens.....	Steam yacht.....	1,218 00	
D. O. Keefe.....	Drilling men.....	19 00	
R. Hearn.....	Taking evidence.....	3 00	
F. Boivin.....	Boots for men.....	171 40	
J. Marmen.....	Cartage and firewood.....	103 79	
P. Marchand.....	Piloting steamer.....	12 00	
F. O. Vallerand.....	Lantern and chimney.....	10 85	
Quebec Rubber Co.....	Packing.....	4 68	
F. Drysdale.....	Expenses of steamer "Adèle," oil, tallow, gauge glasses, sundry provisions.....	25 25	
Dinning & Webster.....	Cotton waste.....	5 36	
G. T. Cary.....	Printing.....	16 50	
N. Fitzhenry.....	Stores.....	48 34	
L. A. Blanchet.....	Petty expenses.....	11 72	
Receiver General.....	Superannuation tax on salary of Chief of Police and clerk to do.....	40 00	
Jno. Giblin.....	Coals.....	616 00	
A. Mulholland.....	Repairs to steamer.....	188 23	
Geo. Bisset.....	do do.....	102 27	
D. Davidson.....	Buttons, lace, &c.....	127 51	
E. Chanteloup.....	Lamps, burners, &c.....	62 59	
R. Neil.....	Repairs to boiler to steamer.....	95 01	
R. & R. M. Shaw & Co.....	Brooms.....	1 34	
Mitchell & Co.....	Paint and oil.....	152 77	
J. Tranquille.....	Ours.....	37 50	
Fullerton & Alexander.....	Repairs to river police boat and oars.....	23 00	
J. J. Foote.....	Printing.....	10 00	
J. Darlington.....	Clothing for Superintendent.....	34 00	
O. L. Richardson & Son.....	Leather.....	10 35	
J. Cunningham.....	Making shirts.....	30 40	
J. U. Gregory.....	Gratuity to men for good conduct.....	984 40	
S. J. Shaw.....	Hardware.....	124 96	
Robert Craig.....	Blocks.....	2 68	
R. H. Russell.....	Forty-six pairs of boots for men.....	138 00	
do.....	Caleche hire.....	35 00	
do.....	Paid for bread, provisions, for prisoners.....	53 36	
W. Miller.....	Services in investigation.....	40 00	
Carried forward.....		25,206 18	

STATEMENT of Expenditure on account of Harbour Police, Montreal and Quebec, etc.—*Concluded.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>	25,206 18	
	QUEBEC.—<i>Concluded</i>		
J. C. Murray.....	Services in investigation.....	32 00	
Pat. Horan.....	do do.....	7 00	
Tim. Berrigan.....	Cartage and clearing snow.....	200 00	
Audet & Robitaille.....	Rope, canvas, &c.....	154 84	
B. Magee.....	Firewood.....	5 50	
M. Whalen.....	Repairing uniforms.....	35 00	
Archer & Co.....	Lumber.....	15 31	
H. S. Scott & Co.....	Hardware.....	22 32	
G. Belanger.....	Labour.....	43 12	
P. Bedard.....	Repairs.....	100 10	
P. Fuchs.....	Clothing.....	177 00	
R. Blakeston.....	Sails.....	6 00	
R. Forrest.....	Cleaning hats.....	20 50	
C. Bergevin.....	Clothing for men.....	501 79	
	Total expenditure Water Police, Quebec, from 1st July, 1873, to 30th June, 1874.....		26,526 66

RECAPITULATION.

Montreal.....	\$12,370 86
Quebec.....	26,526 66
	\$38,897 52

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

STATEMENT of Receipts of Harbour Police Dues collected at Montreal and Quebec, for the Fiscal Year ended 30th June, 1874.

MONTREAL.			\$ cts.	\$ cts.
Receipts for quarter ended 30th September, 1873			3,686 70	
do do 31st December, 1873			1,248 24	
do do 30th June, 1874			1,626 27	
				6,561 21
QUEBEC.				
Receipts for quarter ended 30th September, 1873			9,344 37	
do do 31st December, 1873			2,550 03	
do do 30th June, 1874			10,194 78	
				22,089 18

RECAPITULATION.

Total receipts for Montreal	\$ 6,561 21
do do Quebec	22,089 18
	<u>\$28,650 39</u>

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 16.

STATEMENT of Expenditure of the Meteorological Office, during the Fiscal Year ended 30th June, 1874.

SALARIES.					
<i>Central Office.</i>				\$ cts.	\$ cts.
G. T. Kingston, M.A.	12	months salary as Superintendent	.....	1,000 00	
C. Carpmæl, M.A.	12	do as Deputy Superintendent	.....	1,500 00	
T. Menzies	12	do for charge of constructing apparatus	.....	200 00	
W. A. Stewart	12	do reducing statistical returns	.....	200 00	
W. F. Davidson	12	do as Accountant of supplies	.....	200 00	
T. Hope	12	do as telegraph operator	.....	480 00	
W. Robertson	12	do as Assistant for correspondence	.....	600 00	
R. J. Stupart	12	do map drawing	.....	315 00	
C. E. Stewart	12	do as General Assistant	.....	200 00	
C. Sturgeon	12	do as Messenger	.....	40 00	
C. P. Butler	6	do as General Assistant	.....	165 00	
B. C. Webber	12	do do	.....	82 00	
T. Winter		Occasional operator	.....	110 50	
					5,092 50
<i>Chief Stations.</i>					
Halifax	F. Allison, M.A.	12 months salary, superintendence and assistance	.....	700 00	
St. John's, N.B.	G. Murdoch	12 do do	.....	730 00	
Frederictown	Dr. Jack	12 do do	.....	575 00	
Ottawa	G. C. Haney	2 do do	.....	91 67	
Winnipeg	St. John's College	12 do do	.....	725 00	
Woodstock	J. Montgomery	9 do do	.....	375 00	
Spence's Bridge	J. Murray	6 do do	.....	200 00	
Sydney	T. C. Hill	6 do do	.....	150 00	
					3,546 67
<i>Telegraph Stations.</i>					
Winnipeg	Jas. Stewart	12 months salary, superintendence and assistance	.....	532 00	
Saugeen	K. Stewart	12 do do	.....	352 00	
Port Stanley	M. Payne	12 do do	.....	432 00	
Port Dover	H. Morgan	12 do do	.....	432 00	
Kingston	S. Woods, M.A.	12 do do	.....	432 00	
Montreal	Dr. Smallwood	6 do do	.....	250 00	
do	C. McLeod	6 do do	.....	216 00	
Quebec	Captain Ash, R.N.	12 do do	.....	250 00	
Chatham	G. A. Blaire	12 do do	.....	493 00	
Halifax	F. Allison	12 do do	.....	350 00	
Sydney (O.B.)	T. C. Hill	9 do do	.....	324 00	
Father Point	D. Lawson	9 do do	.....	180 00	
Cape Rosier	A. Trudeau	9 do do	.....	180 00	
Ottawa	J. B. Haney	6 do do	.....	150 00	
					4,573 00
<i>Carried forward</i>					13,212 17

STATEMENT of Expenditure of the Meteorological Office, etc.—Continued

			\$	cts.	\$	cts.
		<i>Brought forward</i>			13,212	17
<i>Reserve Telegraph Stations.</i>						
Cape Rosier.....	A. Trudeau.....	9 months salary, superintendence and assistance.....		60 00		
Brockville.....	W. R. Begg.....	11 do do		140 00		
Stayner.....	R. J. Cole.....	12 do do		120 00		
Saugeen.....	T. Davis.....	3 do do		15 00		
Kincardine.....	D. Martyn.....	3 do do		25 00		
Quebec.....	M. Belanger.....	3 do do		10 00		
Pictou.....	M. Campbell.....	1 do do		5 00		
Charlottetown.....	H. J. Cundall.....	7½ do do		187 50		
Ottawa.....	J. B. Haney.....	4 do do		60 00		
St. Andrews.....	Dr. Gove.....	9 do do		225 00		
Collingwood.....	A. Bligh.....	3 do do		19 00		
Cobourg.....	H. B. White.....	3 do do		12 00		
					878	50
<i>Drum Stations.</i>						
Collingwood.....	A. Bligh.....	9 months salary.....		57 00		
Saugeen.....	T. Davis.....	9 do		45 00		
Kincardine.....	Dr. Martyn.....	9 do		75 00		
Presqu' Isle.....	J. McKenzie.....	3 do		15 00		
Coburg.....	H. B. White.....	9 do		48 00		
Quebec.....	F. H. Belanger.....	9 do		45 00		
Bathurst.....	J. Ferguson.....	9 do		75 00		
Point du Chêne.....	J. B. Foster.....	6 do		20 00		
Pictou.....	M. Campbell.....	9 do		45 00		
St. John's, N. B.....	J. B. Langley.....	9 do		45 00		
Halifax.....	Corporal Marshall.....	9 do		20 00		
Cow Bay.....	C. Archibald.....	7 do		35 00		
Little Glace Bay.....	C. H. Rigby.....	7 do		35 00		
Yarmouth.....	J. E. Clements.....	6 do		30 00		
Liverpool.....	J. L. Hemmeon.....	6 do		35 00		
Digby.....	W. H. Taylor.....	6 do		35 00		
Goderich.....	G. N. Macdonald.....	3 do		15 00		
Port Colborne.....	Dr. Hughes.....	2 do		10 00		
Port Dalhousie.....	E. F. Dwyer.....	3 do		15 00		
Hamilton.....	G. Black.....	2 do		20 00		
Queen's Wh. Toronto.....	Capt. Kerr.....	3 do		15 00		
Dalhousie.....	H. A. Johnson.....	3 do		15 00		
Port Hastings.....	P. Grant.....	3 do		15 00		
Fisguard Lt.-house.....	W. H. Bevis.....	6 do		60 00		
					815	00
<i>Instruments and Apparatus.</i>						
Montreal Telegraph Co.....		Sundry instruments and building line at Saugeen.....		444 62		
W. Menzies.....		Anemometers.....		865 00		
S. M. Peterkin.....		Gilt frames.....		12 37		
C. Carnegie.....		2 clocks.....		5 00		
C. Scadding.....		Weather stamps.....		3 50		
C. Potter.....		Anemometer and barometer.....		80 00		
H. A. Baynes.....		Sundry instruments.....		90 00		
T. W. George.....		do		46 25		
W. H. Sparrow.....		do		173 02		
W. Priscoe.....		Holdfasts for sheds and iron brackets.....		10 20		
Dominion Telegraph Co.....		Building line to observatory.....		175 00		
J. Pastorelli.....		Rain measures.....		101 07		
Thos. Hill.....		Anemometer.....		53 74		
T. D. King.....		Rain glasses.....		2 50		
Bates & Co.....		Photographic dishes.....		36 84		
W. Irving.....		Thermometer casing at Kingston.....		6 00		
A. Stinson.....		do St. Andrew.....		10 00		
		<i>Carried forward</i>	2,114	11	14,905	67

STATEMENT of Expenditure of the Meteorological Office, etc.—Continued.

		\$ cts.	\$ cts.
<i>Instruments and Apparatus.—Concluded.</i>			
	<i>Brought forward.....</i>	2,114 11	14,905 67
Executrix of Dr. Smallwood	Sundries	30 00	
W. Forster	Brass bows	45 00	
R. H. Scott	Sundry instruments	979 39	
R. H. Munroe	Photograph instruments	1,000 62	
J. Green	Barometers and anemometer	503 50	
C. C. Long	Weather stamps	13 27	
			4,685 89
<i>Fitting up Apparatus at Stations.</i>			
Saugeen	K. Stewart	4 75	
Brockville	W. R. Bigg	10 00	
Chatham	S. Jackson	37 55	
Stayner	J. Brock	6 85	
Cape Rosier	A. Trudeau	5 00	
Halifax	W. Nesbitt	31 00	
Father Point	D. Lawson	4 90	
Port Stanley	M. Payne	83 70	
do	Montreal Telegraph Co.	50 00	
Port Dover	H. Morgan	10 00	
Quebec Citadel	— Donaldson	2 85	
Montreal	Stavelay	47 00	
do	Lapham	4 75	
do	Boyd	3 25	
do	Carr & Co.	12 80	
do Telegraph Co	Constructing line from observa-		
	tory to top of monument	322 51	
Esquimaux	do thermometer house and		
	expenses	66 30	
			702 21
<i>Masts and Apparatus for Drums.</i>			
Toronto	H. Pine	131 00	
Halifax	M. Caldwell, \$273.40; E. Alboro,		
	\$27.00	300 40	
do	J. E. Butler, \$206.96; Black Bros.,		
	\$19.00	225 96	
Saugeen	Neil Campbell	31 00	
Kincardine	W. Purvis	49 00	
Dover	Jno. Salt	50 00	
Collingwood	G. Burley & Co.	111 10	
Pictou	T. Robley	60 00	
Point du Chêne	C. Gaynor	60 00	
Oobourg	W. B. White	37 38	
Port Stanley	Jno. Ellison, \$65.00; M. Payne,		
	\$48.61	113 61	
Quebec	L. Gagné	50 58	
Father Point	D. Lawson	51 55	
Chatham	S. Wilcox, \$65.00; M. Fernando,		
	\$1.00	69 00	
St. Andrews	Dr. Gove, \$111.86; J. Young,		
	\$20.73	132 59	
Sidney	T. Hill	60 00	
Digby	F. Smith	60 00	
Cow Bay	D. McAulay	70 00	
Bathurst	J. Ferguson	60 00	
Liverpool	J. L. Hemmen, \$60.00; E. Chan-		
	teloup, \$14.00; M. Taylor, \$23.00..	97 00	
Presqu' Isle	J. Mackenzie	60 00	
Port Hastings	McFeen & Co.	70 00	
Charlottetown	H. J. Cundall	61 50	
Kingston	J. Power	50 00	
Port Colborne	J. Sciduna, \$150.00; Pim, \$51.50;		
	Chanteloup, \$65.00	266 50	
Dalhousie, N. B.	R. Moffatt	70 00	
Port Dalhousie	J. Cooke	100 00	
Port Hope	S. Jones	75 00	
			2,564 17
	<i>Carried forward.....</i>		22,857 94

STATEMENT of Expenditure of the Meteorological Office, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Stationery and Printing.</i>	<i>Brought forward.....</i>		22,857 94
Russell & Hutchison.....		563 32	
Copp & Clarke.....		1,265 18	
Brown Bros.....		166 80	
Jas. Bain.....		10 00	
W. F. Davison.....		56 79	
Kew Committee.....		136 03	2,198 12
<i>Telegraphy.</i>			
Montreal Co.....		5,324 67	
Dominion Co.....		232 70	
Western Union Co.....		450 15	
Newfoundland Co.....		5 63	5,914 15
<i>Freight, Cartage, &c.</i>			
Sundries to Winnipeg.....		32 00	
Apparatus to British Columbia, Halifax, &c.		101 67	
do Digby.....		1 85	
Drums to Chatham.....		17 20	
Sundries.....		93 16	
Thermometers from England.....		8 60	
Photographic paper.....		10 25	
Barometers from New York.....		2 25	
Apparatus to Victoria.....		42 20	
“ Esquimalt.....		1 50	
Drum to Dalhousie.....		3 25	
“ Charlottetown.....		13 51	327 44
<i>Building and Furniture</i>			
Stewart & Parish.....	Office table.....	32 00	
B. Lever.....	do and case.....	69 15	
Jos. Gearing.....	Building chimney.....	87 00	
W. Menzies.....	Carpenter's work.....	177 30	
Lewis & Son.....	Hardware.....	55 69	
W. Burke.....	Lumber.....	70 87	
J. Myles.....	Fuel.....	74 00	566 01
<i>Sundry Expenses at Stations.</i>			
Kincardine.....	Dr. Martyn.....	9 38	
Huntingdon.....	Dr. Sheriff.....	5 00	
Cape Rosier.....	A. Trudeau.....	1 25	
Saugeen.....	T. Davis.....	5 30	
Port Stanley.....	M. Payne.....	5 00	
Port Dover.....	H. Morgan.....	10 00	
Chatham.....	G. H. Blair.....	10 00	
Stayner.....	R. J. Cole.....	3 00	
Goderich.....	G. N. Macdonald.....	2 40	
Cobourg.....	H. B. White.....	2 05	
Ottawa.....	J. Mills.....	1 25	
Pictou.....	M. Campbell.....	7 00	
Charlottetown.....	H. J. Cundall.....	13 03	
St. John Agency.....	G. Murdoch.....	9 62	84 28
<i>Travelling Expenses.</i>			
G. T. Kingston.....		144 87	
C. Carpmael.....		204 55	
W. F. Dawson.....		20 00	
A. Menzies.....		15 00	
D. Martyn.....		12 00	396 42
	<i>Carried forward.....</i>		32,344 96

STATEMENT of Expenditure of the Meteorological Office, etc.—*Concluded.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		32,344 36
<i>Miscellaneous Expenses.</i>			
G. T. Kingston.....	Postages and cost of remitting.....	71 36	
W. Burke.....	Packing boxes and lumber.....	70 70	
J. Myles.....	Fuel.....	217 50	
Geo. Foote.....	Advertising.....	20 00	
G. T. Kingston.....	Sundry payments.....	168 30	
W. H. Sparrow.....	Oil.....	11 65	
T. C. Hill.....	Rent of private telegraph line.....	27 00	
P. O'Brien.....	Mattress filling.....	2 47	
J. Milligan.....	Painting.....	28 69	
Gas Co.....	Gas.....	13 95	
J. Samuels.....	Copper wire for anemometers.....	34 90	
W. Sturgeon.....	Rent of room.....	5 00	
J. Sheppard.....	Making fire-place, &c.....	29 83	
J. Lugsden.....	Letter bag.....	7 00	
J. Fitzgerald.....	Telegraph messenger.....	66 67	
T. C. Hill.....	do.....	45 00	
C. Hooper.....	Chemicals, &c.....	33 50	
J. Downey.....	Lumber.....	78 92	
Rice Lewis.....	Hardware.....	62 23	
Pim.....	Iron work.....	15 00	
J. Menzies.....	Carpenter.....	77 00	
Isolated Risk.....	Insurance of instruments.....	60 00	
			1,146 67
	<i>Total expenditure.....</i>		33,491 03

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 17.

EXPENDITURE for Weather Signals for the Fiscal Year ended 30th June, 1874.

		\$	cts.	\$	cts.
C. H. Fairweather, President of St. John Board of Trade.....	To pay Government share for construction of Telegraph Line between Point Lepreaux and St. John			1,000	00

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 18.

STATEMENT of Expenditure of Quebec Observatory for the Fiscal Year
ended 30th June, 1874.

		\$ cts.	\$ cts.
E. D. Ashe.....	12 months salary as Director.....	1,367 67	
Thos. Heatly.....	do Assistant Director.....	600 00	
Jno. Farley.....	Laborer's account.....	43 00	
E. G. Cannon.....	12 months rent of house.....	120 00	
Middleton & Pawson.....	Stationery.....	23 64	
Receiver General.....	Superannuation tax on E. D. Ashe's salary.....	18 67	
Postage.....	Account.....	19 45	
Hugh O'Donnell.....	Firewood.....	21 00	
Lemesurier & Brouard.....	do.....	17 70	
F. Learmouth.....	2 sheeve blocks, and chains.....	15 50	
H. G. Mead.....	Joiner's account.....	8 25	
<i>Morning Chronicle</i>	Advertising, "Notice to Mariners".....	50 00	
B. Vohl.....	Optician's account.....	1 00	
Canadian Express Co.....	Freight and instruments.....	14 80	
A. Trudel.....	Repairing pump.....	12 82	
J. McDonald.....	Painting, glass, boiled oil, &c.....	13 00	
Ritchie & Son.....	Watch-makers account, springs for clock, &c.....	13 00	
Margaret Kelly.....	Cleaning observatory.....	9 00	
S. Peverly.....	Coal oil and tinware.....	14 20	
A. Brothers.....	Tables.....	8 00	
Ann Kane.....	Brush, knife, &c.....	4 95	
Post Office.....	Rent of box No. 18.....	1 50	
Jno. Burke.....	Druggists' account.....	2 85	
			2,400 00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 19

STATEMENT of Expenditure on account of Observatory, St. John, for the
Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
G. Hutchinson.....	12 months salary as Director.....	493 72	
G. McAuley.....	6 do caretaker.....	52 00	
J. B. Longley.....	9 do keeper of signal station.....	236 37	
Receiver General.....	Superannuation on salaries.....	10 78	
W. F. Starr.....	Coal.....	15 02	
Jas. Williams.....	Oil, &c.....	3 04	
E. D. Watts.....	Cotton and thread.....	2 83	
H. Chubb & Co.....	Stationery.....	22 25	
W. Elder.....	Advertising.....	27 25	
Lewing & Allington.....	Code for signals.....	4 30	
Willis & Mott.....	Advertising.....	2 00	
			869 56

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 20.

STATEMENT of Expenditure on account of Investigations relating to Wrecks and Casualties for the Fiscal Year ended 30th June, 1874.

		\$ cts.	\$ cts.
Jas Mitchell	Allowance as Inspector of Wrecks.....	267 25	
do	Inquiry into the loss of "Formosa"	77 00	
C. W. Macdonald, Col- lector for Halifax.....	do "Atlantic"	210 60	
Captain P. A. Scott.....	do do	40 00	
G. A. McKenzie.....	do do	48 00	
J. L. Shannon	Fee investigating do	155 00	
Blanchard & Meagher.....	Counsel fee investigating do	150 00	
Vital Tetu.....	Investigating wreck "Northern"	50 00	
W. Smith.....	do do	50 00	
A. Lemoine.....	do "S. S. Medway"	57 60	
Samuel Thompson	do Bark "Rivoli"	75 00	
Samuel Risley.....	do "Bavarian"	489 38	
D. W. Browne.....	do "Royal Sovereign"	114 00	
P. A. Scott.....	do "City of Washington"	72 00	
T. & R. White.....	do	4 65	
A. St. Amour.....	Serving subpoena in case of Renaud.....	6 85	
M. Hutchinson.....	Taking evidence in case of S. S. "Missouri"	17 20	
Jas. Barber.....	Reporting wrecks (108), casualties	216 00	
T. E. Moberly.....	Casualty returns	66 00	
Jas. Ross.....	do	12 00	
J. J. Fox.....	do	72 00	
Geo. Collins.....	do	49 53	
E. D. Freeman.....	do	12 00	
M. Donally	Room cleaning.....	1 25	
			2,313 31

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 21.

STATEMENT of Expenditure on account of Rewards for saving Life, &c., for the Fiscal Year ended 30th June, 1874.

		\$	cts.	\$	cts.
Rev. W. J. Ancient	Sum awarded him for saving life on wreck s.s. "Atlantic"	500	00		
H. W. Johnston	To pay rewards for saving life on brig "Branch"	200	00		
Jno. Leslie	Watch for E. Ryan, Esq., J.P. for saving life	136	99		
do	Barometer and marine glass	89	21		
Wm. Babson	For loss of boat in saving crew of "Brother's Pride"	100	25		
F. Killam	To pay seaman Freeman Dennis for saving crew of "Glenallandale"	40	00		
Jno. Leslie	Binocular marine glass, Geo. Myra	33	37		
do	1 gold watch, &c., Capt. Jno. C. Wilson	110	74		
do	do Capt. Hy. Parsell	110	74		
do	do Capt. J. S. Crosby	110	74		
Matthew Sweltzer	Reward for saving life	21	00		
B. Fulker	For assistance to captain and crew of sch'r "Union"	20	00		
Thos. Edwards	do do	20	00		
Michael Edwards	do do	20	00		
Thos. Hennebery	do do	20	00		
Jas. Hennebery	do do	20	00		
Jno. Edwards	do do	20	00		
George Collins	For saving life, "Mary Ward"	15	00		
Chas. Collins	do do	15	00		
A. Clarke	do do	15	00		
W. Clealand	do do	15	00		
F. Scott	do do	15	00		
R. Dougherty	do do	15	00		
Jno. Simpson	do do	15	00		
J. Darling	do do	15	00		
Wm. Watts	do do	15	00		
Jno. Foley	do do	15	00		
R. Clealand	do do	15	00		
J. Creelman	do do	15	00		
J. Anderson	do do	15	00		
B. Lizotte	Attempting to rescue vessels off St. Rochs shoals	15	00		
Auguste Lagacé	do do	15	00		
C. Ohouinard	do do	15	00		
Antoine Ouellete	do do	15	00		
J. Leslie	2 silver medals	50	00		
Rev. Mr. Ancient	Watch	136	99		
Dennis Ryan & 48 others.	For assisting to save the lives and administering to the wants of the rescued	1,560	00		
				3,574	03
	BURIAL EXPENSES OF BODIES RECOVERED FROM S.S. "ATLANTIC."				
H. Crosskill	Land for burial of bodies	70	00		
Henry Dolby	Registering deed of land	1	50		
Rev. Martin Maas	To pay for enclosing the land with suitable fence	100	00		
Rev. W. J. Ancient	Paid for labour interring the bodies	274	25		
Edmund Ryan	do of persons working at the wreck and superintending the same	912	00		
				1,357	75
				4,931	78

WM. SMITH,
Deputy Minister of Marine and Fisheries.JOHN TILTON,
Accountant.

APPENDIX No. 22.

REPORT OF MARINE AND IMMIGRANT HOSPITAL AT QUEBEC, FOR
THE CALENDAR YEAR OF 1874.MARINE HOSPITAL,
QUEBEC, 15th February, 1875.

SIR,—The Trustees of the Marine and Immigrant Hospital in Quebec have the honour to submit the following annual report:—

The expense for the maintenance of the hospital during the year 1874, have amounted to \$23,095.05.

The Dominion Government furnished \$18,835.05 of this sum, and the balance \$4,260.00 was received as follows:—

By grant from the Province of Quebec.....	\$4,000 00
“ lease of beach.....	120 00
“ Board from patients.....	102 00
“ “ son of the matron.....	30 00
“ Sale of ashes.....	8 00
	<hr/>
	\$4,260 00

The report of the resident physican, with regard to the admissions, discharges and deaths, which have taken place at the Hospital during the year 1874, may be summed up as follows:—

No. of patients in Hospital on 31st December, 1873.....	56
“ admissions	1259-1215
“ discharges	1075
“ deaths	56
“ patients remaining in Hospital on 31st Decem- ber, 1874.....	84-1215

Average of the sojourn of patients at the Hospital, 19 days; or a grand total of 23,103 days. Average number of patients per diem, sixty-three. Percentage of mortality, 4.6.

The increase shown in the average number of days during which patients remained in Hospital, and also in the number of deaths, is explained by the great number of cases of fever and small-pox which were admitted to the Hospital in the course of the year, the duration of treatment being always longer and death returns larger under these two diseases.

The increase also in the expenditure for this year is not due to the want of supervision or economy on the part of the Trustees, but is the result of several causes, viz.: to the large number of admissions, the greater number of days patients were under treatment, and the high price of provisions. The Trustees were also obliged to have several very important works performed, the necessity for which they had not been able to foresee until they became urgent.

It was necessary to convert a room in one of the wings into a kitchen, and have a larder made in the cellar, under ground, as it had become impossible to keep the meat in the ice-house which was overrun with vermin.

The available space in the cellars for storing cord wood was already insufficient, and the above mentioned changes made it still more contracted, and therefore expensive changes to one of the wooden buildings, situated in rear of the Hospital, became necessary, so as to remedy this inconvenience.

The fence around Potter's Field cemetery had not been renewed since Government bought the property in 1848, and its dilapidated state was a continual source of complaint from the neighbors; it therefore became necessary to replace it almost entirely, as well as the bridges which lead across the streams and ditches which are in this property. This work involved a large expenditure.

The lighting of the Hospital was very imperfect, on account of the main pipe being too small, and the service pipes to a great extent corroded. The Trustees were therefore obliged to remedy this defect. It is easy to understand that a Hospital, the larger portions of which have been built over forty years, is in constant need of repairs.

I have, &c.,
P. WELLS, M. D.,
Secretary.

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

**STATEMENT of Expenditure on account of Marine and Immigrant Hospital,
Quebec, for the Fiscal Year ended 30th June, 1874.**

			\$	cts.	\$	cts.
J. A. Sewell, M. D.	12 months' salary as Chairman of Commissioners...		400	00		
A. Von Iffland, M. D.	12 do Commissioner.....		200	00		
O. Robitaille, M. D.	9 do do		200	00		
P. Wells, M. D.	12 do Secretary and Treasurer.....		600	00		
C. E. Lemieux, M. D.	12 do Visiting physician		400	00		
J. E. Landry, M. D.	12 do do do		400	00		
A. Rowand, M. D.	12 do do do		400	00		
P. Cattelier, M. D.	12 do Resident physician		799	92		
do	Case of instruments.....		8	50		
Rev. J. S. Sykes.....	Allowance as chaplain for 1 year		144	00		
Rev. J. R. Hamelin.....	do do do		144	00		
do	To provide for children born in the Hospital during the year.....		400	00		
Corporation of Quebec.....	Water tax.....		300	00		
do do	Sweeping chimneys		18	00		
Quebec Gas Co.....	Gas		467	84		
Jas. McCorkill.....	Bread		1,172	17		
L. Leopard.....	Firewood		1,697	39		
Jos. Gravel.....	Cutting do.....		180	39		
Thos. Delaney.....	Beef, \$1.40 50, and pork \$54.75.....		1,515	34		
M. Brophy.....	Milk		1,124	89		
C. Hall & Co.....	Groceries		1,276	27		
Jos. McCone & Co.....	do do		418	53		
W. W. Martin.....	Ale		9	50		
J. P. Dery.....	177 gals wine @ \$1.25, and 5 gals. brandy @ \$3.50		238	75		
Dion & Dubeau.....	Claret, porter and spirits.....		31	30		
J. B. Z. Dubeau.....	Wine		22	60		
S. Mossman.....	1 year's disbursements for vegetables, fish, eggs, fowls for patients, &c.,		1,063	04		
Sarah J. Mossman.....	12 months' wages as matron		300	00		
Mary Moss.....	2 do and 6 days as head nurse.....		22	00		
Henrietta Pelletier.....	10 do wages as head nurse.....		100	00		
Ann McGrath.....	12 do do fever nurse.....		96	00		
Jane Delaney.....	12 do do nurse in sheds.....		96	00		
Mary Myers.....	8 do do night do		64	00		
Ann Power.....	4 do do do do		32	00		
Alfonse Casey.....	19 days do assistant nurse.....		5	00		
Bridget Nolan.....	4 months and 22 days wages as cook		38	40		
Christine Daniels.....	7 do 20 do do		61	60		
Mary Kelm.....	12 do do do housemaid		61	00		
Annie Boyle.....	10 do do do do		50	00		
do	2 do do do cook		12	00		
Clementine Ouellette.....	12 do do do housemaid		61	00		
Eliza Dunn.....	12 do do do seamstress		61	00		
Marie Matron.....	6 do 20 do do scullery maid.....		65	50		
Mary Quinn.....	4 do 6 do do do		39	00		
Louise Belleau.....	2 do do do house cleaner		20	50		
M. Pine.....	1 do 20 do do do		16	00		
Jane Chansey.....	1 do 7 do do do		13	00		
Samuel Hobbs.....	10 do 20 do do orderly		130	00		
Matthew Phalen.....	12 do do do do		144	00		
William Viancourt.....	12 do do do do		146	00		
Chas. Frithal.....	3 do do do do		36	00		
Antoine Servain.....	22 do do do do		9	20		
Charles Servain.....	1 do do do do		12	00		
Patrick Walsh.....	10 do do do do		3	33		
Geo Banbury.....	6 weeks do do do		15	00		
Charles Levat.....	11 do do do do		3	60		
Gabrielle Chazelle.....	13 do do do watchman.....		4	27		
Mathew Sullivan.....	11 months and 22 do do outside porter.....		164	73		
T. Danehy.....	11 do do do do		132	00		
T. Daintry.....	14 do do do		6	00		
Thos. Harris.....	22 do do do		9	33		
Hamel & Frere.....	Blankets, counterpanes, flannel, carpeting and smallwares.....		653	90		
Garneau & Frere.....	Towelling, quilts, sheeting, ticking, &c.....		532	83		
J. P. Dery.....	Stationery		22	73		
Carried forward				16,871	26	

**STATEMENT of Expenditure on account of Marine and Emigrant Hospital,
Quebec, etc.—Concluded.**

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	16,871	26		
A. Laberge.....	Making doors, fences, painting, glazing, whitewash- ing and repairs.....	1,110	33		
P. Cooper.....	Hardware, repairing pipes, &c.....	360	91		
Thos. Andrews.....	do and cutlery.....	114	77		
do	Putting in gas and gas fixtures.....	158	72		
A. Mulholland.....	Plumber's and glazier's work.....	443	42		
Thos. Norris.....	Crockery.....	95	07		
E. J. Burke.....	Drugs.....	44	55		
Dublin Apothecaries As- sociation.....	do.....	111	84		
J. Musson & Co.....	do.....	22	10		
American Rubber.....	Water bed.....	24	12		
L. Gagné.....	Ice.....	28	00		
Jos. Boivin.....	Planting 400 trees.....	33	33		
J. Drolet.....	Washing bill.....	600	73		
do	Straw.....	26	19		
L. H. Huot.....	Printing.....	31	00		
J. J. Foote.....	Advertising.....	24	68		
A. Côté & Co.....	do.....	23	66		
L. Brousseau.....	do.....	11	60		
G. T. Carey.....	do.....	11	84		
J. A. Langlois.....	do.....	22	33		
A. B. Sirois.....	Drawing up contract with T. Delany for the supply of beef, &c., for use of Hospital.....	4	00		
Imperial Insurance Co...	Insurance, \$ 2,000 from 3rd December, 1873, to 3rd December, 1874; \$10,000 from 13th Novem- ber, 1873, to 13th November, 1874.....	97	50		
Royal Insurance Co.....	Insurance, \$2,000 from 16th December, 1873, to 16th December, 1874; \$10,000 from 7th March, 1874, to 7th March 1875; \$12,000 from 16th May, 1874, to 16th June 1874.....	97	00		
Etna Insurance Co.....	Insurance, \$14,000 from 16th February, 1874, to 16th February, 1875.....	87	50		
				20,456	45

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 23.

REPORT OF THE COMMISSIONERS OF THE MARINE HOSPITAL,
ST. JOHN, N.B.

ST. JOHN, N.B., July, 1874.

SIR,—The Commissioners of the Marine Hospital for the Port of St. John, New Brunswick, respectfully submit their Annual Report of the Hospitals under their charge for the year ending 30th June, 1874; and the Medical Officer's elaborate returns of sick and disabled seamen, admissions and treatment, in the Kent Hospital.

The Commissioners greatly regret reporting (by the recent death of Dr. G. J. Harding) the loss of the efficient service of their highly esteemed medical officer in charge of the Pest House, Partridge Island, for the past 25 years.

There remained in the Kent Hospital the 1st July, 1873, eighteen (18) sick and disabled seamen, and two hundred and forty-one (241) new cases admitted, making two hundred and fifty-nine (259) under medical treatment for the year ending 30th June, 1874, (an increase of sixty-eight (68) upon the previous year). Of this number two hundred and twenty-six (226) were discharged, four (4) deserted, eight (8) deaths, and twenty-one (21) remained in hospital, 1st July, 1874.

The quarterly accounts of expenditures with vouchers and receipts from the Department, were duly forwarded.

The annual account of expenditure and receipts for all purposes, amounting to the sum of four thousand seven hundred and twenty-five dollars (4,725) for the year ending 30th June, is now forwarded.

The successful direction of the medical department, and discharge of duty by the officers in charge of the sick wards, has been most satisfactory during the past year, the sick and disabled seamen having every comfort attainable in our present hospital.

The Commissioners in previous reports to the Provincial Government submitted that our present hospital was wholly insufficient to meet the requirements of the increasing shipping arriving at our port.

Our hospital is kept in the best available order, but difficulties arise to separate disease, casualties and convalescence all being confined to the same wards, and the Commissioners now trust that the present liberal Government will approve the expediency requiring a suitable marine hospital to meet the increasing commerce of the Port of St. John (the mercantile shipping now in port exceed 58,000 tonnage). A properly arranged hospital is desired, particularly for sickly seasons, among our shipping (such as occurred in the year 1847,) when we received four hundred and eighty-six (486) patients thrown upon our charge, principally with ship fever.

Our present wooden hospital is endeavored to be kept in serviceable order. The roof requires new shingling; the grounds and gardens under good improvement and very beneficial to our convalescent patients. The southern fence is entirely decayed, and should be replaced to correspond with the north and west fronts.

The location of our hospital could not be improved, with ample space fronting on those streets, north and south 290 feet frontage, and westwardly 200 feet, properly located for admission of sick seamen.

All of which is respectfully submitted.

JOHN WISHART.

CHARLES McLAUCHLAN.

CHARLES WARD, *Treasurer.*

Hon. Albert J. Smith,
Minister of Marine and Fisheries,
Ottawa, Canada.

APPENDIX No. 24.

REPORT ON MARINE HOSPITAL, ST. ANDREWS, NEW BRUNSWICK,
FOR FISCAL YEAR ENDED JUNE 30TH, 1874.MARINE HOSPITAL, ST. ANDREWS, N. B.
December 8th, 1874.

SIR,—I have the honour to submit to you my Annual Report on this Hospital, for the information of the Department of Marine and Fisheries, from July 1st, 1873, to June 30th, 1874.

The present new hospital, now in occupation, was constructed by the Department of Public Works, for the sum of \$4,500 in round numbers, and on the 1st of January last was taken possession of and fitted up by me, as your Medical Superintendent, for the reception of patients, from that date.

A brief description of the building may not be out of place here.

This new hospital occupies the site of the old one—it stands quite detached from surrounding dwellings, in an ornamental plot of ground 160 feet square; it is one story high, with Mansard roof, covered with gravel composition, and is in reality a two story building; the lower ceilings are about fourteen feet high, the upper ceilings nine feet high. There are three wards capable of accommodating from twenty to thirty patients. Earth closets, thorough ventilation and drainage, the first great principles in a hospital, have here been carefully provided for.

The above description includes half the building only, the other half being in a measure detached for the use of the keeper and matron's family. On the whole it is a hospital admirably adapted for a second or third-class shipping port. A further grant of \$400 by the Department of Public Works has been expended this season in fencing, painting and repairing outbuildings. Your Department, therefore, may be congratulated in having, by the liberality of the Government, a Marine Hospital second to none of its class in the Dominion.

Expenditure for above Fiscal Year.

To disbursements for quarter ended September 30th, 1873.....	\$163 04
“ “ “ December 31st, 1873.....	280 83
“ “ “ March 31st, 1874.....	134 14
“ “ “ June 30th, 1874.....	232 67
	<hr/>
	\$810 68

By Receipts for above Period.

Cash per J. H. Harding, Esq., Agent of Marine and Fisheries at St.

John, for the above quarterly sums respectively.....\$810 68

There have been fourteen patients admitted into the hospital—one case of fracture, and three minor cases were treated outside, as applicable for hospital relief. No deaths have occurred.

The Directors of the Rural Cemetery have set apart and kindly presented the Hospital with a plot of ground for interments, and a small annual expenditure in clearing the walks only is reasonably expected in return.

I have the honor to be, Sir,

Your obedient servant,

S. T. GOVE,
Medical Superintendent.

William Smith, Esq.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 25.

REPORT OF THE MARINE HOSPITAL, MIRAMICHI, NEW BRUNSWICK, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1874.

I have the honour to forward my Report as Medical Superintendent of the Hospital for the fiscal year, beginning the 30th of June, 1873, and ending the 30th of June, 1874.

There were admitted into the hospital during the year thirty-six seamen : thirty-three were discharged cured, and three remain in the hospital under treatment.

Mr. and Mrs. Lawler, the keeper and matron of the hospital, do all they can to make the patients comfortable.

I have been forty years Medical Superintendent of the Hospital, and at no time have I seen it in a more favorable condition.

I have the honour to be,

Your obedient servant,

JOHN THOMSON, M. D.

Hon. A. J. Smith,

Minister of Marine and Fisheries.

APPENDIX No. 26.

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1874.

PROVINCE OF ONTARIO.

		\$	cts.	\$	cts.
ST. CATHARINES HOSPITAL.					
Hon. J. R. Benson.....	Grant for support of sick seamen in this Hospital.....			500	00
KINGSTON HOSPITAL.					
J. J. Burrowes, Honorary Secretary.....	Grant for support of sick seamen in this Hospital.....			500	00
				1,000	00

PROVINCE OF QUEBEC.

MONTREAL GENERAL HOSPITAL.					
A. Ferguson, chairman...	Expenses of sick seamen, 4,371 days, at 60c. per diem			2,622	60
SICK AND DISABLED SEAMEN.					
Dr. L. Robitaille.....	Professional attendance and medicines for sick seamen at New Carlisle, from the "Union," "Reaper," "Snowdrop," &c., &c.....	430	89		
Dr. J. V. Pelletier.....	Professional attendance at Matane on sick seamen from barque "Bella"	50	00		
Dr. Burland.....	Professional attendance on sick seamen at St. Johns.....	92	25		
Dr. R. C. Blair.....	Professional attendance on sick seamen at Chicoutimi.....	20	50		
P. Jocas	Boarding sick seamen at Grand Bay ex Norwood.....	24	50		
do	Burial expenses, seamen do	8	00		
				626	14
SHIPWRECKED AND DISTRESSED SEAMEN.					
F. T. Arsineau.....	Charter of schooner "Mary" to convey shipwrecked crew of barque "Agenora" from Magdalen Island to mainland.....	200	00		
J. J. Fox	Travelling expenses from Amherst to wreck of "Agenora"	12	00		
do	10 per cent. commission on cash paid for sundry disbursements for distressed seamen.....	28	63		
Peter Turnbull.....	Boarding, &c., at Magdalen Islands, of Jos. Porrier, ex "Clarinda"	14	60		
A. Cormier.....	Boarding, &c., at Amherst Harbour, Leon Cormier, ex "Adele Marie"	18	70		
J. C. Belleau.....	Forwarding and boarding distressed seamen at Gaspé.....	212	75		
Geo. Leboutillier.....	Forwarding and boarding shipwrecked and distressed seamen at Perce, ex barque "Express," Port Hawkesbury.....	69	00		
Carried forward.....				555	68
				3,248	74

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF QUEBEC.—Concluded.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	555 68	3,248 74
	SHIPWRECKED AND DISTRESSED SEAMEN.— <i>Concluded.</i>		
Gulf Port S. S. Co.....	Passage and meals from Perce to Quebec of shipwrecked men ex "Express".....	45 00	
Jos. Eden.....	Boarding and forwarding, from Gaspé to Quebec, 6 seamen ex "Eugene" and "Glen".....	36 00	
do	do do ex "Alexina".....	129 55	
R. H. Russell.....	Boarding distressed seamen at Quebec.....	4 29	
Alexander Moir	do and forwarding do ex "Constance".....	61 49	
Jos. Lelieize.....	Conveying crew of brigantine "Alexina" from east point of Anticosti to Gaspé.....	80 00	
Aug. Lebourdais.....	Boarding, &c., distressed seamen at Quebec.....	45 00	
Stephen Mitchell.....	Conveying 13 seamen from Magdalen Islands to Prince Edward Island.....	26 00	
W. Leslie & Co.....	Conveying 5 seamen from Magdalen Islands to Canso.....	15 00	
Jno. J. Fox.....	Commission of 10 per cent. on \$41.00.....	4 10	
Colonial Secretary, Newfoundland	Disbursements for maintenance and clothing for seamen ex "Rivoli" of Quebec.....	288 76	
			1,290 87
Board of Trade, London..	Disbursements for crew of "Glenalladale".....	94 29	
do do	do do "J. Franklin".....	53 63	
do do	do do "Annie M. Cann" and "Francis Collins".....	416 44	
do do	do do "Edward," "Island Belle," "Dominion," "Sceptre".....	1,356 11	
do do	do do "Falcon," "Alice Maud," "Brothers' Pride".....	103 57	
do do	do do "N. D. Carlisle," "Eugenie," "Amelia Ann".....	869 86	
do do	do do "Grace Kelly," "Marion," "Adriatic," &c.....	185 23	
do do	do do "Victoria," "Arizona," "Linda" and "Ben-lade,".....	845 80	
do do	do do "Morocco," "Chancellor," &c.....	713 06	
do do	do do "W. J. Starkey" and "Esk".....	279 02	
do do	do do "Veritas," "W. F. Adams," &c.....	309 25	
do do	do do "Faugh - a - Ballagh," "Mocking Bird".....	242 87	
do do	do do "Napier," of Sidney.....	82 26	
do do	do do "Anne Greeve," "Seud".....	606 49	
			6,217 83
			10,757 49

PROVINCE OF NEW BRUNSWICK.

	MARINE HOSPITALS.	
	<i>St. John.</i>	
Dr. L. B. Botsford	Salary as physician, from 31st March, 1873, to 30th June, 1874	700 00
Dr. G. J. Harding	Salary as physician to pest house, from 31st March, 1873, to 30th June, 1874	125 00
	<i>Carried forward</i>	825 00

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	825	00		
	MARINE HOSPITALS.—Continued.				
	<i>St. John.—Concluded.</i>				
Rev. W. Armstrong.....	Salary as chaplain, from 31st March, 1873, to 30th June, 1874	125	00		
C. Ward	Salary as secretary, from 31st March, 1873, to 30th June, 1874.....	500	00		
M. Barnes	15 months wages, from 31st March, 1873, to 30th June, 1874, as steward....	\$375	00		
do	do do matron.....	100	00		
do	Allowance for board as steward.....	91	25		
do	do do matron	91	25		
do	15 months wages as cook	60	00		
do	Sundries (including extra diets).....	49	17		
		\$766	67		
	Less provisions consumed.....	31	96		
		734	71		
C. A. Barnes	Wages as nurse and allowance for board	408	00		
D. Tennent.....	do do (extra).....	299	60		
Jno. Bryden.....	Bread	205	65		
Estate of J. Bookout	Meat.....	17	84		
Michael Ryan.....	do	249	25		
Jardine & Co.....	Groceries	320	64		
M. Barnes	Milk, straw and potatoes.....	296	80		
R. P. McGiven.....	Coal oil, &c.	51	68		
P. Riley.....	Firewood	115	60		
do	Manure	33	80		
St John's Water Co.....	Water	59	00		
do Gas Co.....	Gas	100	73		
J. Sears	Drugs and medicines	183	93		
Jas. Donheil.....	Hire of hearse	4	00		
Jno. Burke	do &c.	28	50		
Cemetery Board	Burial fees	18	00		
R. A. Moore	Coffins and carpenter's work.....	35	50		
M. Marshall.....	Washing.....	100	52		
J. McLachlin.....	Gardener (12 months wages).....	233	00		
J. Dyall.....	Carpenter's work.....	6	28		
J. Oglesby	Labour	3	60		
W. Mason	do	5	00		
J. Jones.....	do	9	90		
R. Bell	Glazing, &c.....	16	15		
J. Tipping.....	Gravel for garden	24	00		
J. Chaloner.....	Garden seeds.....	3	87		
R. P. & W. F. Starr.....	Coals	308	45		
Jas. Isbister	Carpenter's work.....	6	27		
H. M. Maxwell & Son	Lumber	4	40		
H. Duffitt.....	do	9	03		
Bowes & Evans.....	Hardware and tinsmith's account	59	75		
P. Butler.....	Cooper.....	3	50		
Kerr & Thorne.....	Hardware	4	11		
W. Elder.....	Advertising in <i>Daily Telegraph</i>	19	36		
Willis & Mott.....	do	15	86		
T. B. Buxton.....	Wine, &c.....	27	45		
McKenzie Bros.....	Sheeting, &c.....	111	58		
Jno. Allen.....	Cart wheel and repairs	3	00		
Geo. Nixon.....	Room paper, glass and putty.....	18	57		
D. McKnight.....	Plastering and whitewashing	27	25		
Rev. W. Armstrong.....	Bibles in different languages	10	86		
Mercantile Insurance Co.	Insurance on \$3,200, from 7th March, 1874, to 7th March, 1875	40	00		
Barnes & Co.....	Stationery	9	84		
		5,734	23		
	<i>Carried forward.....</i>	5,734	23		

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		5,734 23
	MARINE HOSPITALS.— <i>Continued.</i>		
	<i>Buctouche, N.B.</i>		
Dr. J. E. W. Pouliot.....	Professional attendance and medicine to four seamen		27 50
	<i>Richibucto.</i>		
Dr. H. H. Wilson	1 year's salary to 30th June, 1873	100 00	
do	Medicines supplied to sick seamen up to 31st March, 1874	414 25	
Hannah McNeil	10 weeks' wages as matron	15 00	
Sarah Young	7½ months' do	48 00	
do	Board of 18 seamen	204 68	
Sarah Farrell	3 months' wages as matron, from 1st January to 1st March, 1874	19 50	
do	Boarding 1 seaman for 8 weeks and 3 days	25 27	
do	Amount allowed for cleansing hospital	5 00	
Jno. McDougall	3 weeks board of seaman during illness of matron	9 00	
Jacob Mayberry	Taking charge of hospital during sickness of matron	16 00	
do	Boarding one seaman 2½ weeks at \$3.00	7 50	
Malcolm Gesner	Furniture and repairs	12 00	
Jas. S. Hannay	Removing dirt	2 50	
Jos. Grogan	Hardware	5 10	
D. McArthur	Straw	2 00	
Owen McInerney	Dry goods, smallwares, groceries, &c	34 79	
Jas. Wright	Repairing pump	3 00	
J. McDougall	Clock	6 00	
W. Farrell	Putting up stove and stove pipes	3 00	
Simon Graham	Firewood, dry goods, blankets, &c	104 22	
A. A. Davidson	1 year's premium on insurance	10 00	
			1,046 81
	<i>Miramichi.</i>		
Dr. Thompson	12 months' salary as medical superintendent, and medicines	295 00	
Patrick Lawler	Boarding seamen 1,744 days at 40c	697 60	
do	12 months' salary as keeper	127 75	
do	Allowance for coal and firewood	60 00	
do	do molasses and oatmeal	6 40	
Jno. Masson	Drugs and medicines	173 29	
Patrick Lawler	Disbursements—whitewashing \$3.00, and cleaning chimneys \$2.00	5 00	
do	Disbursements—straw	3 00	
do	do interring deceased seamen of Norwegian vessel "Marie"	10 00	
Dr. Thomson	Disbursement—patent truss	5 00	
P. Miller	Painting	122 00	
A. A. Davidson	Premium on insurance	20 00	
A. Jessiman	Burying seamen	5 50	
W. Watt	Paint brushes	0 85	
W. Masson	Groceries, paints, canvas, blankets, &c	68 47	
H. & J. H. Penny	Tin ware	1 40	
			1,601 26
	<i>Carried forward</i>		8,409 80

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>			8,469	80
	MARINE HOSPITALS.—Concluded.				
	<i>St Andrews.</i>				
Dr. Gove.....	12 months' salary as superintendent up to 31st March, 1874.....	200	00		
M. A. Day.....	12 months' salary as matron up to 31st March, 1874.....	208	00		
do.....	Boarding sick seamen 67 weeks and 4 days at \$1.50.....	101	26		
do.....	Extra diet and allowances for ward.....	12	31		
do.....	Paid night watchers for delirious patients.....	5	40		
do.....	do for cutting wood, &c.....	16	09		
J. S. Magee.....	12 months rent of temporary hospital.....	80	00		
do.....	Cotton, &c., for blinds.....	4	37		
Z. G. Gabel.....	2 bed pans, &c.....	8	00		
N. Treadwell.....	Funeral expenses deceased seaman Jas. Rough.....	16	00		
Dr. Gove.....	Enema apparatus \$3.00, and stationery, &c., \$2.00.....	5	00		
M. Holden.....	Firewood and truckage.....	37	90		
Jno. Batson.....	do.....	3	96		
Jno. Dinsmore.....	do.....	4	00		
P. O'Shaughnessy.....	Crutches.....	1	00		
Jno. Sheehan.....	Digging cess pool, &c.....	5	50		
D. Graham.....	Labour on do.....	5	00		
Robinson & Glenn.....	Lumber.....	2	36		
J. W. Street & Co.....	Empty hogshead.....	2	50		
Jno. Brownrigg.....	Carting and removing furniture.....	6	52		
Robt. Ross.....	Hardware and coal.....	14	90		
G. F. Stickney.....	do.....	4	24		
Lamb & Co.....	Sheet iron, stove pipes and putting up stoves.....	22	67		
				766	98
	<i>Hillsboro.'</i>				
Dr. Lewis.....	Professional attendance from 1st July to 31st December, 1873.....	75	00		
D. Russell.....	Boarding sick seaman 12 weeks at \$3.00.....	36	00		
T. H. Taylor.....	do 13 do 2.00.....	26	00		
				137	00
	<i>Bathurst.</i>				
S. L. Bishop.....	Salary as Medical Superintendent from 1st July to 31st December, 1873.....	40	00		
M. Millar.....	Matron boarding sick seamen 96 days at 50c.....	48	00		
do.....	Allowance—for fuel \$25.00, straw, &c., 90c.....	25	90		
Ferguson, Rankin & Co.....	Hardware, groceries, oil, &c.....	111	69		
Jno. Ferguson.....	10 per cent. commission on disbursements.....	22	56		
				248	15
	<i>Shediac.</i>				
Dr. Chas. S. Theal.....	Professional attendance and medicines to 50 sick seamen, from 1st July to 29th September, 1873.....			310	00
	<i>Hopewell.</i>				
Dr. P. R. Moore.....	Professional attendance on J. Bartlee.....	28	00		
Jno. Bartlee.....	Board, &c., 8 weeks, do.....	24	00		
Jno. Cannon.....	do 13 do Joseph Cannon.....	39	00		
Jos. Carnwath.....	do 12 months, Jas. Nowlan.....	25	00		
				116	00
	<i>Carried forward.....</i>			9,987	93

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		9,987 93
	<i>Harvey.</i>		
Dr. P. R. Moore	Balance of account for professional attendance up to September, 1872	39 00	
do	Professional attendance and medicines	50 80	
Jane Reid	Boarding, &c., Harris Reid, 39 weeks at \$2.00	78 00	
Elizabeth Kennie	do Thos. Kennie do	78 00	
Jno. Vergie	do 8 seamen	19 00	
H. Hamilton	do R. Hamilton, 15 weeks at \$2.00	30 00	
L. Brewster	do A. Brewster, 3 do 3.00	9 00	
Estate of Dr. R. Palmer	Consultation and medicines	27 30	
Elizabeth Kennie	Boarding 1 sick seaman from 1st April to 30th June, 13 weeks, \$3 per week	39 00	
John Cannon	do do do	39 00	
Jane Reid	do do do	39 00	
Philip Daly	do Owen Daley 18 weeks at \$2.50	45 00	
			493 10
	<i>Alma.</i>		
N. H. Foster	Boarding, &c., Captain H. J. Foster 16 weeks at \$3	48 00	
Jno. Cannon	do Jos. Cannon 7 weeks at \$3	21 00	
do	Funeral expenses of do	10 00	
Thomas Dickson	Boarding W. Dickson, 8 weeks at \$2.50	20 00	
do	do J. McLaughlin, 3 weeks at \$3	9 00	
			108 00
	<i>Dalhousie.</i>		
Dr. Shaw	Professional attendance	7 79	
Dr. Disbrow	do and medicine	22 00	
Louis Edwards	Board and attendance of sick seamen, barque "W. Yeo"	8 00	
do	do do "Neptune"	7 00	
M. Arseneau	do do do	15 00	
G. A. Willot	do Henry Phail, 14 days at 60c.	8 40	
E. Good	do Olta Norma, 15 do 60c.	9 00	
			77 19
	SHIPWRECKED AND DISTRESSED SEAMEN.		
C. Thompson	Passage of seamen from St. John to Pictou, Athol, Sackville, &c	94 73	
D. Harrington	do from Shediac to Chatham	15 70	
Small & Hathway	do of F. Loch to Liverpool, Windsor, &c.	62 15	
J. C. Rogers	Passage and maintenance of 2 seamen, Boston to St. John, N. B.	6 48	
J. S. May	Clothing for men of "Rover" and "Willie Maud," wrecked at Grand Maun	373 60	
James Costigan	Boarding do do do	21 75	
do	do do "De Forest"	15 75	
R. Hunter	Clothing for men of "Moselle" St. John, N. B., and "Maggie Cummins," P. E. Island.	39 25	
Michael May	Boarding men of "Maggie Cummins" St. John, N. B.	7 50	
do	Boarding men of "Shafter" and "Lock," St. John, N. B.	12 50	
Thomas Carroll	Paid for rescuing and maintaining crew of barque "Onward," of Yarmouth, Nova Scotia.	79 57	
Robert Holmes	Boarding seamen of "Maggie Cummins," St. John, N. B.	7 35	
	<i>Carried forward</i>	736 33	10,666 22

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Concluded.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	736 33	10,666 22
SHIPWRECKED AND DISTRESSED SEAMEN.—Concluded.			
R. Hunter.....	Clothing seaman of "Jessie Hoyt" and "Moselle," of Pictou	56 30	
Jno. Wright.....	Passage of seaman of "Sarah Jane," of Parrsborough	11 87	
W. Phinney.....	do do "Little Maid"	12 00	
H. W. Chisholm.....	do do St. John to Boston	9 00	
J. T. Betts.....	do do do Wallace	9 00	
G. K. Hanson.....	do &c, do Lepreaux to St. John.....	18 00	
A. C. Smith.....	Boarding do "Minnie Bruce"	6 75	
W. Coop.....	Passage do Boston to Rockland.....	8 76	
John Richards.....	Boarding 1 seaman, from "M. Wood," 3 days.....	2 50	
W. Agnew.....	do do do 4 do	3 60	
D. Bridge.....	Cartage.....	1 00	
W. M. Kelly.....	Boarding 1 seaman, "J. Hoyt"	4 00	
J. Farmer.....	Passage of 1 seaman, Chatham to Bathurst	12 25	
C. Johnston.....	Board do on the "Charlie Wood"	30 00	
	Passage of seamen, to Eastport, of the brig "Magaguadivic"		921 36
			11,587 58

PROVINCE OF NOVA SCOTIA.

SICK AND DISABLED SEAMEN.			
S. Donovan.....	Expenses at Arichat.....	1,092 35	
J. J. Kerr.....	do Amherst.....	148 30	
H. McPhee.....	do Antigonish	88 00	
John Ward.....	do Apple River.....	115 00	
A. Fullarton.....	do Annapolis.....	30 30	
D. Sargent.....	do Barrington.....	444 05	
Jno. Harley.....	do Bridgewater.....	173 58	
Avery, Brown & Co.....	do Oneida	240 00	
P. A. Malcolm.....	do Cheverie	167 95	
E. Rand.....	do Cornwallis.....	94 40	
W. W. Bovin.....	do Cow Bay	164 62	
B. Viets.....	do Digby	143 34	
Benjamin Reynard.....	do Getson's Cove.....	171 50	
D. McKeen.....	do Glacé Bay.....	17 50	
Jas. A. Tory.....	do Guysboro'	18 00	
W. Davison.....	do Hantsport	47 75	
H. W. Johnston.....	do Jogging.....	154 25	
do	do Ratchford's River.....	46 00	
J. H. Freeman.....	do Liverpool.....	400 21	
E. Dowling.....	do Lunenburg	377 15	
G. Stalker.....	do Lockport	22 00	
H. W. Johnston.....	do Musquodchoit.....	45 50	
P. S. Bowen.....	do North Sydney.....	3,859 46	
A. S. Townsend.....	do Parrsboro'	32 75	
V. J. Wallace.....	do Port Mulgrave	25 00	
D. McKeen.....	do Port Caledonia	135 00	
D. J. Campbell.....	do Port Hood.....	50 00	
M. McDonald.....	do Port Hawkesbury	178 05	
R. Sanderson.....	do Port Gilbert	155 80	
J. J. Letson.....	do Port Medway	232 24	
D. McCullough.....	do Pictou	1,355 19	
	<i>Carried forward</i>	10,225 84	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	10,225 84	
SICK AND DISABLED SEAMEN.—Continued.			
C. E. Ratchford	Expenses at Pugwash	79 26	
P. S. D. Entremont	do Pubnico	6 50	
C. E. Leonard	do Sydney	2,463 01	
H. W. Johnston	do Sheet Harbour	5 00	
Jas. Muir	do Shelburne	12 00	
A. P. McKenzie	do Sherbrooke	27 90	
W. J. Bigelow	do Whitehead	18 00	
A. McN. Parker	do Walton	58 00	
E. O. Brine	do Windsor	8 00	
C. E. Ratchford	do Wallace	25 63	
S. Jones	do Weymouth	109 75	
T. E. Moberly	do Yarmouth	493 36	
Dr. W. E. Cooke	12 months' salary Pictou Hospital	400 00	
W. Hamish	Conveyance sick seamen	2 50	
C. Mylius	do do	1 09	
D. Myers	do do	3 00	
P. Taples	Board and conveyance sick seamen	4 38	
Certificates for admission to Hospital		328 00	
Provincial and City Hospital, Halifax	737 weeks and 6 days at \$5 per week	3,689 01	17,960 23
SHIPWRECKED AND DISTRESSED SEAMEN.			
J. McFabridge	Boarding distressed seamen	46 00	
Chas. Ramsay	do do	4 80	
Hannah Rose	do do	3 00	
B. Townsend	do do	21 80	
A. Rudolf	do do	14 00	
D. McCulloch	do do	18 88	
W. W. Bown	do do	70 25	
P. Taples	do do	66 30	
T. Archibald	do do	17 50	
Fanny Brittain	do do	11 80	
T. E. Moberly	do do	15 75	
A. Roberts	do do	21 00	
B. Fulker	do do	7 20	
T. S. Bown	do do	39 75	
Garret Rouch	do do	5 60	
Jas. A. Tory	do do	4 00	
W. J. Bigelow	do do	19 50	
Edward Dowling	Board and conveyance for distressed seamen	12 69	
C. Phelan & Son	do do do	20 00	
Jas. Ross	do do do	36 00	
P. Taples	do do do	80 05	
W. S. Freeman	do do do	26 25	
A. J. Sangster	do do do	32 25	
T. S. Bown	do do do	202 85	
S. Druvan	do do do	71 00	
W. J. Bigelow	do do do	27 00	
Jas. A. Tory	do do do	6 50	
Brown Bros. & Co.	Board and clothing	155 78	
Doule & Miller	do and conveyance	82 25	
W. W. Bown	do do	298 65	
P. Walsh	do do	116 63	
D. McCulloch	do do	74 75	
J. H. Freeman	Conveyance	9 13	
John Baker	do	4 00	
John Goddick	do	16 00	
	<i>Carried forward.....</i>	1,658 93	17,960 23

STATEMENT Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	1,658 93	17,960 23
	SHIPWRECKED AND DISTRESSED SEAMEN.—<i>Continued.</i>		
Gilbert Shaw.....	Conveyance.....	119 48	
S. Donovan.....	do	35 36	
E. Townsend.....	do	8 00	
S. Walsh.....	do	20 00	
F. D. Corbett.....	do	30 00	
B. Hardley.....	do	4 00	
L. A. Wilson.....	do	8 00	
A. Dunn.....	do	8 00	
J. & S. Doane.....	do	57 75	
W. A. Kenny.....	do	1 82	
Albert Parsons.....	do	25 00	
W. Abrill.....	do	4 00	
W. Fudge.....	do	6 57	
P. Taples.....	do	10 20	
Geo. Stalker.....	do	52 92	
J. P. Angrove.....	do	0 73	
Garret Roach.....	do	20 00	
Joseph Smith.....	do	18 00	
D. Guyers.....	do	4 68	
Jas. A. Tory.....	do	12 00	
Rufus Acker.....	do	12 41	
D. W. Crockett.....	do	55 00	
B. Hatfield.....	do	13 14	
N. Tapper.....	do	4 00	
A. S. Townsend.....	do	10 00	
Wm. Harris.....	do	12 00	
David Murray.....	Expenses Point Mulgrave crew of Oak Point, forwarded from Point Mulgrave to Halifax.....	38 50	
E. D. Freeman.....	Burial expenses crew drowned and washed ashore from schooner "Good Intent".....	50 63	
W. & W. Silver.....	Clothing	8 65	
Burns & Murray.....	do	55 30	
W. J. Bigelow.....	do	102 55	
Colin Chisholm.....	do	10 00	
			2,527 62
			20,487 85

PROVINCE OF PRINCE EDWARD ISLAND.

	MARINE HOSPITAL, CHARLOTTETOWN.		
Simon M. Crabbe.....	Hardware	271 69	
Mrs. Brown.....	Charwoman	2 00	
W. Sarter.....	4 porches.....	14 00	
J. Mahon.....	Labour	6 00	
Margaret Darrach.....	Matron, wages from 1st Sept., 1873, to 1st Feb., 1874, 5 months, at \$12.50.....	62 50	
do	Boarding seamen, 47 weeks, at \$2.00 per week.....	94 00	
John Gaffney.....	Painting	30 00	
Ferguson & Finley.....	Lumber	15 84	
Thomas Casely.....	Coals	37 89	
Owen Connolly.....	Punchions and water pails.....	4 54	
Dr. F. B. Taylor.....	Disbursements.....	281 53	
	<i>Distressed Seamen.</i>		819 99
Collector of Customs, {	Expenses of distressed seamen.....	19 54	
Charlottetown..... {	Shipwrecked crew of schooner "A. McKenzie".....	19 00	
Alexander Walker.....	Distressed seamen at Georgetown.....	41 30	
Charles Owen.....	do do schooner "Matilda".....	23 00	
			102 84
	The sum of \$19.00, paid in error by the Finance Department, has been refunded to the Receiver-General.		922 83

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

	<i>Paid by the Finance Department.</i>	\$ cts.	\$ cts.
A. F. Pemberton, Treasurer, Royal Hospital.....	Medical attendance and sick seamen, British Columbia	533 87	
Dr. McNaughten Jones.....	do do Nanaimo	157 25	
R. Dickinson.....	do do Barque "Volage".....	60 00	
do	do do New Westminster.....	480 00	
			1,231 12

SUMMARY.

		\$ cts.	\$ cts.
Ontario	St. Catherine's Hospital	500 00	
do	Kingston Hospital	500 00	
Quebec	Montreal General Hospital	2,622 60	1,000 00
do	Sick and disabled seamen	626 14	
do	Shipwrecked and distressed seamen	7,508 75	
New Brunswick	Marine Hospitals	10,666 25	10,757 49
do	Shipwrecked and distressed seamen	921 36	
Nova Scotia	Sick and disabled seamen	17,960 23	11,587 58
do	Shipwrecked and distressed seamen	2,527 62	
Prince Edward Island.....	Marine Hospital	819 99	20,487 85
do	Shipwrecked and distressed seamen	102 84	
British Columbia.....	Paid by Finance Department.....		922 83
			1,231 12
			45,986 87

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

**STATEMENT of Receipts on account of Sick Mariners' Fund, for the Fiscal
Year ended 30th June, 1874.**

QUEBEC.		\$	cts.	\$	cts.
Gaspé		164	84		
Magdalen Islands		23	92		
Montreal		2,665	24		
New Carlisle		122	34		
Percé		23	20		
Philipsburg		8	90		
Quebec		14,666	22		
Rimouski		133	85		
St. John's		1,473	94		
Stanstead		6	76		
				19,234	21
NEW BRUNSWICK.					
Bathurst		67	22		
Bay Verte		6	12		
Campo Bello		67	20		
Caraquette		10	01		
Chatham		1,412	61		
Dalbousie		232	38		
Dorchester		67	78		
Hillsboro'		58	63		
Moncton		7	41		
Newcastle		539	72		
Richibucto		433	32		
Sackville		32	66		
Shediac		295	96		
Shippagan		9	36		
St. Andrews		69	82		
St. George		197	63		
St. John		6,120	08		
St. Stephen		150	08		
West Isles		4	26		
				9,811	76
NOVA SCOTIA.					
Amherst		279	88		
Annapolis		40	34		
Antigonish		18	06		
Arichat		119	92		
Baddeck		43	09		
Barrington		65	58		
Cornwallis		33	40		
Digby		115	20		
Guysboro'		45	90		
Halifax		3,027	74		
Liverpool		248	10		
Lockeport		40	90		
Londonderry		5	38		
Lunenburg		284	50		
Margaretsville		4	88		
North Sydney		1,495	00		
Parrsboro'		76	36		
Pietou		1,382	15		
Port Hawkesbury		61	62		
Port Hood		3	06		
Port Medway		97	20		
Sydney		2,368	20		
Weymcutth		27	88		
Windsor		683	63		
Yarmouth		433	60		
				10,962	91
Less—Refunds at Halifax			31	62	
Carried forward				40,007	88

STATEMENT of Receipts on account of Sick Mariners' Fund, etc.—*Concluded.*

		\$	cts.
BRITISH COLUMBIA.	<i>Brought forward</i>	40.007	88
Victoria		975	42
PRINCE EDWARD ISLAND.			
Charlottetown		516	88
Total		41,500	16

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 27.

STATEMENT of Trips made by the Steamships of the Quebec and Gulf Ports Steamship Company between Quebec and Pictou, calling at intermediate Ports, from the 14th May, 1874, to the 1st August, 1874, under their agreement with the Government of the Dominion of Canada, with the time of Arrival and Departure from Quebec and Pictou.

Name of Steamer.	No. of Trip.	Date of Departure from Quebec.	Date of Arrival at Pictou.	Date of Departure from Pictou.	Date of Arrival at Quebec.
S.S. "Miramichi".....	1	May 14, 6:45 p.m.	May 19, 10:0 a.m.	May 20, 12:15 p.m.	May 25, 3:0 a.m.
do "Secret".....	1	do 17, 3:15 "	do 23, 4:30 "	do 27, 7:0 a.m.	do 31, 5:0 "
do "Miramichi".....	2	do 26, 4:0 "	do 31, 6:0 p.m.	June 2, 8:0 p.m.	June 7, 4:0 "
do "Secret".....	2	June 2, 7:0 "	June 7, 5:0 a.m.	do 9, 7:0 a.m.	do 13, 7:0 p.m.
do "Miramichi".....	3	do 9, 5:30 "	do 14, 7:0 p.m.	do 16, 7:0 "	do 22, 3:15 a.m.
do "Secret".....	3	do 16, 2:25 "	do 23, 6:0 a.m.	do 23, 7:0 p.m.	do 28, 10:0 "
do "Miramichi".....	4	do 23, 3:30 "	do 28, 5:0 p.m.	do 30, 7:0 a.m.	July 4, 9:0 "
do "Secret".....	4	do 30, 8:0 "	July 5, 8:35 a.m.	July 7, 7:0 "	do 11, 11:0 "
do "Miramichi".....	5	July 7, 2:2 "	do 11, 1:30 p.m.	do 14, 7:0 "	do 18, 11:0 "
do "Secret".....	5	do 14, 2:30 "	do 18, 7:0 "	do 21, 7:0 "	do 25, 9:0 "
do "Miramichi".....	6	do 21, 2:20 "	do 25, 1:0 "	do 28, 7:0 "	Aug. 1, 8:30 "

REMARKS.

Steamship "Miramichi," Trip No. 1.—Detained 2½ hours in Miramichi River by fog on downward trip.

Steamship "Miramichi," Trip No. 3.—Detained 20 hours at Paspebiac by a gale of wind from E.S.E. on upward trip.

Steamship "Secret," Trip No. 3.—Detained on outward trip by a heavy fog which lasted four days.

I, William Moore, Manager of the Quebec and Gulf Ports Steamship Company make oath and say, that, to the best of my knowledge and belief, the foregoing statement is true in every particular.

W. MOORE.

Sworn before me at Quebec, this 3rd
day of August, A.D. one thousand
eight hundred and seventy four.

ROBERT SHAW,

Justice of the Peace.

STATEMENT of Trips made by the Steamships of the Quebec and Gulf Ports Steamship Company between Quebec and Pictou, calling at intermediate Ports, from July 28th to November 27th, 1874, under their agreement with the Government of the Dominion of Canada, with the time of Arrival and Departure from Quebec and Pictou.

Name of Steamer.	No. of Trip.	Date of Departure from Quebec.	Date of Arrival at Pictou.	Date of Departure from Quebec.	Date of arrival at Quebec.
S.S. "Secret"	6	July 28, 2 30 p.m.	Aug. 1, 9 30 p.m.	Aug. 4, 7 0 a.m.	Aug. 8, 4 0 a.m.
do "Miramichi"	7	Aug. 4, 2 20 "	do 8, 1 30 "	do 11, 7 0 "	do 15, 6 0 "
do "Secret"	7	do 11, 2 20 "	do 15, 1 30 "	do 18, 7 0 "	do 22, 7 30 "
do "Miramichi"	8	do 18, 2 15 "	do 22, 12 15 m.	do 25, 7 0 "	do 29, 5 30 "
do "Secret"	8	do 25, 2 20 "	do 29, 3 0 p.m.	Sept. 1, 7 0 "	Sept. 5, 7 0 p.m.
do "Miramichi"	9	Sept. 1, 2 10 "	Sept. 5, 7 0 "	do 8, 8 0 "	do 12, 6 0 "
do "Secret"	9	do 8, 2 45 "	do 12, midnight	do 15, 7 45 "	do 19, 9 0 a.m.
do "Miramichi"	10	do 15, 2 20 "	do 20, 1 30 a.m.	do 22, 7 0 "	do 27, 8 45 p.m.
do "Secret"	10	do 22, 2 25 "	do 26, 7 35 p.m.	do 29, 7 0 "	Oct. 3, 1 30 "
do "Miramichi"	11	do 29, 2 20 "	Oct. 4, 6 0 "	Oct. 6, 7 0 "	do 10, 2 30 "
do "Secret"	11	Oct. 6, 2 20 "	do 10, 11 30 "	do 13, 7 15 "	do 18, 6 0 a.m.
do "Miramichi"	12	do 13, 2 30 "	do 18, 2 25 a.m.	do 20, 7 0 "	do 24, 5 15 p.m.
do "Secret"	12	do 20, 2 30 "	do 24, 8 30 p.m.	do 27, 7 0 "	Nov. 1, 6 30 a.m.
do "Miramichi"	13	do 27, 2 30 "	Nov. 1, 6 0 "	Nov. 3, 7 15 "	do 8, 7 30 "
do "Secret"	13	Nov. 3, 2 30 "	do 9, 9 30 "	do 11, 8 30 "	do 16, 9 0 "
do "Miramichi"	14	do 10, 3 0 "	do 15, 3 0 "	do 17, 3 30 "	do 22, 2 0 "
do "Hadji"	9	do 18, 9 30 a.m.	do 27, 7 0 a.m.		

REMARKS.

Steamship "Secret," Trip No. 13.—Detained 48 hours by fog on the downward trip.

Steamship "Miramichi," Trip No. 10.—Detained 30 hours by fog between Father Point and Quebec on inward trip.

Steamship "Miramichi," Trip No. 11.—Detained 12 hours by fog between Quebec and Father Point on outward trip.

I, William Moore, Manager of the Quebec and Gulf Ports Steamship Company make oath and say, that, to the best of my knowledge and belief, the foregoing statement is true in every particular.

W. MOORE.

Sworn before me at Quebec, this 1st
day of December, in the year of
Our Lord one thousand eight
hundred and seventy-four.

ROBERT SHAW,
Justice of the Peace.

APPENDIX No. 28.

MISCELLANEOUS payments by the Department of Marine and Fisheries
during the Fiscal Year ended 30th June, 1874.

CAPE RACE LIGHT.

		\$ cts.	\$ cts.
Her Majesty's Paymaster General	Proportion of tolls for maintenance of light-house for fiscal year ended 30th June, 1873. £43 18s. 1 ³ / ₄ d stg		213 66
Steamer "Queen Victoria"	J. G. Colston, for legal expenses incurred for recovery of insurance		535 63
	<i>Steam communication between Quebec and Maritime Provinces.</i>		
Wm. Moore	Amount of subsidy for the fiscal year ended 30th June, 1874		15,000 00
	<i>Steam communication between Prince Edward Island and Ports of the Dominion.</i>		
Fred. W. Hales	Amount of subsidy for the fiscal year ended 30th June, 1874		1,557 33
	Total		17,306 62

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 29.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, and New Brunswick, appointed under the Fisheries Act [1868], with Districts, Post Office Address, Salary, &c., &c., distinguishing those who, being Fishery Overseers, are instructed to act *ex officio*, as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Henry Hunt	Larue's Island.....	Rockport	Warden ...	20 00
John Wallace.....	Lindoe Island	Lansdowne	do	40 00
John Mooney.....	Brockville to Cornwall	Prescott.....	Overseer ..	100 00
Peter Kiel.....	Wolfe and Amherst Islands, and waters around down to Brockville...	Wolfe Island.....	do	200 00
David Conger.....	Carrying Place to Point Peter.....	Hallowell.....	do	100 00
Peter Huff, Jun.....	West Point to Point Peter.....	Pictou	do	50 00
Wm. A. Palen.....	Point Peter to Petticoat Point.....	Point Peter, Cherry Valley	do	50 00
John G. Hicks.....	Petticoat Point to Black River.....	Point Traverse.....	do	100 00
Charles Gilchrist.....	Black River to Bongard's Wharf.....	Prinyer.....	do	100 00
	Rice Lake and part of Lake Ontario, fronting on the County of Northumberland	Port Hope.....	do	200 00
Jos. L. Thompson.....	Cole's Ferry to Prescott.....	Brockville	Warden ...	50 00
Hugh Thompson.....	Westerly limit, County South Leeds to Cole's Ferry, and islands opposite in St. Lawrence River, including Howe Island.....	Gananoque	Overseer ..	50 00
David Hamilton.....	Charleston Lake, Gananoque Lake and River	Charleston, Lake P. O.	Warden ...	50 00
A. J. Harrington.....	Lake Scugog (west side)	Point Perry.....	Overseer ..	50 00
John McAllister.....	do (east side)	Casarea	Warden ...	50 00
Hugh Ralston.....	Lake shore and inland waters, Counties of Lennox and Addington.....	Napanee	Overseer ..	200 00
Charles Wilkins.....	Waters of the Bay of Quinte fronting on County of Hastings, and from Carrying Place eastward to Mill Point in the County of Prince Edward.....	Belleville.....	do	200 00
Samuel Wilmot.....	Toronto to Presquise.....	Newcastle	Officer in charge of fish breeding establishment at Newcastle	1,200 00
John W. Kerr.....	Whitby Harbor to Port Maitland.....	Hamilton	Overseer ..	500 00
Jas. G. Wilcox.....	River Credit.....	Port Credit.....	do	50 00
J. A. Backhouse.....	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie	St. Williams.....	do	150 00
John McMichael.....	Lake Erie frontage, County of Kent.....	Rond Eau.....	do	50 00
Peter McCann.....	From London to Gardner's mill-dam on the Thames River	London	do	100 00
E. Boismier.....	Baptiste Creek on Lake St. Clair, to Point Pelée	Sandwich	do	200 00
Zeneas Quick.....	Point Pelée Island.....	Kingsville.....	Warden ...	50 00
D. McMaster.....	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron.....	Sarnia	Overseer ..	200 00

PROVINCE OF ONTARIO.—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary. = \$ cts.
A. C. McKinnon ...	Kettle Point to Point Clark Lake Huron	Goderich	Overseer ..	100 00
James Muir	Point Clark to Cape Hurd, including adjacent Islands	Port Elgin	do	100 00
Geo. S. Miller	Owen Sound to Cape Hurd	Owen Sound	do	100 00
James Patton	Collingwood to Point Rich	Collingwood	do	100 00
Samuel Fraser	Penetanguishene to mouth of Rivers Severn and Muskoka	Midland	do	100 00
Farquhar McRae	Sydenham River and Lake St. Clair, from Baptiste Creek to Baby's Point	Wallaceburg	do	150 00
Geo. B. Abrey	Penetanguishene to Thessalon River	Little Current	do	100 00
Jos. Wilson	Thessalon River to head of Lake Superior	Sault Ste. Marie	do	100 00
Alex. McKenzie	Lake Simcoe and tributaries	Barrie	do	50 00
.....	Inland waters, County Peterboro'	do	do	200 00
James McFadden	Mississippi River and Lake	Carleton Place	do	30 00
Jno. Lyon	Madawaska River and Lake des Chats	Arnprior	do	50 00
.....	Inland waters, County Victoria	do	do	100 00
Jno. McGregor	Rideau Lakes	Westport	Warden ..	75 00
Henry La Lawe	Grand River, from mouth to Caledonia	Dunnville	Overseer ..	100 00
Henry Griffiths	Grand River and tributaries from Brant- ford upwards	Brantford	do	100 00
Wm. E. Foot	Lakes Muskoka, Roseau, Joseph, Lake of Bays and the Maganctawan River	Bracebridge	do	100 00

PROVINCE OF QUEBEC.

Napoleon Lavoie ..	Lower St. Lawrence River and Gulf...	Gaspé Basin (in sum- mer), L'Islet (in winter)	Officer in charge of Govt. ves- sel for pro- tection of fisheries.	200 00
C. Caron	Point L'avis, to River Ouelle	L'Islet	Overseer ..	200 00
H. Martin	River Ouelle to Rimouski	Rimouski	do	200 00
L. E. Grondin	Rimouski to Matane	do	do	200 00
George Gagnon	Inland waters, County Temiscouata ..	St. Epiphane	Warden ..	30 00
Alfred Blais	Lake Matapedia and River Matapedia to Casupscal	Casupscal	Overseer ..	100 00
J. J. Letourneau ..	Cape Chatte to River Ste. Anne des Monts	Ste. Anne des Monts ..	do	100 00
P. Vibert, jun	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau	Gaspé Basin	Fishery officer in charge of fish- breeding establish- ment at Gaspé Basin	500 00
John Phelan	Point Maquereau to Paspebiac Point	Port Daniel	do	50 00
R. W. H. Dimock ..	Paspebiac Point to Magnasha Point ..	New Richmond	do	200 00
John Mowat	Magnasha Point to River Matapedia including same, and Restigouche River from Mission Point upwards, including tributaries in Counties of Bonaventure and Restigouche	Matapedia	do	300 00

PROVINCE OF QUEBEC.—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary. \$ cts.
Daniel Rosa	Lakes Beauport, St. Charles and adjacent Lakes	Quebec	Warden ...	50 00
L. P. Huot	Lakes Philippe, Gagné and adjacent Lakes and the island of Orleans.....	Chateau Richer	do ...	100 00
J. E. Demeule	River du Gouffre to Canard River, including inland Lakes adjacent to Murray Bay and St. Paul's Bay	Murray Bay	do ...	50 00
F. Saillant	Waters in Counties of Chicoutimi and Saguenay	Tadoussac	Overseer ..	150 00
Job Bilodeau	Lake St. John and tributaries, Upper Saguenay	Metabetchouan	Warden ...	50 00
Joseph Boily	Escornains to Bersimis	Mille Vaches.....	do ...	50 00
G. L. Duguay	North Shore from Manicouagan to Point des Monts, including Becsies, Mistassini and Godbout Rivers	Godbout	do ...	100 00
G. Boulet	North Shore River St. Lawrence from Point des Monts to Bay des Rochers, including Trinity and Pentecost Rivers	Montmagny	do ...	50 00
G. Mathurin	Moisie District from Point Jambon to Point St. Charles, including Moisie River	Moisie.....	Overseer ..	150 00
D. B. McGie	Esquimaux Point to Sheldrake River	Esquimaux Point.....	do ...	100 00
P. Gendreau.....	Watsheeshoo district from Atcepetal Bay West to Little Watsheeshoo River East.....	Natashquan	do ...	150 00
F. Thivierge.....	Natashquan District, from River Nabisippi to Point Kegashca	Natashquan.....	do ...	150 00
J. Legouvé.....	St. Augustine Division, from Cape Whittle to Checcatica.....	Pacachoo	Warden ...	100 00
W. H. Whitley.....	Bonne Esperance Division, from Checcatica to Blanc Sablon	Bonne Esperance.....	do ...	50 00
J. J. Fox.....	Magdalen Islands.....	Amherst	Overseer ..	50 00
W. C. Willis.....	Waters in District of St. Francis.....	Shirbrooke	do ...	150 00
H. W. Austin.....	District of Montreal and Richelieu, together with Richelieu River and tributaries.....	Chambly	do ...	200 00
J. B. Chevalier.....	Richelieu River, from St. John to Lake Champlain.....	St. Jean Iberville.....	do ...	100 00
P. E. Luke.....	Missisquoi Bay in Lake Champlain and Pike River.....	Phillipsburg	do ...	50 00
Wm. Clyde.....	Chateauguay River and tributaries.....	Hantingdon	do ...	50 00
Andrew Watt.....	River Chateauguay from mouth to village.....	Chateauguay Basin.....	do ...	50 00
Alexander Beaton.....	The inland waters in rear of the County of Argenteuil.....	Harrington.....	Warden ...	30 00

PROVINCE OF NOVA SCOTIA.

P. S. Hamilton.....	Nova Scotia.....	Halifax.....	Inspector.....	1,400 00
W. H. Rogers.....	do	Amherst	Fishery Officer....	800 00
<i>Annapolis County.</i>				
W. T. Carey.....	Annapolis County.....	Annapolis	Overseer ..	120 00
Miner Clark.....	Laurencetown Bridge to Clarke's Ferry.....	Bridgetown.....	Warden ...	25 00
J. Durland.....	Laurencetown Bridge to County Line including Nictaux River.....	Laurencetown	do ...	25 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
<i>Annapolis County.—Concluded.</i>				\$ cts.
Chas. Barteaux.....	Nictaux River.....	Wilnot	Warden...	25 00
A. D. Munroe.....	Annapolis River.....	Nictaux	do	25 00
J. H. Pineo.....	Lovett's Brook.....	Round Hill.....	do	25 00
Thos. Devers.....	Annapolis and Lequille Rivers.....	Annapolis	do	25 00
<i>Antigonish County.</i>				
A. W. McDonald...	Antigonish County.....	Antigonish	Overseer ..	125 00
Lachlan Cameron...	From mouth of Harbor to foot of Marsh, thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitts.....	Tracadie	Warden...	30 00
John R. Aymer.....	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mill, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish	do	25 00
Albert Randall.....	From shore to lake.....	Bayfield, W. O.....	do	15 00
Colin Chisholm.....	From Antigonish Harbor to McWilliams' or St. Andrew's Bridge.....	Lower South River, Antigonish.....	do	25 00
Angus McDonald...	From McWilliam's Bridge to Frazer's Bridge, including Big Brook.....	Upper South River, Antigonish	do	25 00
John Cumming	From Frazer's Bridge to County line at head of lake.....	Upper South River, Antigonish.....	do	20 00
John Dexter	From Antigonish Harbor (foot of marsh) to Trotter's Mill Brook, thence up said Brook to Trotter's Mill, including both branch of West River and Bailey's Brook.....	Antigonish	do	30 00
Donald Chisholm...	From Trotter's Mill Brook to W. Thompson's Dam.....	Salt Springs, Antigonish	do	25 00
James McLean.....	From Thompson's Dam to Addington Forks' Bridge.....	West River, Addington Forks, Antigonish...	do	25 00
Hugh Cameron	From Forks' Bridge to Pinkeytown Bridge, including James River and Beaver River.....	Addington, W. O.....	do	25 00
Duncan Fraser.....	From Pinkeytown Bridge to Stewart's Mill	Ohio	do	20 00
<i>Cape Breton County.</i>				
Francis Quinan.....	From Low Point to South Head of Cow Bay, and north side of Mira Bay including Salmon River and Sydney River	Sydney.....	Overseer ..	120 00
Anthony Spencer...	Mira River, Black Brook.....	Mira, G. W. O.....	Warden...	25 00
Thos. Burke.....	Mira Bridge and Trout Brook.....	Mira, W. O., Bridge-town	do	25 00
Jno. McKachen.....	Salmon River.....	Arischat	do	25 00
Thos. Moore.....	Balls and Lecche's Creeks	North Sydney	do	20 00
Donald McDonald...	Sydney River and Forks.....	Lingan	do	20 00
Alex. McLean.....	Mill Brook.....	Mill Brook.....	do	20 00
York Barrington...	North of East Bay to head of Sydney River, including part of Boularderie Island.....	Sydney Mines.....	Overseer ..	120 00
Alex. McDonald...	South of East Bay and Salmon River,	East Bay.....	do	120 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
<i>Cape Breton County.—Concluded.</i>				\$ cts.
Allan McAdam.....	Eskasoni	Eskasoni	Warden ...	25 00
Angus Morrison.....	Marion Bridge, Mira.....	Marion Bridge, Mira.....	do	25 00
Denis Murphy.....	Ponds, Sydney Mines.....	Ponds, Sydney Mines.....	do	25 00
D. McDonald.....	Salmon Holes, Sydney Forks.....	Sydney.....	do	25 00
M. McLellan.....	Rory Brack's Brook.....	Rory Brack's Brook.....	do	25 00
<i>Colchester County.</i>				
Wm. Blair	Colchester County, South Division	Onslow	Overseer ..	100 00
G. N. Christie.....	Salmon River, Upper.....	Truro	Warden ...	25 00
Samuel Frame.....	Shubenacadie River.....	Shubenacadie River.....	do	25 00
R. J. Pollock.....	Stewiacke River (lower portion).....	Lower Stewiacke.....	do	25 00
George Fulton.....	Stewiacke River (upper portion)	Stewiacke River, Brook-field.....	do	25 00
J. Bonnyman.....	French River and Mill Creek	New Annap	Overseer ..	40 00
J. W. Davison	Colchester County, North Division	Upper Economy	do	100 00
J. Urquhart	Waugh's River.....	Tatamagouche	Warden	50 00
W. McElheney.....	De Bert River	Londonderry	do	25 00
Henry Urquhart	Folly River	do	do	25 00
George Moore.....	Economy River.....	Economy	do	25 00
Mat. G. Murray.....	Salmon River.....	Truro	do	25 00
<i>Cumberland County.</i>				
Thomas H. Patton	Cumberland County, Eastern Division, embracing all streams emptying into the Straits of Northumberland	River Philip.....	Overseer ..	100 00
Oliver Fillmore	River Philip, Hanams Falls, upwards	do	Warden ...	25 00
David Stewart.....	do do downwards	do	do	25 00
Jer. Brownwell.....	Shinimicas River.....	Shinimicas, Goose R.....	do	25 00
Asa Fillmore.....	River Philip.....	River Philip.....	do	25 00
James King	Cumberland County, Western Division, including all streams flowing into the Bay of Fundy	Amberst	Overseer ..	100 00
David Corbett.....	Laplanche and Nappan Rivers.....	do	Warden ...	25 00
Moses Harrison.....	Maccan River	Maccan, W. O.	do	25 00
John H. Barnes.....	River Herbert	River Herbert	do	25 00
Francis L. Jenks.....	Parrsboro' Head.....	Parrsboro'	do	25 00
W. C. Rindress.....	Wallace River	Wallace	do	30 00
Elijah Fowler.....	Diligent, Ranshead and Fox Rivers, including fisheries from Partridge Island to Spencer Island	Diligent River, Parrsboro'	do	30 00
<i>Digby County.</i>				
J. H. Morehouse	Digby County	Hillsburg.....	Overseer ..	120 00
William Odell.....	Joggins River	Digby	Warden ...	25 00
J. M. Devault.....	Salmon River	Salmon River, W. O.	do	25 00
Lochlin McKay.....	St. Mary's Bay.....	St. Mary's Bay, W. O.	do	25 00
Robert Journey.....	Sissiboo River	Weymouth.....	do	25 00
J. P. Thibodeau.....	Metaghan River and Cemeau's Brook.....	Metaghan River.....	do	25 00
Holland E. Payson	Brier and Long Island	Brier Island	Overseer ..	50 00
Israel L. Brerill	West Division, Digby County.....	Clare.....	do	75 00
<i>Guysborough County.</i>				
James A. Tory.....	Guysborough County	Guysborough	Overseer ..	150 00
James Cook	Salmon River, from mouth to Graham's West Line.....	Salmon River, W. O.	Warden	25 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	<i>Guysborough County.—Concluded.</i>			\$ cts.
William P. Carritt	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake	Salmon, River, W.O.	Warden	20 00
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake inclusive, and all the Lakes through which it passes	Salmon River, West Branch, Guysboro'....	do	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbor Lake, including Gunn's Brook from Main River to Hurley's Lake	Cross Roads	do	30 00
William Pride	From mouth of St. Mary's River to Sinclair's Point, including stream from Wine Harbor to Lakes	Sherbrook, St. Mary's..	do	30 00
Thomas McKeen ...	From Forks to County line, including McQueen's Mill and Brook to Lake	Melrose.....	do	30 00
Edward Jordan	From Forks to Indian-man's Brook	Glenelg	do	30 00
Robert McKay.....	From head of tide to head of interval on the North Branch, and to Cameron's Mill on the Valley Branch	Guysborough, Intervale, W. O.....	do	15 00
James R. Bruce.....	From mouth of Clam Harbor River to Upper Falls	Guysborough.....	.....	10 00
James Nickerson...	From Beach to Falls, including North West Brook.....	New Harbor, W. O.....	do	15 00
Ailen McQuarry ...	St. Mary's River	St. Mary's River, Sherbrook	do	40 00
John McDaniel.....	District of St. Mary's	Sherbrook	Overseer:	100 00
Adam Kirk	St. Mary's River, extending from Alex. Ross' (above still waters) to Hugh Halters' on the West River...	Glenelg	Warden ...	30 00
	<i>Halifax County.</i>			
Wm. Anderson.....	Halifax County, East Division, Dartmouth to Ecum Secum	Musquodoboit Harbor ..	Overseer ..	100 00
James Blakely.....	From Ship Harbor to Chezzetcook, inclusive	Ship Harbor.....	Warden ...	40 00
William Hall	Sheet Harbor	Sheet Harbor.....	do	40 00
John Fitzgerald...	Halifax Harbor to Margaret Bay, Portuguese Cove	Portuguese Cove.....	Overseer ..	100 00
Archibald Kidston.	From Peggy's Cove to Terrance Bay, Nine Mile and Prospect Rivers.	Spryfield	Warden ...	40 00
Nathaniel Mason...	From Hubbert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Margaret Bay, Peggy's Cove, W. O.....	do	40 00
Lewis P. Fairbanks	Shubenacadie Canal	Dartmouth	Overseer ..	No salary.
Joseph Hamilton...	Sackville River .....	.....	Warden ..	40 00
Donald McLean ...	Chezzetcook River	Chezzetcook River.....	do	40 00
Donald McDonald	Laurencetown	Laurencetown	do	40 00
	Ecum Secum	Ecum Secum	do	40 00
Henry Balcam	Salmon River	Salmon River	do	40 00
John McCurdy.....	Middle Musquodoboit.....	.....	do	40 00
Patrick Hughes ...	Tangier River	Tangier River	do	40 00
Neil McLean.....	Pennant River.....	Pennant River.....	do	40 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Hants County.</i>				\$ cts.
P. S. Burnham.....	Hants County Western Division, to Western County line to Walton	Windsor	Overseer ..	100 00
John W. Dinsmore.....	Shubenacadie River from Stewiacke River to Halifax County line	Shubenacadie.....	Warden ...	30 00
James Mosher	Rivers Meander and Herbert, from mouth to source	Brooklyn	do ...	30 00
T. B. O'Brien	East Division from Walton to Col- chester line	Maitland	Overseer ..	100 00
Joseph Mosher.....	Kennetcook River from its mouth to head of tide.....	Newport	Warden ...	50 00
James M. O'Brien..	Walton and Kennetcook Rivers.....	Maitland	do ...	30 00
<i>Inverness County.</i>				
Murdock A. Ross ..	Inverness County, East Division.....	N. E. Margaree	Overseer ..	100 00
Peter Condy.....	From mouth of Margaree River to South-west Chapel.....	S. W. Margaree, W.O ..	Warden ...	25 00
John Carmichael ..	Middle portion of Margaree River	Margaree, W.O	do ...	25 00
Arch. McDougall....	Upper waters and tributaries Margaree River	Margaree River, Mabou	do ...	25 00
R. Phillips	do do do	Margaree, N.E	do ...	25 00
John McRae	do do do	do	do ...	25 00
William Grant.....	Inverness County Western Division...	Mabou	Overseer ..	100 00
B. Dwyer.....	Mabou River.....	do	Warden ...	25 00
Angus McIntyre.....	River Dennis	River Dennis, W.O.....	do ...	25 00
Donald McDonald ..	River Inhabitants	River Inhabitants, W.O	do ...	25 00
Angus Cameron	do do	do do	do ...	25 00
A. McLellan	do do	Broad Cove	do ...	25 00
Hugh Cameron	do do	S. W. Mabou	do ...	25 00
James McGarry ...	Ainslie Lake	Margaree	do ...	25 00
<i>King's County.</i>				
Adolphus Bishop....	King's County.....	Kentville.....	Overseer ..	125 00
John E. Starr.....	do	Port William.....	do	250 00
W. McIntyre.....	Annapolis River.....	Kentville	Warden ...	30 00
Irish Benjamin.....	Gasperaux.....	Gasperaux	do ...	20 00
Jno. Buchanan.....	do	do	do ...	20 00
<i>Lunenburg County.</i>				
Geo. Redden.....	Lunenburg County, East Division, Middle, Gold, Martins and Musha- mush Rivers.....	Chester.....	Overseer ..	100 00
Geo. Moland.....	Eastern River.....	do	Warden ...	25 00
Jas. Corkum.....	Middle River.....	do	do	25 00
Wm. Mosher.....	Lower Gold River.....	do	do	25 00
John Hutt.....	Middle Gold River.....	Beech Hill, Chester.....	do	25 00
Edward Boylan.....	Gold River, Upper.....	New Ross	do	25 00
Jas. Langille.....	Martin's River.....	Chester	do	25 00
Hy. S. Jost.....	Lunenburg County, West Division.....	Lunenburg	Overseer ..	100 00
Chas. Fernette.....	From mouth of Lahave River to Wilkie's Cove.....	do	Warden ...	25 00
Jno. Artz.....	Wilkie's Cove to Henry Koch's.....	Bridgewater.....	do	25 00
Jas. Mossman.....	From Henry Koch's to Knock's.....	Lunenburg	do	25 00
Edward Morgan.....	Knock's to source of Lahave River.....	Lahave River, New Germany, W. O.	do ...	25 00
John Andrews.....	Mushamush River.....	Mahone Bay	do ...	25 00
Geo. A. Neshit.....	Petite River, mouth to Wallace Brook	Petite River.....	do ...	25 00
Eli Hebb.....	do from Wallace Brook to Hebb's Cross.....	Conqueral.....	do ...	25 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Pictou County.</i>				\$ cts.
John McDonald.....	Pictou County, East Division, including Sutherland's, French and Barney's Rivers, Bailey's Brook and shore fishery from Pictou Harbor, Eastwood to County Line.....	Ponds, W. O.....	Overseer ..	170 00
J. McKay.....	Barney's River.....	do	Warden ..	25 00
Donald Rankin.....	Sutherland River.....	Barney's River, W. O....	do	25 00
William Stewart....	French River.....	French River.....	do	25 00
Dan McLean.....	Bailey's Brook.....	Bailey's Brook, W. O....	do	30 00
Thos. Graham.....	Pictou County, West Division, including Middle, West, Cariboo, Toney and John Rivers.....	New Glasgow.....	Overseer ..	140 00
John Turner.....	French River.....	French River.....	Warden ..	25 00
Wm. Smith.....	East River.....	East River.....	Warden ..	25 00
Robert Archibald..	Middle River	Middle River	do	25 00
Wm. Evans.....	West River.....	West River.....	do	25 00
A. McKenzie.....	Toney River.....	Toney River.....	do	25 00
David Langille.....	River John	River John	do	25 00
George McKenzie..	Cariboo River	Cariboo River	do	25 00
John McDonald.....	Barney's River, from McDonald's Bridge to Head	Barney's River, W. O ...	do	25 00
P. Delaney	East River from Iron Bridge to Grant's Factory, from tide to Iron Bridge Coal Mine.....	Churchville	do	25 00
William Frazer.....	Grant's Factory to East Branch Lake	Bridgeville	do	25 00
Donald Frazer.....	Fork and West Branch Lake	Hopewell	do	25 00
<i>Queen's County.</i>				
Samuel T.N. Sellon	Queen's County.....	Liverpool	Overseer ..	150 00
Stephen Clements.	Fort Point to Salmon Rocks, Milton Bridge, on Liverpool River.....	do	Warden ...	25 00
Theodosius Ford...	Milton Bridge up to Port Liverpool River	Milton	do	50 00
William Buchanan	Salmon Rock to Puddingpan Island, around the Coast	Liverpool	do	20 00
Henry Hooker.....	Puddingpan Island to Toby's Island up Port Medway River to Dog Cove	Port Medway	do	30 00
John Fitzgerald ...	From Steam Mills to Salter's Falls on Port Medway River	Mill's Village.....	do	30 00
Barnabas Miles.....	Salter's Falls to Pawn Hook on Port Medway River	Greenfield, W.O	do	20 00
Stephen Smith.....	Pawn Hook to Brookfield.....	Liverpool	do	20 00
Jonathan Smith ...	Fort Point to Western Head, Liverpool Harbor	do		15 00
James Farquhar ...	Western Head, Liverpool Harbor, to Broad River, Port Mouton and Port Joli	do	Warden ...	30 00
Solomon Lonas ...	Port Medway River	Mill Village	do	30 00
<i>Richmond County.</i>				
Duncan Cameron ..	Eastern Division, from River Bourgeoisie to East Boundary of County, including said river.....	St. Peter's.....	Overseer ..	125 00
Alex. Urquhart.....	Grand River.....	Grand River, W.O.....	Warden ...	30 00
Edward Ballam.....	Western Division, from River Bourgeoisie to West Boundary of County	Arichat	Overseer ..	125 00
P. W. Grouchy.....	Decousse River	Decousse River, Arichat	Warden ...	30 00
Jno. Proctor, sen ..	Inhabitants River.....	Port Hawkesbury.....	do	20 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Richmond County.—Concluded.</i>				\$ cts.
Abraham Sampson	Petit Degrat Inlet.....	Petit Degrat.....	Warden ...	30 00
Justinian Sampson	L'Ardoise	L'Ardoise	do ...	30 00
Chas. Grant.....	River Inhabitants.....	River Inhabitants.....	do ...	20 00
Alex. Smith.....	Black River	West Bay	do ...	30 00
Edward Madden ..	Rear of River Bourgeoise.....	River Bourgeoise.....	do ...	30 00
Geo. Donahoe	River Moulin	River Moulin.....	do ...	30 00
Patrick Kyte	River Tier	River Tier	do ...	25 00
Felix Gerroir	Grand Ruisseaux.....	Grand Ruisseaux	do ...	25 00
William Kehoe	False Bay and Breen's Brook.....	False Bay Beach, W.O.	do ...	25 00
<i>Shelburne County.</i>				
Henry Ryer.....	Shelburne County	Shelburne	Overseer ..	125 00
William McKay.....	Clyde River	do	Warden ..	20 00
M. Greenwood.....	Round Bay River and Indian Brook.....	Clyde River, W.O.	do ...	20 00
George Archer	Birchtown River.....	Shelburne	do ...	15 00
Richard McGill.....	Roseway River	do	do ...	20 00
James Turner.....	Jordan River	do	do ...	30 00
L. Freeman	Sable River.....	Sable River.....	do ...	30 00
Henry Ackerman ..	Green Harbor.....	Ragged Island, Locke's Island, W.O.	do ...	20 00
P. Crowell	Barrington River	Barrington	do ...	20 00
<i>Victoria County.</i>				
J. W. Burke	Victoria County, North Division.....	Ingonish	Overseer ..	120 00
Donald McRae, jun	do South do	Baddeck	do ...	120 00
John McLellan	Middle River.....	Middle River, W. O., Baddeck	Warden ...	25 00
John McDonald.....	do Upper Settlement.....	Baddeck	do ...	25 00
Donald McQuarrie	do	do	do ...	25 00
Donald McMillan ..	Baddeck River.....	Middle River, W. O., Baddeck	do ...	25 00
Donald McAulay...	do	do	do ...	25 00
Hector McKenzie ..	North River	North River, W.O.....	do ...	25 00
Donald McRae.....	Baddeck River and tributaries	Baddeck	do ...	25 00
Francis Arnold	Baddeck River, North Branch.....	Baddeck	do ...	25 00
Angus McDonald ..	Washabuck River	do	do ...	30 00
Kenneth Campbell	Indian Brook	Middle River	do ...	30 00
Roderick Beaton ..	Hume's River.....	McNaughton's, W. O...	do ...	30 00
William Foyle	Peter's Brook.....	Baddeck River	do ...	30 00
John McCharles ..	Upper Settlement.....	Middle River.....	do ...	30 00
<i>Yarmouth County.</i>				
Enos Gardner	Yarmouth County	Tusket	Overseer ..	100 00
J. A. Hatfield	From Reynard's Falls to Lower Nar- rows Tusket River	do	Warden ...	50 00
William Kavanagh ..	Gurill's Bridge to Coldstream	do	do ...	25 00
William Prosser ..	Branches of River above Reynard's Falls	do	do ...	25 00
Eustace Nickerson	Salmon River.....	Yarmouth	do ...	25 00
Edward Perry	Little River	do	do ...	25 00
Jerome Doucet.....	Tusket River	Tusket	do ...	30 00

PROVINCE OF NEW BRUNSWICK.

W. H. Venning	New Brunswick.....	St. John, N. B.....	Inspector of Fisheries	1,400 00
C. R. Venning.....	.....	do	Clerk	400 00

PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Albert County.</i>				\$ cts.
Winthrop Akerly ..	County of Albert.....	Harvey.....	Overseer ..	100 00
Wallace Taylor.....	Peticodiac River.....	Coverdale	Warden ...	40 00
C. McLatchey.....	Mouth of Peticodiac River and Dorchester Bay.....	Hillsboro'	do ...	40 00
Jacob Beck.....	Pollet River.....	Elgin.....	do ...	30 00
J. E. Kinne	Germantown Lake and Shepody River	Hopewell Corner.....	do ...	40 00
B. Oliver.....	Rocher Bay.....	Waterside.....	do ...	40 00
<i>Carleton County.</i>				
Hugh Miller	Miramichi River (S. W.), from Head Waters to Forks	Glassville.....	Overseer ..	30 00
Hugh Harrison	St. John's River and tributaries from Long's Creek to Tobique River	Woodstock	do ...	100 00
George Burt.....	St. John's River	Upper Woodstock.....	Warden ...	30 00
J. W. Scott.....	St. John's River, from Eel River to Woodstock.....	Canterbury.....	do ...	00
William Thompson	The upper waters of the South West Miramichi in the Parish of Aberdeen	East Glassville, Smith's W.O	do ...	00
<i>Charlotte County.</i>				
B. L. Cunningham	Inner Bay of Passamaquoddy	Chamcook, W.O	Overseer ..	40 00
James Brown.....	Campo Bello and West Isles	Campo Bello.....	do ...	100 00
Patk. Curran.....	St. Croix River and tributaries	Milltown, St. Stephen..	do ...	120 00
W. B. McLaughlin	Grand Manan Island and spawning grounds.....	Grand Manan	do ...	*240 00
Saml. Dick.....	St. George to Beaver Harbour.....	La Tête, W. O.....	Warden ...	30 00
Robert Dixon.....	Seeley's Cove to Lepreaux	Lepreaux	do ...	30 00
Leonard Best.....	East District from LaTete to Lepreaux	Beaver Harbour, W. O	Overseer ..	100 00
J. M. Lord.....	Deer Island	Deer Island	do ...	50 00
Jas. Russell	From St. Andrew's to mouth of St. Croix River	St. Andrews.....	Warden ...	30 00
<i>Gloucester County.</i>				
Jas. Hickson.....	River Nipissiguit and tributaries, with sea-coast and streams from Belle-dune River to Grindstone Point	Bathurst	Overseer ..	250 00
Wm. Batemen.....	Nipissiguit River	do	Warden ...	50 00
Juste Hache	Oyster Beds in County Carraquet and Shippegan.....	Carraquet.....	Overseer ..	100 00
Justinian Savoy.....	Tracadie	Tracadie, W. O	Warden ...	30 00
Jno. L. Veno.....	Pokemouche	Pokemouche.....	do ...	30 00
Fredk. Comeau.....	From Belledonne to Mill Brook.....	Madisco	do ...	30 00
Miles Dempsey.....	Salmon Beach from Bass River to Grindstone Point.....	Salmon Beach	do ...	30 00
Tim Coughlan.....	Grindstone Point to Grand Anse	Grand Anse	do ...	30 00
Hy. A. Sormany.....	Shippegan.....	Shippegan.....	do ...	40 00
W. Rogers.....	Tetagouche River	Tetagouche, Bathurst ..	do ...	25 00
Jos. Sewell	Pokemouche district	Pokemouche.....	Special guardian	30 00

*Includes boat hire.

PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Kent County.</i>				
Charles Cormier...	Cocagne River.....	Cocagne.....	Overseer ..	100 00
J. McD. Sutherland	Richibucto River	Richibucto	do ...	50 00
F. B. Legaré.....	Little Buctouche River.....	Little Buctouche River,	Warden ...	30 00
M. A. Girouard.....	Big do do	Buctouche.....	do ...	30 00
James Harnett.....	From the mouth of Nicholas River on the Richibucto upwards, including Nicholas River	Weldford	do	30 00
Lazare Guimon.....	From Kouchibouguacis to Chockfish River	Kouchibouguacis*.....	do	50 00
Nicholas Muzzeroll	From Kouchibouguacis River to Point Sapin	do	do	25 00
<i>Kings County.</i>				
Isaac Foshay	Kings County	Sussex, 'Apohaqui..	Overseer ..	00
Samuel Goslin.....	From Mouth of Smith's Creek up- wards	Smith's Creek, W. O...	do	50 00
Samuel F. Ryan ...	Mill Stream	Studholm, Apohaqui...	Warden ...	30 00
N. H. Deveber	St. John River and Belle Isle Bay and streams running thereinto.....	Westfield.....	Overseer ..	50 00
Samuel Gamblin....	Washademoak Lake and its tributaries in Kings and Queens Counties.....	English Settlement, Pearson's W.O.....	Warden	30 00
<i>Northumberland County.</i>				
Prudent Robichaux	Burnt Church River and tributaries	Upper Neguac	Overseer ..	100 00
John Stymast.....	Lower Tabusintac River	Stymast Road, Neguac	Warden ...	50 00
Norman Campbell..	Tabusintac River and tributaries.....	Tabusintac	Overseer ..	50 00
Amos Perley	Miramichi River and Bay, east of Beau- bair's Island, in the Parishes of Glen- elg and Chatham	Chatham.....	do ...	100 00
William Cushman..	Miramichi River and tributaries from Beaubair's Island to Blackville	Upper Nelson.....	do ...	160 00
N. B. T. Underhill..	From lower line of Blackville to Bliss- field	Blackville	do ...	160 00
Jn. Hogan.....	Miramichi River (N.W.) and tribu- taries from Chatham Ferry up- wards	Newcastle.....	do ...	400 00
Aaron Hovey	Miramichi River (S.W.) and tribu- taries from Nelson's to Head of Hovey Island	Boiestown.....	Warden ...	30 00
George Bryanton ..	From Elm Tree Brook to Squire Underhill's, on the S.W. Miramichi River	Derby, W.O	do ...	30 00
Kenneth Cameron..	Miramichi River S. W. from line of Blissfield to the head waters and tributaries.....	Boiestown	Overseer ..	100 00
Patrick Bergin.....	From Underhill to Stephen Mitchells, on S.W	Dumphey, W.O. Parish Blackville, S. W. Miramichi	Warden ...	30 00
Thomas Smith.....	From lower end of Fingley's Island on N. W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Red Bank, W.O.....	do ...	30 00
D. Somers.....	From lower side of Ox Bow, on the Little South West, upwards.....	do do ...	Overseer ..	30 00
Patrick Gillis.....	Little South West River and tribu- taries	do do ...	Warden ...	30 00

PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Northumberland County.—Concluded.</i>				\$ cts.
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O. ...	Warden ...	30 00
Thomas McKenzie...	From Dunbar's Point on N.W. Mira- michi to lower end of Fingley's Island on Little South West to lower side of Ox Bow	Red Bank, North Esk...	do ...	30 00
Henry Oldfield.....	Big Sevogle to Square Forks	North Esk.....	do ...	30 00
Robert Brimmer.....	Napan and Black Rivers and tribu- taries	Napan, W.O	do ...	30 00
John Williston.....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and Stations on South side of Main Channel of Miramichi River	Bay du Vin, W.O.	Overseer ..	100 00
James Russell	Miramichi River and Feeders	Lower Newcastle	do ...	150 00
Thomas Taylor	S.W. Miramichi, within Parish of Blissfield	Blissfield	Warden ...	50 00
William Wyse	Point Escuminac to Chatham.....	Chatham	Overseer ..	200 00
Michael Donavan ..	Renous River.....	Renous Bridge	Special Guard...	18 00
<i>Queen's County.</i>				
Isaiah Langan	Salmon River.....	Chipman, W.O., Gas- peraux	Warden ...	30 00
John Secord.....	Canaan River	Long's Creek, Johnston	do ...	30 00
I. T. Hetherington	From Cole's Island to foot of Washa- demoak Lake.....	Jenkins, W.O. Johnston	do ...	30 00
W. H. Clark.....	Narrows, Washademoak Lake	Cambridge	do ...	25 00
John J. Camp	Jemseg River and Grand Lake	do	do ...	25 00
Robert McMann.....	Newcastle River and Grand Lake.....	Canning	do ...	25 00
<i>Restigouch County.</i>				
E. Ferguson.....	Little Dune River to Morris Rock.....	Dalhousie	Overseer ..	100 00
William McMillan..	From Little Belle Dune to Eel River ..	Black Point	do ...	100 00
A. McPherson, jun	Charlo River	Charlo, W.O.....	Warden ...	25 00
J. McMillan	Jacquet River	River Louison, W.O.....	do ...	25 00
Dugald Carmichael	do	do	do ...	25 00
<i>Sunbury County.</i>				
Reuben Hoben.....	St. John River, Indiantown to County Line of York.....	Burton, W. O.....	Overseer ..	100 00
<i>St. John County.</i>				
Jos. O'Brien.....	St. John County	St. John.....	do ...	150 00
Wm. Skillen.....	Eastern part of St. John County, Quaco Head to Goose River.....	St. Martins.....	do ...	100 00
<i>Victoria County.</i>				
G. McClusky.....	County of Victoria.....	Grand Falls	do ...	100 00
Chas. Roberts.....	Lower Division, Tobique River.....	Andover	Warden ...	30 00
Jno. McDougall.....	Three Brooks, branch of Tobique River	Rocky Brook.....	do ...	30 00
G. Bedell.....	Salmon River.....	Andover	do ...	30 00
Donald Fraser.....	Tobique River.....	Arthurette, W. O.....	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ...	30 00
Edward Maloney....	Upper Division, Tobique River.....	Parish of Lorne.....	do ...	30 00

PROVINCE OF NEW BRUNSWICK.—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Westmoreland County.</i>				\$ cts.
W. B. Deacon.....	Shediac Harbor and River.....	Shediac.....	Overseer ..	60 00
.....	Peticodiac and Memramcook Rivers.....	.....	do	60 00
D. T. Cormier.....	Dorchester Bay.....	Gotro Village.....	do	60 00
Hugh Davidson.....	Bay Verte, Port Elgin and Tidnish Rivers.....	Bay Verte.....	do	50 00
<i>York County.</i>				
J. Campbell.....	Grand Pass on St. John's River up- wards from Crock's Point to Lower line of York County, including Nashwaak River.....	Kingsclear, W.O., Fred- erickton	Warden	60 00
Wm. Brown.....	St. John River, from Upper line of York County to Crock's Point on River St. John.....	Southampton.....	do	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S.W., Miramichi.....	Bloomfield	do	30 00

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

(Certified.)

W. F. WHITCHER,
Commissioner of Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 31st December, 1874.

APPENDIX No. 30.

STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1874.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
ONTARIO.			
John W. Kerr	For 12 months salary as Fishery Overseer, ending 30th June, 1874.....	500 00	
E. Boismier.....	do do	200 00	
Peter Kiel.....	do do	150 00	
Farquhar McRae.....	do do	150 00	
George S. Miller.....	do do	100 00	
Joseph Wilson.....	do do	100 00	
William Plews.....	do do	100 00	
John G. Hicks.....	do do	100 00	
A. C. McKinnon.....	do do	100 00	
G. B. Abrey.....	do do	100 00	
Richard Wilson.....	do do	100 00	
W. A. Palen.....	do do	50 00	
Peter Huff.....	do do	50 00	
John Mooney.....	do do	50 00	
Alex. McKenzie.....	do do	50 00	
James McFadden.....	do do	30 00	
Zeneas Quick.....	do do	50 00	
J. Wallace.....	do do	40 00	
Henry Hunt.....	do do	20 00	
Henry Calcutt.....	do do	100 00	
Charles Wilkins.....	6 months salary as Fishery Overseer, to 30th December, 1873.....	100 00	
Jos. Pierson.....	do do	50 00	
John McMichael.....	do do	25 00	
C. C. Joynt.....	do do	25 00	
Charles Gilchrist.....	3 months salary as Fishery Overseer to 30th June, 1874.....	50 00	
A. J. Harrington.....	do do	12 50	
D. McMaster.....	2 months salary as Fishery Overseer to 30th June, 1874	38 33	
Peter McCann.....	do do	16 66	
Henry Griffiths.....	do do	16 66	
John McGregor.....	do do	13 50	
John McAllister.....	do do	8 33	
J. A. Backhouse.....	1 month's salary as Fishery Overseer to 30th June, 1874	12 50	
Hugh Thompson.....	do do	4 16	
John W. Kerr.....	12 months disbursements as Fishery Overseer to 30th June, 1874.....	1,079 28	
Jos. Wilson.....	do do	214 95	
F. McRae.....	do do	204 35	
Peter Kiel.....	do do	157 65	
John Connor.....	do do	369 00	
John Mooney.....	do do	144 75	
Carried forward.....		4,676 02	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	4,676 62	
	<i>ONTARIO.—Concluded.</i>		
William Plummer.....	For 12 months disbursements as Fishery Overseer to 30th June, 1874	105 50	
W. L. Holland.....	do do	100 00	
Chas. Gilchrist.....	do do	100 00	
David McMaster.....	do do	100 00	
E. Boismier.....	do do	91 95	
G. S. Miller.....	do do	94 00	
Alex. McKenzie.....	do do	96 75	
A. C. McKinnon.....	do do	73 00	
G. B. Abrey.....	do do	63 00	
O. C. Joynt.....	do do	50 00	
J. A. Backhouse.....	do do	50 00	
J. McMichael.....	do do	48 00	
J. McFadden.....	do do	26 05	
John McGregor.....	do do	25 00	
J. McAllister.....	do do	25 00	
Hugh Thompson.....	do do	25 00	
A. J. Harrington.....	do do	25 00	
Jos. Pierson.....	do do	18 55	
J. G. Hicks.....	do do	16 00	
William Plews.....	do do	16 00	
J. Wallace.....	do do	12 00	
J. K. Cameron.....	do do	12 50	
Richard Wilson.....	do do	10 10	
Henry Hunt.....	do do	10 00	
Henry Groves.....	do do	13 32	
J. W. Kerr.....	To pay Local Fishery Guardians	465 00	
E. A. Evershed.....	Disbursements connected with enquiry re close seasons for white fish	300 00	
Albert Root.....	Disbursts as Special Guardian.....	7 00	
William Fabey.....	do do	39 00	
J. S. Webster.....	do do	321 50	
James Pierce.....	do do	63 80	
John Buck.....	do do	28 19	
C. Wilkins.....	Disbursements for 1873.....	236 00	
W. F. Whitcher.....	Disbursements as Commissioner of Fisheries.....	520 56	
S. Wilmot.....	To pay Special Guardians.....	500 00	
do.....	Special disbursements.....	500 00	
A. D. Kely.....	Boat for Fisheries Service.....	25 00	
D. Herald.....	Boat for Fishery Officer at Trenton.....	36 00	
P. Law.....	Law costs <i>In re</i> Queen vs. Huff.....	43 70	
			8,969 09
	<i>QUEBEC.</i>		
John Mowat.....	For 12 months salary a Fishery Overseer, to 30th June, 1874	200 00	
P. Vibert, jun.....	do do	200 00	
H. W. Austin.....	do do	200 00	
L. E. Grondin.....	do do	200 00	
H. Martin.....	do do	200 00	
D. Guay.....	do do	200 00	
W. C. Willis.....	do do	150 00	
Gaspard Mathurin.....	do do	150 00	
R. W. H. Dimock.....	do do	150 00	
J. F. Saillant.....	do do	150 00	
P. Gendreau.....	do do	150 00	
	<i>Carried forward.....</i>	1,950 00	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	1,950 00	.....
	<i>QUEBEC.—Continued.</i>		
L. P. Huot	For 12 months salary as Fishery Overseer, to 30th June, 1874	125 00	
W. L. Holland.....	do do	100 00	
F. Thivierge.....	do do	100 00	
J. J. Letourneau.....	do do	100 00	
A. Blais	do do	100 00	
L. J. Loranger.....	do do	100 00	
Jean Legouve.....	do do	100 00	
Jos. Eden, jun.....	do do	50 00	
J. M. Remon.....	do do	50 00	
W. Phelan.....	do do	50 00	
P. E. Luke.....	do do	50 00	
J. J. Fox	do do	50 00	
E. Allard	do do	50 00	
Daniel Rosa	do do	50 00	
C. Demeule.....	do do	50 00	
W. H. Whitely.....	do do	50 00	
William Clyde.....	do do	50 00	
A. A. Mooney	6 months salary as Fishery Overseer, to 31st December, 1873	50 00	
W. H. Austin.....	do do	50 00	
Thomas McCallum.....	do do	25 00	
E. Pelletier.....	do do	25 00	
C. Caron.....	4 months salary as Fishery Overseer, to 30th June, 1874	66 64	
D. B. McGie	2 months salary as Fishery Overseer, to 30th June, 1874	16 66	
J. B. Chevalier	do do	16 66	
George L. Duguay	do do	16 66	
J. Boily	do do	8 33	
G. Boulet	do do	8 33	
J. Bilodeau.....	do do	8 33	
J. E. Demeule	do do	8 33	
F. Cook	Arrears of salary as Fishery Overseer.....	175 00	
Joseph Radford	Wages and Provisions, Saguenay Guardians.....	330 74	
James Coffin.....	Salary, Guardian, Dartmouth River	80 00	
F. Michel.....	Special Guardian, South Anticosti.....	48 00	
E. Couture	do North do	40 00	
F. Saillant	For 12 months disbursements as Fishery Overseer, to 30th June, 1874	988 39	
J. Mowat	do do	763 40	
P. Vibert, jun	do do	587 72	
F. Thivierge	do do	216 60	
L. E. Grondin	do do	190 00	
L. P. Huot	do do	150 90	
H. W. Austin.....	do do	146 89	
W. C. Willis.....	do do	141 80	
H. Martin	do do	137 50	
R. W. H. Dimock	do do	129 59	
J. J. Letourneau.....	do do	109 15	
P. Gendreau.....	do do	105 76	
Gaspard Mathurin	do do	102 00	
J. M. Remon.....	do do	74 00	
Daniel Rosa	do do	72 23	
G. L. Duguay	do do	66 66	
E. Pelletier.....	do do	62 10	
J. Eden, jun.....	do do	72 00	
	<i>Carried forward</i>	8,265 37	.....

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To who paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	8,265 37	.....
	<i>QUEBEC.—Continued.</i>		
J. Connor	For 12 months disbursements as Fishery Overseer, to 30th June, 1874	50 00	
W. L. Holland.....	do do	50 00	
D. Guay.....	do do	50 00	
J. Legouve.....	do do	49 00	
Elmine Allard.....	do do	37 55	
G. Boulet.....	do do	25 00	
C. Demeule.....	do do	24 75	
William Phelan.....	do do	19 50	
J. J. Fox	do do	19 00	
Thomas McCallum.....	do do	7 00	
J. S. Webster.....	Disbursements as Special Fishery Guardian.....	50 00	
W. Holmes.....	do do	25 00	
W. F. Whitcher.....	do Commissioner of Fisheries	457 86	
L. E. Grondin.....	Special investigation, Eel Fisheries	79 28	
A. Fournier	Sheriff's costs in connection with detecting illegal fishing, Matapedia River.....	56 00	
			9,265 31
	<i>La Canadienne.</i>		
Napoleon Lavoie.....	12 months salary as Commander, to 30th June, 1874	1,200 00	
do	12 months disbursements, to 30th June, 1874	937 17	
F. E. Gautier.....	Salary as Secretary, to 31st March, 1874.....	479 15	
Captain C. Morin.....	do Sailing Master, from 1st November to 30th April, 1874.....	250 00	
do	Disbursements.....	193 50	
do	Board	40 60	
do	Repairs to vessel.....	69 00	
do	To pay wages of laborers.....	197 69	
J. U. Gregory.....	do wages of crew.....	2,813 99	
do	do wintering of schooner.....	195 12	
N. Langlade.....	Disbursements as first mate.....	7 00	
L. Arel.....	Provisions	542 43	
R. & R. M. Shaw.....	do	303 36	
L. Marois.....	do	79 63	
Gib, Laird & Co.....	do	277 78	
James Shea & Bros.....	do	14 70	
F. Laflamme.....	do	39 00	
Taché & Co.....	do	30 00	
G. T. Phillips.....	Repairs	3 00	
L. Guérard.....	do	57 00	
Louis Gagné.....	Outfit.....	40 54	
do	Repairs	28 75	
Quebec Gulf Port S.S.....	Freight	28 30	
Mitchell & Co.....	Canvas	701 59	
Watson & Jarvis.....	Making sails.....	247 54	
Hamel & Bros.....	Uniforms.....	124 79	
F. Flamand.....	Towage	18 00	
C. Vien.....	do	10 00	
E. Giroux & Bros.....	Medicines	20 90	
L. A. Blanchet.....	Sundry disbursements.....	17 89	
Middleton & Dawson.....	Stationery	40 81	
F. O. Vallerand.....	Lamps and glassware.....	10 88	
	<i>Carried forward</i>	9,020 11	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	9,020 11	.....
	<i>QUEBEC.—Concluded.</i>		
	<i>La Canadienne.—Concluded</i>		
J. M. Tardivel.....	Painting.....	99 85	
do.....	Lettering sailor's badges.....	11 25	
C. W. Wurtele.....	Sheet iron.....	15 46	
Chinic & Baudet.....	Hardware.....	70 00	
Duquet & Co.....	Clock, &c.....	11 50	
Audet & Robitaille.....	Rope.....	592 34	
C. Sullivan.....	Anchor.....	65 50	
A. Kane.....	Hardware.....	6 00	
J. B. Paillon.....	Iron work.....	15 50	
I. J. Shaw.....	Cutlery.....	3 25	
J. Tranquille.....	Blocks.....	4 24	
A. McCallum.....	Repairs to chronometer.....	10 50	
A. Fraser & Co.....	Moorage.....	3 00	
P. Robillard.....	Mending and washing uniforms.....	34 00	
Z. Lapierre.....	Boat.....	30 00	
S. Boyce.....	Rockets.....	7 50	
			10,000 00
	<i>NEW BRUNSWICK.</i>		
	<i>County of Albert.</i>		
W. Akerley.....	12 months salary, ended 30th of June, 1874.....	100 00	
C. McLatchey.....	do do.....	40 00	
J. E. Kinne.....	do do.....	40 00	
B. Oliver.....	do do.....	40 00	
J. Beck.....	do do.....	30 00	
John Taylor.....	6 months salary, to 31st December, 1873.....	20 00	
W. Taylor.....	2 months salary, to 30th June, 1874.....	6 66	
			276 66
	<i>County of Carleton.</i>		
Hugh Harrison.....	12 months salary, ended 30th June, 1874.....	100 00	
Hugh Miller.....	do do.....	30 00	
Geo. Burt.....	do do.....	30 00	
			160 00
	<i>County of Charlotte.</i>		
W. B. McLaughlin.....	12 months salary, ended 30th June, 1874.....	240 00	
P. Curran.....	do do.....	120 00	
J. Brown.....	do do.....	100 00	
Leonard Best.....	do do.....	100 00	
Samuel Dick.....	do do.....	30 00	
Robt. Dixon.....	do do.....	30 00	
M. J. C. Andrews.....	6 months salary to 31st December, 1874.....	100 00	
J. M. Lord.....	2 months salary to 30th June, 1874.....	8 33	
B. L. Cunningham.....	do do.....	6 66	
Jas. Russell.....	do do.....	5 00	
			739 99
	<i>Carried forward</i>		1,176 65

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>		1,176 65
NEW BRUNSWICK.—Continued.			
<i>County of Gloucester.</i>			
James Hickson.....	12 months salary, ended 30th June, 1874.....	250 00	
Juste Haché.....	do do	100 00	
Wm. Bateman	do do	50 00	
J. Savoy.....	do do	30 00	
J. L. Veno.....	do do	30 00	
Fred. Comeau.....	2 months salary to 30th June, 1874.....	5 00	
Miles Dempsey.....	do do	5 00	
Hy. A. Sormany.....	do do	5 00	
William Rogers.....	do do	4 16	
			479 16
<i>County of Kent.</i>			
Charles Cormier.....	12 months salary, ended 30th June, 1874.....	100 00	
J. McD. Sutherland.....	do do	50 00	
F. B. Légaré.....	do do	30 00	
M. A. Girouard.....	do do	30 00	
James Harnett.....	do do	30 00	
Lazare Guimon.....	2 do do	8 33	
Nicholas Muzeroll.....	do do	4 16	
			252 49
<i>County of Kings.</i>			
Isaac Foshay	12 months salary, ended 30th June, 1874.....	100 00	
Samuel Gosline	do do	50 00	
N. H. Deveber	do do	50 00	
S. F. Ryan.....	do do	30 00	
Samuel Gamblin.....	do do	30 00	
			260 00
<i>County of Northumberland.</i>			
John Hogan.....	12 months salary, ended 30th June, 1874.....	400 00	
N. B. T. Underhill	do do	160 00	
Chris. Parker	do do	160 00	
James Russell	do do	150 00	
John Williston	do do	100 00	
Kenneth Cameron	do do	100 00	
Amos Perley.....	do do	100 00	
P. Robichaux	do do	100 00	
John Stymast	do do	50 00	
Norman Campbell.....	do do	50 00	
Thomas Taylor.....	do do	50 00	
Robert Brimmer.....	do do	30 00	
Henry Oldfield.....	do do	30 00	
Thos. McKenzie.....	do do	30 00	
Denis Hogan.....	do do	30 00	
Patrick Gillis	do do	30 00	
David Somers	do do	30 00	
Thomas Smith.....	do do	30 00	
Patrick Bergin.....	do do	30 00	
George Bryanton	do do	30 00	
Aaron Hovey.....	do do	30 00	
			1,720 00
	<i>Carried forward</i>		3,888 30

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		3,888 30
NEW BRUNSWICK.—Continued.			
<i>County of Queens.</i>			
Isaiah Langan.....	12 months salary, ended 30th June, 1874.....	30 00	
John Secord.....	do do	30 00	
Isaac T. Hetherington.....	do do	30 00	
W. H. Clark.....	2 do do	4 16	94 16
<i>County of Restigouche.</i>			
E. Ferguson.....	12 months salary, ended 30th June, 1874.....	100 00	
William McMillan.....	do do	100 00	
Alex. McPherson, jun.....	do do	25 00	
James McMillan.....	do do	25 00	250 00
<i>County of Sunbury.</i>			
Reuben Hoben.....	12 months salary, ended 30th June, 1874.....	100 00	100 00
<i>County of St. John.</i>			
C. E. Godard.....	12 months salary, ended 30th June, 1874.....	150 00	
Wm. Skillen.....	do do	100 00	250 00
<i>County of Victoria.</i>			
C. McClusky.....	12 months salary, ended 30th June, 1874.....	100 00	
John James.....	do do	30 00	
John McDougall.....	do do	30 00	
George Bedell.....	do do	30 00	
Donald Frazer.....	do do	30 00	220 00
<i>County of Westmoreland.</i>			
W. B. Deacon.....	12 months salary, ended 30th June, 1874.....	60 00	
D. T. Cormier.....	do do	60 00	
H. Davidson.....	2 do do	8 33	128 33
<i>County of York.</i>			
C. McPherson.....	12 months salary, ended 30th June, 1874.....	150 00	
James Campbell.....	do do	30 00	
Wm. Brown.....	do do	30 00	
Alexander Moir.....	do do	30 00	240 00
W. H. Venning.....	12 months salary as Inspector of Fisheries, ended 30th June, 1874.....		1,371 96
C. R. Venning.....	do Clerk do		394 96
W. H. Venning.....	12 months disbursements as Inspector of Fisheries to 30th June, 1874.....		724 00
E. Ferguson.....	do Fishery Overseer do		32 60
	<i>Carried forward.....</i>		7,694 21

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		7,694 21
	<i>NEW BRUNSWICK.—Concluded.</i>		
	<i>County of York.—Concluded.</i>		
William McMillan.....	12 months' disbursements Fishery Overseers to 20th June, 1874	12 00	
James Hickson.....	do do	136 50	
William Bateman.....	do do	25 50	
Thomas Savoy.....	do do	48 30	
Justinian Savoy.....	do do	15 00	
Juste Haché.....	do do	20 00	
Amos Perley.....	do do	30 00	
O. Parker.....	do do	99 50	
N. B. T. Underhill.....	do do	47 50	
John Hogan.....	do do	209 78	
K. Cameron.....	do do	14 25	
D. Somers.....	do do	15 00	
John Williston.....	do do	40 00	
William Wyse.....	do do	45 00	
James Russell.....	do do	32 00	
D. T. Cormier.....	do do	15 00	
C. Cormier.....	do do	29 00	
J. McD. Sutherland.....	do do	49 00	
W. B. Deacon.....	do do	23 50	
W. Akerley.....	do do	30 00	
M. J. C. Andrews.....	do do	50 00	
James Brown.....	do do	18 15	
P. Curran.....	do do	56 50	
W. B. McLaughlin.....	do do	50 00	
Leonard Best.....	do do	14 50	
Isaac Foshay.....	do do	18 00	
N. H. Deveber.....	do do	27 30	
Samuel Gosline.....	do do	63 60	
Reuben Hoban.....	do do	30 65	
Charles McPherson.....	do do	85 20	
Hugh Miller.....	do do	20 00	
Hugh Harrison.....	do do	30 00	
C. McCluskey.....	do do	40 00	
C. E. Godard.....	do do	50 00	
W. E. Skillen.....	do do	25 00	
Jos. Sewell.....	do do	11 25	
John Bouchet.....	Guardian Nipissiquit* River.....	91 20	
Jos. Miller.....	Postages.....	21 03	
John Howe.....	Postage stamps, &c.....	40 00	
W. H. Tuck.....	Law costs.....	99 70	
R. P. & W. F. Starr.....	Coal.....	31 48	
Bowes & Evans.....	Coal scuttles.....	5 35	
Stewart & White.....	Book case.....	25 00	
W. & J. Anslow.....	Advertising.....	4 75	
M. A. Tracey.....	do	5 00	
J. Knowles.....	Gas bill.....	5 90	
			1,856 39
	<i>NOVA SCOTIA.</i>		
W. H. Rogers.....	12 months salary as Fishery Officer, to 30th June, 1874	783 96	9,550 60
Receiver General.....	Superannuation tax on W. H. Roger's salary.....	16 00	
	<i>Carried forward.....</i>		799 96

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		799 96
<i>NOVA SCOTIA.—Continued.</i>			
<i>County of Annapolis.</i>			
W. T. Carty.....	12 months salary, ended 30th ³ June, 1874.....	120 00	
George Hardwick.....	do do	25 00	
Miner Clark.....	do do	25 00	
J. Durland.....	do do	25 00	
Charles Barteaux.....	do do	25 00	
Albert D. Munroe.....	do do	25 00	
B. Le Cain.....	6 do to 31st December, 1873.....	12 50	
J. H. Pineo.....	3 do to 30th June, 1874.....	6 25	
Thomas Devers.....	2 do do	4 16	
			267 91
<i>County of Antigonish.</i>			
Alex. McDonald.....	12 months salary ended 30th June, 1874.....	125 00	
Angus McDonald.....	do do	30 00	
J. Dexter.....	do do	30 00	
Colin Chisholm.....	do do	25 00	
Angus McDonald.....	do do	25 00	
Donald Chisholm.....	do do	25 00	
James McLean.....	do do	25 00	
Hugh Cameron.....	do do	25 00	
John Cummings.....	do do	20 00	
Albert Randall.....	do do	15 00	
Duncan Frazer.....	do do	20 00	
			365 00
<i>County of Cape Breton.</i>			
Francis Quinan.....	12 months salary ended 30th June, 1874.....	120 00	
York Barrington.....	do do	120 00	
Alex. McDonald.....	do do	120 00	
Anthony Spencer.....	do do	25 00	
Thomas Burke.....	do do	25 00	
Joh McEachern.....	do do	25 00	
Allan McAdam.....	do do	25 00	
Angus Morrison.....	do do	25 00	
Denis Murphy.....	do do	25 00	
Donald McDonald.....	do do	25 00	
Michael McLellan.....	do do	25 00	
Thomas Moore.....	do do	20 00	
Donald McDonald.....	do do	20 00	
Alex. McLean.....	do do	20 00	
			620 00
<i>County of Colchester.</i>			
William Blair.....	12 months salary ended 30th June, 1874.....	100 00	
J. W. Davidson.....	do do	100 00	
J. Urquhart.....	do do	50 00	
James Bonyman.....	do do	40 00	
G. N. Christie.....	do do	25 00	
Samuel Frame.....	do do	25 00	
R. J. Pollock.....	12 months salary to 30th June, 1874	25 00	
George Fulton.....	do do	25 00	
	<i>Carried forward.....</i>	390 00	2,052 87

STATEMENT of Expenditure on account of Fisheries. etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	390 00	2,052 87
	<i>NOVA SCOTIA.—Continued.</i>		
	<i>County of Colchester.—Concluded.</i>		
W. McElheney.....	12 months' salary, to 30th June, 1874.....	25 00	
H. Urquhart.....	do do	25 00	
Henry M. Fulton.....	do do	25 00	
George Moore.....	do do	25 00	
George Murray.....	2 do do	4 16	494 16
	<i>County of Cumberland.</i>		
Thomas H. Patton.....	12 months salary to 30th June, 1874.....	100 00	
James King.....	do do	100 00	
W. C. Rindress.....	do do	30 00	
Elijah Fowler.....	do do	30 00	
Oliver Fillmore.....	do do	25 00	
David Stewart.....	do do	25 00	
Jeremiah Brownell.....	do do	25 00	
Asa Fillmore.....	do do	25 00	
David Corbett.....	do do	25 00	
Moses Harrison.....	do do	25 00	
J. H. Barnes.....	do do	25 00	
Francis L. Jenks.....	do do	25 00	460 00
	<i>County of Digby.</i>		
James H. Morehouse.....	12 months salary to 30th June, 1874.....	120 00	
William Odell.....	do do	25 00	
Lochlin McKay.....	do do	25 00	
Robert Journey.....	do do	25 00	
John P. Thibodeau.....	do do	25 00	
B. R. Robichaux.....	6 months salary to 31st December, 1873.....	12 50	
Israel L. Burrill.....	2 months salary to 30th June, 1874.....	12 50	
H. E. Payson.....	do do	8 33	
J. M. Devault.....	do do	4 16	257 49
	<i>County of Guysborough.</i>		
James A. Tory.....	12 months salary to 30th June, 1874.....	150 00	
Allan McQuarrie.....	do do	40 00	
Donald Gunn.....	do do	30 00	
William Pride.....	do do	30 00	
Thomas McKeen.....	do do	30 00	
Edward Jordan.....	do do	30 00	
James Cook.....	do do	25 00	
William P. Carritt.....	do do	20 00	
Charles Kenney.....	do do	15 00	
Robert McKay.....	do do	15 00	
James Nickerson.....	do do	15 00	
James R. Bruce.....	do do	10 00	
J. McDaniel.....	2 do do	16 66	426 66
	<i>Carried forward.....</i>		3,691 18

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		3,691 18
	<i>NOVA SCOTIA.—Continued.</i>		
	<i>County of Halifax</i>		
Ezekiel Sibley.....	12 months salary to 30th June, 1874	100 00	
John Fitzgerald.....	do do	100 00	
William Guild.....	do do	40 00	
William Hall.....	do do	40 00	
A. Kidston.....	do do	40 00	
N. Mason.....	do do	40 00	
James B. Gilbert.....	do do	20 00	
A. Horne, Jun.....	do do	20 00	
			400 00
	<i>County of Hants.</i>		
P. S. Burnham.....	12 months salary to 30th June, 1874	100 00	
T. B. O'Brien.....	do do	100 00	
Joseph Mosher.....	do do	50 00	
John W. Dinsmore.....	do do	30 00	
James Mosher.....	do do	30 00	
James M. O'Brien.....	do do	30 00	
			340 00
	<i>County of Inverness.</i>		
M. A. Ross.....	12 months salary to 30th June, 1874	100 00	
William Grant.....	do do	100 00	
Peter Coady.....	do do	25 00	
John Carmichael.....	do do	25 00	
Archibald McDougall.....	do do	25 00	
Reuben Philip.....	do do	25 00	
John McRae.....	do do	25 00	
Bernard Dwyer.....	do do	25 00	
Angus McIntyre.....	do do	25 00	
Donald McDonald.....	do do	25 00	
Angus Cameron.....	do do	25 00	
Allan McLellan.....	do do	25 00	
Hugh Cameron.....	do do	25 00	
James McGarry.....	do do	25 00	
			500 00
	<i>County of Kings.</i>		
J. E. Starr.....	12 months salary to 30th June, 1874	250 00	
Adolphus Bishop.....	do do	125 00	
W. McIntyre.....	do do	30 00	
Irad Benjamin.....	do do	20 00	
John Buchanan.....	do do	20 00	
			445 00
	<i>County of Lunenburg.</i>		
Daniel Dimock.....	12 months salary to 30th June, 1874	100 00	
Henry S. Jost.....	do do	100 00	
Ebenezer Frail.....	do do	25 00	
James Corkum.....	do do	25 00	
William Mosher.....	do do	25 00	
	<i>Carried forward.....</i>		5,376 18

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		5,376 18
	<i>Nova Scotia.—Continued.</i>		
	<i>County of Lunenburg.—Concluded.</i>		
John Hutt.....	12 months salary to 30th June, 1874	25 00	
James Langille.....	do do	25 00	
Charles Pernette.....	do do	25 00	
John Artz.....	do do	25 00	
James Mossman.....	do do	25 00	
Edward Morgan.....	do do	25 00	
George A. Nesbit.....	do do	25 00	
William Vienot.....	6 do to 31st December, 1873.....	12 50	
Edward Boylan.....	2 do to 30th June, 1874.....	4 16	466 66
	<i>County of Pictou.</i>		
John McDonald.....	12 months salary to 30th June, 1874	170 00	
Charles Henry.....	do do	130 00	
Daniel McLean.....	do do	30 00	
J. McKay.....	do do	25 00	
John Turner.....	do do	25 00	
A. McKenzie.....	do do	25 00	
John Cameron.....	do do	25 00	
George McKenzie.....	do do	25 00	
John McDonald.....	do do	25 00	
Donald Frazer.....	do do	25 00	
P. Campbell.....	6 do to 31st December, 1873.....	15 00	
John McRae.....	do do	12 50	
George Foote.....	do do	12 50	
Alexander Douglas.....	do do	12 50	
William Evans.....	do do	12 50	
William McGregor.....	do do	12 50	
Samuel Frazer.....	do do	12 50	
William Graham.....	do do	12 50	
Thomas Graham.....	2 do to 30th June, 1874.....	23 33	
Donald Rankin.....	do do	4 16	
William Stewart.....	do do	4 16	
William Smith.....	do do	4 16	
Peter Delaney.....	do do	4 16	
William Frazer.....	do do	4 16	
Robert Archibald.....	do do	4 16	
Daniel Creighton.....	do do	4 16	659 95
	<i>County of Queens.</i>		
S. T. N. Sellon.....	12 months salary to 30th June, 1874	120 00	
T. Ford.....	do do	50 00	
Henry Hooker.....	do do	30 00	
John Fitzgerald.....	do do	30 00	
James Farquhar.....	do do	30 00	
J. N. Mack.....	do do	30 00	
S. Clements.....	do do	25 00	
W. Buchanan.....	do do	20 00	
B. Miles.....	do do	20 00	
Stephen Smith.....	do do	20 00	
Jonathan Smith.....	do do	15 00	390 00
	<i>Carried forward.....</i>		6,892 79

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.		Amount.	Total.
			\$ cts.	\$ cts.
		<i>Brought forward</i>		6,892 79
		<i>NOVA SCOTIA.—Continued.</i>		
		<i>County of Richmond.</i>		
Duncan Cameron.....	12 months	salary to 30th June, 1874.....	125 00	
John H. Ballam.....	do	do	125 00	
A. Urquhart.....	do	do	30 00	
Hector McKinnon.....	do	do	30 00	
Peter M. Grouchy.....	do	do	30 00	
Abraham Sampson.....	do	do	30 00	
Justinian Sampson.....	do	do	30 00	
Donald McLaughlin.....	do	do	30 00	
Edward Madden.....	do	do	30 00	
Geo. Donahoe.....	do	do	30 00	
John Proctor, sen.....	do	do	20 00	
Charles Grant.....	do	do	20 00	
Alex. Smith.....	2 do	to 30th June, 1874.....	5 00	
Patrick Kyte.....	do	do	4 16	
Felix Gerroir.....	do	do	4 16	
				543 32
		<i>County of Shelburne.</i>		
William Ryer.....	12 months	salary to 30th June, 1874.....	125 00	
James Turner.....	do	do	30 00	
L. Freeman.....	do	do	30 00	
Wm. McKay.....	do	do	20 00	
M. Greenwood.....	do	do	20 00	
Richard McGill.....	do	do	20 00	
Henry Ackerman.....	do	do	20 00	
P. Crowell.....	do	do	20 00	
George Archer.....	do	do	15 00	
				300 00
		<i>County of Victoria.</i>		
J. W. Burke.....	12 months	salary to 30th June, 1874.....	120 00	
D. McRae, jun.....	do	do	120 00	
J. McLellan.....	do	do	25 00	
J. McDonald.....	do	do	25 00	
D. McQuarrie.....	do	do	25 00	
D. McAuley.....	do	do	25 00	
H. McKenzie.....	do	do	25 00	
D. McRae.....	do	do	25 00	
Francis Arnold.....	do	do	25 00	
D. McMillan.....	do	do	25 00	
				440 00
		<i>County of Yarmouth.</i>		
J. A. Hatfield.....	12 months	salary to 30th June, 1874.....	50 00	
W. Kavanagh.....	do	do	25 00	
W. Prosser.....	do	do	25 00	
Eustace Nickerson.....	do	do	25 00	
Edward Perry.....	do	do	25 00	
T. B. Crosby.....	6 do	to 31st December, 1873.....	50 00	
Enos Gardner.....	do	do	50 00	
Jerome Doucette.....	do	to 30th June, 1874.....	5 00	
				255 00
		<i>Carried forward</i>		8,430 11

STATEMENT of Expenditure on account of Fisheries, etc.—*Concluded.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		8,430 11
<i>NOVA SCOTIA.—Concluded.</i>			
T. B. Crosby.....	Disbursements as Fishery Overseer for year ended 30th June, 1874.....	53 08	
James King.....	do do.....	20 00	
N. T. McCarty.....	do do.....	91 62	
J. H. Morehouse.....	do do.....	60 75	
S. T. N. Sellon.....	do do.....	80 85	
E. Sibley.....	do do.....	29 50	
John Fitzgerald.....	do do.....	60 00	
J. W. Burke.....	do do.....	18 50	
Donald McRae.....	do do.....	50 35	
John McDonald.....	do do.....	18 00	
Charles E. Henry.....	do do.....	40 00	
York Barrington.....	do do.....	30 00	
Francis Quinan.....	do do.....	60 00	
Alex. McDonald.....	do do.....	41 50	
John E. Starr.....	do do.....	60 00	
Adolphus Bishop.....	do do.....	28 95	
William Blair.....	do do.....	19 68	
James Bowman.....	do do.....	10 50	
J. W. Davidson.....	do do.....	28 55	
D. Dimock.....	do do.....	30 00	
H. S. Jost.....	do do.....	40 00	
M. A. Ross.....	do do.....	45 00	
Wm. Grant.....	do do.....	30 00	
D. Cameron.....	do do.....	33 50	
J. H. Ballam.....	do do.....	44 90	
P. S. Burnham.....	do do.....	27 50	
T. B. O'Brien.....	do do.....	40 00	
W. McDonald.....	do do.....	35 90	
James A. Tory.....	do do.....	58 70	
Thomas A. Patton.....	do do.....	15 00	
W. H. Venning.....	Disbursements as Inspector of Fisheries.....	42 50	
W. H. Rogers.....	do as Fishery Officer.....	782 35	
A. F. Church.....	County maps.....	40 00	
Yarmouth Tribune.....	Advertising.....	5 00	
Halifax Citizen.....	do.....	1 00	
Halifax Chronicle.....	do.....	33 09	
D. Oameron.....	Removing obstruction to ascent of fish, River Tier..	47 75	2,154 02
			10 585 13

RECAPITULATION.

Expenditure on account of Fisheries for Ontario.....	\$8,969 09
do do do Quebec.....	9,265 31
do do do "La Canadienne".....	10,000 00
do do Fisheries for New Brunswick.....	9,550 60
do do do Nova Scotia.....	10,585 13
Total Expenditure on account of Fisheries.....	48,370 13

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 31.

STATEMENT showing the Names of the Members on the Establishment Staff of the Department of Marine and Fisheries, the rank held by each, and the salaries they severally received, during the Fiscal Year ended 30th June, 1874.

Name.	Rank.	Salary.	\$	cts.	\$	cts.
Hon. Peter Mitchell.	Minister.....	From 1st July to 6th November, 1873, at \$7,000 per annum.....	2,449	98		
Hon. Albert James Smith.....	Minister.....	From 7th November, 1873, to 30th June, 1874, at \$7,000 per annum.	4,550	02	7,000	00
William Smith.....	Deputy Minister.....	12 months' salary.....			3,200	00
W. F. Witcher	Commissioner of Fisheries.....	do	2,000	00		
do	do	Bonus	290	00	2,290	00
John Hardie.....	Chief Clerk	12 months' salary.....	2,000	00		
do	do	Bonus	286	25	2,286	25
Joseph Tomlinson...	General Superintend- ent of Lights.....	8 months' salary	1,333	34		
do	do	Bonus	140	00	1,473	34
John Tilton	1st Class Clerk and Accountant	12 months' salary.....	1,600	00		
do	do	Bonus	228	25	1,828	25
S. P. Bauset.....	1st Class Clerk.....	12 months' salary.....	1,400	00		
do	do	Bonus	163	75	1,563	75
W. L. Magee.....	do	12 months' salary	1,400	00		
do	do	Arrears	172	07		
do	do	Bonus	160	00	1,732	07
W. S. Pettegrew.....	Sen. 2nd Class Clerk	12 months' salary	1,100	00		
do	do	Bonus	159	50	1,259	50
Marmaduke Graburn	do	5 months and 3 days' salary	467	46		
do	do	Bonus	65	08	532	54
F. F. Gourdeau.....	Jun. 2nd Class Clerk	9 months' salary to 31st March, 1874..	750	00		
do	Sen. do	3 do 30th June, 1874 ..	275	00		
do	do	Bonus	147	33	1,172	33
Wm. H. Alexander...	Jun. do	12 months' salary.....	725	00		
do	do	Bonus	105	00	830	00
Carried forward.....					25,168	03

STATEMENT showing the Names of the Members on the Establishment Staff
of the Department of Marine and Fisheries, etc.—*Concluded.*

Name.	Rank.	Salary.		
			\$ cts.	\$ cts.
		<i>Brought forward</i>		25,168 03
W. E. Everest.....	Jun. 2nd Class Clerk	From 1st July, 1873, to 30th April, 1874	599 97	
do	do	Bonus	87 50	
do	Private Secretary.....	From 1st July, 1873, to 28th Feb., 1874	133 28	820 75
R. N. Venning.....	Jun. 2nd Class Clerk	12 months' salary.....	700 00	
do	do	Bonus	101 50	801 50
George Trudeau.....	do and			
do	Translator	1 month's salary to 30th June, 1874..	58 32	
	do	Bonus	8 16	66 48
T. Drinkwater.....	3rd Class Clerk and	2 months' salary to 31st Aug., 1873 ..		100 00
	stenographic writer			
Arthur Chisholm.....	do	From 23rd February to 30th June, 1874	210 50	
do	do	Bonus	30 00	240 50
W. B. Carleton.....	3rd Class Clerk.....	12 months' salary.....	475 00	
do	do	Bonus	68 75	543 75
James B. Halkett.....	do	From 1st Nov., 1873, to 30th June, 1874	333 32	
do	do	Bonus	25 00	358 32
J. H. McIlree	do	3 months' salary to 30th Sept., 1873 ..		112 50
G. C. Haney, B. A....	do	2 do		75 00
G. H. Harpur.....	do	3 do		112 50
W. E. Soare.....	Extra Clerk.....	From 18th Sept., 1873, to 31st Mar. 1874		621 00
F. E. A. Gautier.....	do	1 month's salary		52 00
Thomas Wheeler.....	Messenger	Salary to 28th March, 1874.....	345 00	
do	do	Bonus	84 30	429 30
Jules Morin	do	12 months' salary	480 00	
do	do	Bonus	105 60	585 60
				30,087 23

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 32.

GENERAL Summary of Expenditure of the Department of Marine and Fisheries for the Fiscal Year ended 30th June, 1874.

	\$	cts.	\$	cts.
Construction of lights, &c., above Montreal	24,461	88		
do between Quebec and Montreal.....	815	50		
do below Quebec	41,135	32		
do New Brunswick.....	31,572	60		
do Nova Scotia	51,867	94		
do British Columbia	1,991	39		
			151,844	61
Maintenance of lights above Montreal.....	56,242	65		
do between Quebec and Montreal.....	20,939	13		
do below Quebec	92,500	00		
do New Brunswick.....	53,439	04		
do Nova Scotia	114,498	25		
do Prince Edward Island.....	3,357	71		
do British Columbia	18,519	15		
			359,495	93
Dominion steamers.....			105,064	66
Marine Police.....			15,364	99
Gunboat "Prince Alfred".....			1,450	90
Steamboat inspection			10,291	58
Inspection and classification of vessels			272	30
Examination of masters and mates.....			4,520	19
Trinity House, Montreal.....			1,117	19
do Quebec			7,995	00
Harbour Police, Montreal	12,370	86		
Water Police, Quebec.....	26,526	66		
			38,897	52
Meteorological Observatory.....	33,491	03		
Weather signals	1,000	00		
Quebec Observatory	2,400	00		
St. John do	869	56		
			37,760	59
Investigations relating to wrecks and casualties.....			2,313	31
Rewards for saving life, purchase of life boats, life preservers, &c.....			4,931	78
Marine and Immigrant Hospital, Quebec.....	20,456	45		
Marine hospitals, sick and disabled seamen, and shipwrecked and distressed seamen	45,986	87		
			66,443	32
Cape Race light.....			213	66
Steamer "Queen Victoria"—Legal expenses incurred for recovery of insurance			535	63
Steam communication between Quebec and Maritime Provinces			15,000	00
do Prince Edward Island and ports of the Dominion.....			1,557	33
Fisheries.....			48,370	13
Departmental salaries	30,087	23		
Contingencies	8,843	48		
			38,930	71
Total expenditure of Department for fiscal year ended 30th June, 1874.....			912,371	03

JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries.

SUPPLEMENT

(No. - 1)

TO THE

Seventh Annual Report

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

Being for the Fiscal Year ended 30th June, 1874.

LIST OF LIGHTS

ON THE

COASTS, RIVERS AND LAKES

OF THE

DOMINION OF CANADA,

ON THE

31st day of December, 1874.



OTTAWA:

Printed by I. B. TAYLOR, 29, 31 & 33 Rideau Street,
1875.

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LIST OF LIGHTS

ON THE

COASTS, RIVERS AND LAKES

OF THE

DOMINION OF CANADA,

UNDER THE CHARGE OF THE DEPARTMENT OF MARINE AND FISHERIES.

All the Lights below Quebec, on the River St. Lawrence, including Point des Monts, Cape Chatte and Egg Island, are extinguished on the 10th December and lighted on the 1st April, of each year.

The Lights in the Gulf of St. Lawrence, Straits of Belle Isle, Northumberland Straits, Prince Edward Island and Gut of Canso, are extinguished on 20th December, with the exception of the light on the Bird Rocks which is kept burning till the 31st December, and the Light on the south-west point of St. Paul's Island, which is shown all the year round.

The Lights in the Bay of Fundy, and on the Southern and Eastern Coasts of Nova Scotia, are exhibited all the year round.

The Lights above Quebec, and on the Lakes, are shown during the season of navigation.

All bearings are magnetic, and are given from seaward.

ABBREVIATIONS :—F., fixed or steady ; Fl., flashing ; F. and Fl., fixed light, with a white or red flash in addition, preceded and followed by a short eclipse ; Rev., revolving ; C., catoptric, or by metallic reflectors ; D., dioptric, or by refracting lenses ; Int., intermittent ; Alt., alternating.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

OTTAWA,

1st January, 1875.

LABRA

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl; F & Fl; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or flash.
BELLE ISLE.....	Straits of Belle Isle, extreme south point of island.	51 53 0	55 22 15	One.....	F	White	.....
AMOUR POINT.....	South-eastside of Forteau Bay.	51 27 35	56 50 55	One.....	F	White	.....

NEWFOUND

CAPE NORMAN	Straits of Belle Isle.....	51 38 0	55 53 40	One.....	Rev	White	Every 2 minutes
POINT RICH.....	Straits of Belle Isle.....	50 41 50	57 27 40	One.....	Fl	White	Every 15 seconds
CAPE RAY	On west side of Cape....	47 37 0	59 18 0	One.....	Fl	White	Every 10 seconds

ST. LAWRENCE

ST. PAUL ISLAND {	On rock off north-east point of the island	47 13 50	60 8 20	One.....	F	White	.....
	South - west point of island.	47 11 20	60 9 36	One.....	Rev	White	Every minute...
BIRD ROCKS	Magdalen Islands.....	47 50 40	61 8 20	One.....	F	White	.....

DOR.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	REMARKS.
28	White, circular, clap-boarded.	470	62	1858	D., First order..	Visible from about N. W. by N., round by South to East. A gun is fired every hour during fog and snow storms. Dépôt of provisions for shipwrecked mariners. Var. in 1869, 39° 10' W.
18	White, circular.....	155	109	1858	D., Second order	A gun is fired here every hour during fog and snow storms.

LAND.

20	White, hexagonal.....	130	40	1871	C	Visible from all points of approach seaward.
18	White, hexagonal.....	130	40	1871	C	Visible from all points of approach seaward.
20	White, hexagonal.....	.....	41	1871	C	At a long distance flashes not observed. A fog whistle is blown in thick and foggy weather and during snow storms, 10 sec. in each minute, leaving an interval of 50 sec. between each blast. Heard in calm weather or with the wind from 8 to 10 miles, and in stormy weather or against the wind from 3 to 6 miles, according to the state of the atmosphere.

GULF AND RIVER.

20	White, octagonal, wood	140	40	1839	D., Third order.	Obscured between N. by E. $\frac{1}{4}$ E. and E. N. E.
20	White, octagonal, wood	140	40	1831	do ..	A fog whistle on the south side of the island, S. W. of Atlantic Cove, about $\frac{1}{2}$ a mile from the Humane Establishment, sounds once for five seconds in each minute during thick weather and storms.
21	White, hexagonal.....	140	50	1870	D., Second order	Dwelling house also white, 200 feet from tower. Fog gun every hour during fogs and snow storms

ST. LAWRENCE GULF

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
ENTRY ISLAND ...	On S. E. side of Entry Island, Magdn. Islands	47 16 30	61 42 0	One.....	F	Red	.....
AMHERST ISLAND..	South Point, Amherst Island, Magdalen Islands	47 13 0	61 58 0	One.....	Rev	Red and white	Every 30 seconds
ETANG DU NORD..	West side of Grindstone Island, Magdalens.	47 23 30	61 58 0	One.....	Rev	White	.....
CARLETON POINT..	Bay of Chaleur	48 5 15	66 7 0	One.....	F	Red	.....
PASPEBIAC	On the Spit.....	48 0 54	65 14 20	One.....	F	White	.....
MAQUEREAU POINT	Bay of Chaleur	48 12 30	64 46 12	One.....	Rev	Red and white alt.	Every minute...
CAPE DESPAIR. ...	Bay of Chaleur	48 25 40	64 18 20	One.....	Rev	White	Every half min.
PERCE ROADSTEAD.	On Whitehead Cape....	48 20 20	64 13 0	One.....	F	White	.....
GASPÉ HARBOUR ..	O'Hara Point, Wharf Basin.	48 49 53	64 31 41	One.....	F	Red	.....
GASPÉ BAY LIGHT-SHIP.	At Sandy Beach Point, moored off extreme of Spit.	48 50 45	64 24 30	Two, red 29 ft. & white 35 ft. from deck.	F	Red, with white 6 feet above Red	.....
GASPÉ CAPE.. ...	.....	48 45 15	64 9 15	One.....	F	Red	.....
CAPE ROSIER.....	On Cape.....	48 51 57	64 12 0	One.....	F	White	.....

AND RIVER.—*Continued.*

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
12	White, square, wood, with dwelling attached.	90	28	1874	C.	Light seen from all points, except from E.S.E. round to N., where it is intercepted by the high lands of the Island.
20	White, hexagonal ....	.....	.....	1871	C.
20	White, square.....	200	28	1874	A steam fog-whistle sounds in thick weather, fogs and snow storms; two blasts of eight seconds' duration in each minute, with an interval of 22 seconds between each blast, will be heard in calm weather or with the wind from eight to twelve miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.
12	White, wood	32	28	1872	C.	
13	White, square, wood..	55	54	1870	C.	
12	White, square	56	27	1874	C.	
15	White, square, wood with red roof.	90	18	1874	C.	Situated near extremity of Spit.
13	White, square, wood..	138	20	1874	C.	
7	.....	30	.....	.....	C.
....	Painted red, with "Light Vessel" on her side.	.....	.....	1871	C.
12	Square, wood, with dwelling attached ...	350	30	1873	C.	A steam fog whistle sounds in thick weather, fogs and storms, for ten seconds in each minute, leaving an interval of fifty seconds between each blast. Heard in calm weather or with the wind from eight to thirteen miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.
16	White, circular, clap-boarded.	136	112	1858	D, First order.	

A gun is fired every hour during fog and snow storms. Var. in 1869, 26° 16' W.

ST. LAWRENCE GULF

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl. F & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		° ' "	° ' "				
	East End.....	49 6 30	61 42 30	One.....	F	White	.....
ANTICOSTI ISLAND.	Bagot's Bluff, $\frac{3}{4}$ mile West from South Point.....	49 4 30	62 17 30	One.....	Rev	White	Flash every 20 sec
	South-West Point.....	49 23 45	63 35 46	One.....	Rev	White	Every minute...
	Extreme West Point.....	49 52 30	64 31 40	One.....	F	White	.....
CAPE MAGDALEN..	On Cape ...	49 15 40	65 19 30	One.....	Alt.	Red and white	Every 2 minutes.
EGG ISLAND.....	600 feet from South end of Island.	49 38 0	67 10 0	One... ..	Rev	White	Every 1½ minute.
MATANE	Rimouski.....	48 52 0	67 33 0	One.....	F	Red	.....
CAPE CHATTE	North-West Point of Cape.	49 5 50	66 45 50	One.....	Rev	White	Every 30 seconds
POINT DE MONTS..	About 1½ mile North-East of Point.	49 19 35	67 21 55	One.....	F	White	.....
LITTLE METIS POINT.	.....	48 40 15	68 2 30	One.....	Rev	White	Every minute...
MANICOUAGAN SHOAL LIGHTSHIP	Four miles from land, the East Peninsula bearing N. E., and the West Peninsula bearing W. N. W., moored in 25 fathoms water.	49 2 0	68 15 0	Two—one 27 ft. and the other 24ft. from deck	F	White	.....
FATHER POINT, RIMOUSKI.	On Point.....	48 31 25	68 27 40	One... ..	F	White	.....
PORT NEUF. ....	.....	48 37 0	69 6 0	One.....	F	White	.....
BIQUETTE ISLAND..	Near centre of Island....	48 25 18	68 53 20	One.....	Rev	White	Every 2 minutes.

AND RIVER. --Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.
15	White, circular, faced and clapboarded ...	110	90	1833	C.....	The lighthouse is always kept open to the southward of Cormorant Point. Visible between bearings S.W. by W. to E. Depot of provisions here for shipwrecked mariners.
14	White, hexagonal	75	54	1871	C.....	A fog whistle sounds during snow storms, and in thick or foggy weather for ten seconds in every minute, thus making an interval of fifty seconds between each blast.
15	White, circular, faced and clapboarded.	100	75	1831	C.....	Visible between bearings of N. N. W. round by S. to S. E. by E.
15	White, circular, clapboarded.	112	109	1858	D., Second order.	A gun is fired every hour during fogs and snow storms. Depot of provisions for shipwrecked mariners.
Red 15 White 20	White, hexagonal ...	147	54	1871	C.....	An interval of two minutes between each flash.
15	Octagonal surmounting dwelling.	70	85	1871	C.....	
10	White, square, wood, with dwelling attached.	65	28	1873	C.....	
18	White, low square, with dwelling combined ..	110	37	1871	C.....	Visible from all points of approach seaward.
15	White, circular, clapboarded.	100	75	1839	C.....	Depot of provisions for shipwrecked mariners. Var. in 1869, 25° 40' W. A gun is fired every hour during fog and snow storms.
15	White, square, with red roof and dwelling attached.	56	4	1874	C.....	
each 12	.....			1872	.....	This lightship is temporarily removed from her station, but when in position a fog whistle will be placed upon her, and sounded with a blast of 8 seconds duration, then an interval of 8 seconds, then a blast of 8 seconds, and then an interval of 2 minutes 20 seconds.
10	White, square	43		1859	C.....	Pilots stationed here.
15	White, square, wood..	49	27	1873	C.....	
17	White, circular, clapboarded.	112	65	1841	C.....	A gun is fired every half hour during fog and snow storms.

ST. LAWRENCE

Name of Light.	Place.	Latitude N. ° ' "	Longitude W. ° ' "	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
RED ISLAND REEF LIGHTSHIP.	N. E. from Red Island, in 10 fathoms of water.	48 6 30	69 30 20	Two—one on fore and other on main-mast	F	.....	.....
RED ISLET.....	On centre of islet	48 4 20	69 32 50	One	F	Red	.....
LARK ISLET	Entrance to Saguenay...	48 5 30	69 49 0	One	F	White	.....
GREEN ISLAND....	On north point of islet ..	48 3 17	69 25 10	One	F	White	.....
BRANDY POTS.....	42 fathoms from south- east end of the islet.	47 52 30	69 40 50	One	F	White	.....
LONG PILGRIMS...	20 fathoms west of centre of island, and 54 fathoms south from water's edge	47 43 15	69 44 20	One	F	White	.....
GRAND ISLE, KA- MOURASKA.	120 fathoms from north- east end of island, 80 fa- thoms from water's edge	47 38 20	69 51 40	One	F	White	.....
LOWER TRAVERSE LIGHTSHIP.	North-east part of St. Roch Shoals.	47 22 10	70 14 50	Two—main light 4 feet higher than the other.	F	White	.....
UPPER TRAVERSE LIGHTSHIP.	North-west edge of St. Roch Shoals.	47 19 50	70 16 0	Two—main light 8 feet higher than the other.	F	White	.....
STONE PILLAR	50 fathoms from south point of islet.	47 12 25	70 21 20	One	Rev	White	Every 1½ minute.
CRANE ISLAND	1½ mile from west point of island.	47 3 0	70 34 30	One	F	White	.....
BELLE CHASSE	East end of island	46 56 0	70 46 0	One	F	White	.....
ST. JOHN, ISLAND OF ORLEANS.	On island.....	46 55 20	70 53 30	One	Rev	White	Every 30 seconds
POINT ST. LAW- RENCE.	Island of Orleans.....	46 51 50	71 0 40	One	F	White	.....
MONTÉ DU LAC ...	Cape Rouge	47 7 40	70 42 30	One ...	F	White	.....

RIVER.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
12	Vessel painted red, with words "Red Island Light Ship" on each of her sides.	.....	34 feet from deck.	1871	C.....	The vessel lies moored in 10 fathoms of water in a N. E. direction from Red Island, a little open to the N. of Hare Island, with a red buoy lying about half a mile in a W.S.W. direction. A stream fog whistle is placed on the lightship, and during thick and foggy weather and snow storms is sounded for 10 seconds in every minute, thus making an interval of 50 seconds between each blast.
12	Grey, stone, circular ..	75	51	1848	C.....	
10	White, square, wood ..	35	29	1872	C... ..	
13	White, octagonal, clap-boarded.	60	40	1809	C.....	A gun is fired every half hour during fog and snow storms.
10	Drab colour, brick ...	78	39	1862	D, Fourth order	
12	Drab colour, brick	180	39	1862	D, Fourth order	
18	Wood	166	39	1862	C.....	Variation in 1869, 19° W.
each 9 }	Two red masts.....	.....	.....	1836	C.....	The ship's bell is kept tolling during fogs and snow storms. When the lightship is out of place, the ball at the mainmast head is taken down during the day, and she exhibits one light instead of two during the night, until again moored in her proper place.
each 6 }	.....	.....	.....	1871	C.....	Should the vessel be out of place, the light on the foremast alone is exhibited, and during the day the ball on the foremast head is taken down. A bell is tolled during thick weather, fogs, and snow storms.
13	White, stone, conical..	68	38	1843	C.....	
10	Wood	44	37	1862	C.....	Variation in 1870, 17° 50' W.
....	Wood!.....	70	30	1862	C.....	
15	White, square, wood..	27	23	1874	C.....	Erected on a wharf
8	White, wood.....	38	.....	1869	C.....	
10	White, square, wood..	175	30	1870	C... ..	

ST. LAWRENCE

Name of Light.	Place	Latitude N.	Longitude W.	Number of lights and relative positions.	F; Fl; F & Fl; Rev; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
ST. ANTOINE	South Shore	46 39 40	71 36 10	One	F	White	
ST. CROIX.....	On shore near high water mark, and a quarter of a mile north of church.	46 37 45	71 44 10	One	F	White	
PORT NEUF	On north shore, $\frac{1}{2}$ of a mile off the river.	46 41 48	71 52 10	Two, S.W. & N.E. nearly 180 yards apart.	F	White	
PLATON POINT	On south side, $\frac{1}{2}$ mile below Richelieu Island.	46 39 15	71 53 3	Two, S. 72° W., 169 yds. apart	F	White	
RICHELIEU	Centre of Island.....	46 38 30	71 54 51	One	F	White	
LANGLAIS POINT	On south shore, $\frac{1}{2}$ mile below Great Chain River	46 35 57	71 59 35	One	F	White	
CAPE CHARLES	On Cape	46 33 39	72 4 15	Two, N. 67° W., 80 yds. apart.	F	White	
GRONDINES	North Shore.....	46 35 49	72 4 12	Two, S. 66° W., 1,350 yds. apart.	F	White	
ST. PIERRE DES BECQUETS.	South shore, summit of St. Pierre Point.	46 30 28	72 12 30	One	F	White	
BATISCAN	North shore, $\frac{1}{2}$ mile below Batiscan Church.	46 30 16	72 14 52	Two, S. 73° W., 222 yds. apart.	F	White	
CHAMPLAIN	North shore near Champlain Church.	46 24 34	72 29 32	One	F	White	
CAPE MADALEINE	Lower light, north shore, 3 miles below Cape.	46 23 46	72 27 18	Two, S. 60° W., 200 yds. apart.	F	White	
	Upper light, north shore, 2 miles below Cape.	46 23 16	72 28 38	Two, S. 85° W., 235 yds. apart.	F	White	
PORT St. FRANCIS	South shore, high light on a pier.	46 16 26	72 37 15	Two, S. 76° W., 3,240 yds. apart.	F	White	
POINT DU LAC	North shore	46 16 50	72 40 22	One	F	White	
ST. PIERRE'S LAKE.	EAST LIGHT-SHIP.	In lake.....	46 15 56	72 42 18	One.....	F	White
	CENTRE LIGHT-SHIP.	2 $\frac{1}{2}$ miles S. S. E. from Riviere du Loup.	46 11 39	72 53 20	One.....	F	White
	WEST LIGHT-SHIP.	North side of channel, N. E. by N., 3 miles from Blue Island.	46 9 39	72 59 50	One.....	F	White
	ISLE AU RAISIN	On island.....	46 6 13	72 57 50	One.....	F	White
		South side of island ...	46 6 6	72 58 0	One.....	F	White

RIVER.—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.
10	White, wood.	96	.....	1858	C	
6	White, wood.....	30	20	1842	C	Is a small light to assist in keeping in channel for some distance up and down the river.
each 5	White, both stone, the lower lantern on roof of dwelling.	200 120	} ...	1842	C	These lights in one lead up Richelieu Channel to the light on Richelieu Island.
each 12	White, octagonal, wood.	152 130	24 7	1816 1824	} C	These lights lead up the Richelieu. Variation in 1868, 15° W.
6	Octagonal, stone	27	.....	1816	C	This light and the light on Planton Point are very nearly in the same line of bearing, namely, N. 73° E.
5	Wood	35	8	1844	C	To show off Battures des Grondines, and to avoid Battures Cordin, and as a steering point for Richelieu.
each 4	Wood	110	20	1856	C	Lead to and from Cape à la Roche and Cape Charles, and answer as a steering point through Richelieu.
each 5	White, octagonal, wood	50 & 25	30	1857	C	To lead off Cape à la Roche Levrard.
5	White, octagonal, wood	85	12	1844	C	To indicate the widest berth off Cape à la Roche. Variation in 1870, 14° 10' W.
each 3	White, octagonal, wood.	39 20	31 11	1844	C	To lead through Levrard and clear Batture St. Ann on South, and Pouillier on north.
4	White, octagonal, wood	30	10	1844	C	Steering point for lower point of Bay of Champlain.
each 4	White, octagonal, wood.	53 33	13 10	1843	C	To clear Batture Bigot. Variation in 1869, 14° W.
each 6	White, octagonal, wood.	55 55	30 10	1843	C	To clear Pouillier Provencher.
each 3	White, octagonal, wood, high and low	31 12	21 4	1849	C	The lights in one with the eastern light vessel on lake lead up through the dredged canal. S. 70° W. High light on a pier, and removed in winter.
12	White, octagonal, wood	71	24	1843	C	Shows the turn of channel at Point du Lac.
6	Red.....	15	8	.....	C	Removed at the approach of winter on account of ice. On south side of Petite Traverse of Rivière du Loup.
6	Red.....	15	8	1816	C	Removed at the approach of winter on account of ice. To indicate the turn of the channel, and leads to No. 2.
....	Red	15	8	1823	C	In connection with Isle à la Pierre, and bearing in line with No. 1, and to avoid Battures St. François and à la Carpe. Variation in 1870, 13° W.
6	Red.....	50	20	1843	{ C	To lead from the entrance of the Batture of Lake St. Peter to No. 1 light vessel up and down.
....	Red.....	.....	.....	1863		

ST. LAWRENCE

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		° ' "	° ' "				
STONE OR ISLE À LA PIERRE.	On east side of island....	46 5 54	72 59 40	One	F	White	.....
LAVALTRIE	South side of island.....	45 52 55 S. light	73 16 0	Two, S. 38° W., 320yds apart.	F	White	.....
TRAVERSE.....	2½ miles above Contre-cœur.	45 49 52 N. light	73 17 0	Two, S. 28° W., 1,500 yds. apart.	F	White	.....
ISLE AUX PRUNES..	Opposite Vercheres	45 46 50	73 22 30	One.....	F	White	.....
RÉPENTIGNY.....	½ of a mile below Répentin- gny.	45 45 2 N. light	73 26 8	Two, S. 22° W., 170 yds. apart.	} F	White	.....
ISLE À LA BAGUE..	On islet	45 44 14	73 26 15	One.....		White	.....
ST. THERESE	On island	45 41 22 N. light	73 27 40	Two, S. 50° W., 220 yds. apart.	F	White	.....
POINT AUX TREMBLES.	North shore	45 38 26 E. light	73 29 20	Two, S. 46° W., 600 yds. apart.	F	White	.....
MONTREAL	On island wharf	45 30 22	73 33 14	Two, S. 41° W., 73 yds. apart.	F	Red	.....
LACHINE.....	On pier at entrance of canal, North shore.	45 27 0	73 41 0	One.....	F	White	.....
LAKE ST. LOUIS	Lightship, 4-5ths of a mile above Lachine.	45 26 30	73 42 10	One.....	F	White	.....
	Lightship, 2½ miles above Lachine.	45 25 40	73 44 15	One.....	F	White	.....
	On a pier.....	45 24 30	73 45 20	One.....	F	White	.....
RIVER OTTAWA.							
POINT AUX ANGLAIS	Near Carillon.....	45 13 0	74 15 0	One.....	F		
CARON'S POINT BEACONS.	Two miles below St. Anne du Bout de l'Isle	45 20 0	74 5 0	Two	F	White	.....
ST. ANNE DU BOUT DE L'ISLE BEACONS.	.....	45 19 0	74 2 0	Two	F	White	.....
ST. PLACIDE BEACONS.	Seventeen miles above St. Anne du Bout de l'Isle.	45 30 0	74 10 0	Two	F	White	.....
POINT CLAIRE	On shoal, North side of channel, about 1½ mile below Point.	45 26 0	73 48 10	One.	F	White	.....

RIVER.—Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
6	Red	30	.....	.....	Catoptric	Indicates entrance to channel, and leads to No. 1.
...	Red	{ 21 13 }	{ 17 9 }	1831	do	Lead to channel called Flat Islands.
...	White, square, wood..	.....	.....	1857	do	To lead into Lavaltrie Channel and Isle Bouchard, and indicate the new channel to be kept in line till Lavaltrie Lights are brought to bear.
....	White, octagonal, wood	.....	.....	1866	do	To clear the island.
each 4	{ White, wood	{ 30 14 }	{ 26 14 }	1843	do	To lead through Isle à la Bague Channel, and to avoid Poullier on north and shoal on south.
4	White, octagonal, wood	24	.....	1831	do	To indicate the island being extremely low land. Removed in winter on account of the ice.
each 4	{ White, square, wood	.....	.....	.....	do	Lead to entrance through Verchères Channel up and down the river. Variation in 1869, 12½° W.
....	High and low, white octagonal, wood	{ 53 25 }	{ } ...	1846	do	To lead through the channel between Point aux Trembles and Varennes, up to Longue Point.
each 4	{ Wood, octagonal....	{ 38 29 }	{ 31 21 }	1830	do	Indicate the deepest channel to and from the harbour. Variation in 1870, 11° 45' W.
6	White, square, wood..	23	17	1849	do	Variation in 1870, 11° 25' W.
6	Red, circular, iron	20	..	1849	do	White tower on vessel; lantern red.
6	Red	20	.....	.....	do	do do
9	White, square, wood ..	33	20	1874	do	
10	White, square, wood ..	22	27	1873	do	River light.
....	Brown, square, wood..	.....	.....	1874	do	
....	Brown, square, wood..	.....	.....	1874	do	
....	Brown, square, wood..	.....	.....	1874	do	
7	Wood	29	25	.....	do	

ST. LAWRENCE

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl; F & Fl; Rev; Int; Alt.	Colour of Light.	Interval of revolution or flash.
WADE SHOAL.....		45 25	0 75 37 0	One.....	F	White	
L'ORIGINAL	On the point.....	45 42	0 74 46 15	One.....	F	White	
MCTAVISH POINT..	On the pier.	45 50	0 74 52 30	One.....	F	White	
GREEN SHOAL	On pier, south side of channel, 7 miles below Ottawa City.	45 29 30	75 31 20	One.....	F	White	
MORRIS LAKE	Lake des Chats.....						
CAMPBELL'S ISLAND				Three.....	F	White	
ISLET AT MOUTH OF DEEP RIVER							
CHATEAUGUAY.....	Light vessel $4\frac{1}{2}$ miles above Lachine.	45 24	0 73 49 18	One.....	F	White	
BEAUHARNOIS	Lower entrance of canal, South shore.	45 19 40	73 54 30	Two N., 61° E., 414 yds. apart.	F	White	
GROSSE POINT	Upper entrance of Beauharnois Canal.	45 15 35	74 9 25	Two.....	F	White	
OFF GROSSE POINT	On piers in river.....	45 15 30	74 9 30	Two	F	White	

LAKE ST. FRANCIS

COTEAU DU LAC...	On pier landing.....	45 15 30	74 13 10	One.....	F	Red	
McGEE'S POINT...	North shore	45 12 25	74 19 10	One.....	F	White	
CHERRY ISLAND...	South side of north channel.	45 9 10	74 22 30	One.....	F	White	
CHERRY.....	On a pier in the river....	45 8 20	74 25 40	One...	F	White	
CRIB.....	North side of channel, on a pier 4 miles S.W. from Lancaster village.	45 6 40	74 30 30	One.....	F	White	
CORNWALL CANAL..		45 1	0 74 55 25	One.....	F	White	

RIVER.—Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.
8	Lantern on framework.	35	25	1870	C	
6	Hexagonal, white	45	30	1871	C	Beacon light.
.....	.....	35	30	1871	C	Beacon light.
9	White, wood	36	17		C	
8 to 10	White, square, wood..	.....	20	.....	C	Beacon lights.
6	Red	20	.....	1849	C	White tower, lantern red.
10	Square frames, wood..	.....	.....	1850	C	In one lead to Chateauguay Light. Variation in 1869, 11° 15' W.
8	One red and one white, square, wood.	20	20 {	1845 1850	} C	To be kept in one when leaving the canal, till the upper lights come in one.
3 or 4	One red and one white, square wood.	.....	.....	1850	C	

LAKE St. FRANCIS.

3	On a pole.....	24	.....	.....	C	
10	White, square, wood..	30	24	.....	C	Midway between Coteau and Cherry Island.
10	White, square, wood..	40	30	1847	C	
8	White, square, wood..	.....	.....	1849	C	Opposite the light there is a beacon north of the channel.
8	White, square, wood..	20	20	1844	C	
....	.....	.....	.....	1865	C	Variation in 1869, 9½° W. In charge of the Superintendent of Public

BETWEEN LAKES ST. FRANCIS

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
WINDMILL POINT.	Prescott, Ontario, River St. Lawrence.	44 46 20	75 28 40	One	F	White	.....
HAMILTON ISLAND.	County of Glengarry, Ont	45 4 28	74 32 27	One	F	White	.....
GLENGARRY, OR STONE HOUSE POINT.	do do	45 3 32	74 36 45	One	F	White	.....
COLES SHOAL	On pier 5 miles west of Brockville, $\frac{3}{4}$ of a mile from north shore.	44 34 10	75 45 40	One	F	White	.....
GRENADIER ISLAND	S. W. point of island, north side of channel, 2 miles below Rockport.	44 24 30	75 54 10	One	F	White	.....
LINDOE ISLAND ...	N. W. point of island, south side of channel, 5 miles west of Rockport.	44 22 30	76 0 10	One	F	White	.....
GANANOQUE NAR- ROWS.	N. E. end of Little Stave Island, south side of channel, 5 miles below Gananoque.	44 20 50	76 4 10	One	F	White	.....
JACK STRAW SHOAL	On a pier north side of channel, 3 miles below Gananoque.	44 21 0	76 6 30	One	F	White	.....
SPECTACLE SHOAL.	On a pier north side of channel, 2 miles west of Gananoque.	44 4 15	76 10 40	One	F	White	.....
RED HORSE ROCK	On pier south-east side of channel, half mile west of Jack Straw Shoal.	44 19 30	76 11 20	One	F	White	.....
BURNT ISLAND....	South-east point of island, north side of channel, $\frac{3}{4}$ of a mile from Spectacle Shoal.	44 19 5	76 11 40	One	F	White	.....
WOLFE ISLAND..	On Quebec or East point	44 14 40	77 16 20	One	F	White	.....
	On Brown's or Knapp's point.	44 14 0	76 22 30	One	F	White	.....

LAKE

SNAKE ISLAND	On pier on bar, north side of channel, 5 miles west of Kingston.	44 11 30	76 37 40	One... ..	F	Red..	.....
SIMCOE OR GAGE ..	South-west point, Simcoe Island, 9 miles west of Kingston.	44 9 20	76 38 40	One	F	White	.....
PIGEON ISLAND....	Four miles from head of Wolfe Island.	44 4 10	76 38 10	One... ..	Rev	White	One minute 10 seconds,

AND ONTARIO.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
15	Circular	92	62	C.....	These small lights are for the purpose of marking out the channel through the Thousand Islands, between Brockville and Kingston. Variations in 1870, 7° 15' W.
10	White, square, wood ..	42	27	.....	C.....
10	White, square, wood, with dwelling attached.	42	27	.....	C.....
6	White, square, wood ..	33	31	1856	C.....	
10	White, square, wood ..	55	37	1856	C.....	
7	White, square, wood ..	40	26	1856	C.....	
....	White, square, wood ..	44	37	1856	C.....	
....	White, square, wood ..	31	29	1856	C.....	
9	White, square, wood ..	28	26	1856	C.....	
....	White, square, wood ..	28	26	1856	C.....	
10	White, square, wood ..	64	26	1856	C.....	
6	White, square, wood	1856	C.....	
10	White, square, wood ..	28	20	1874	C.....	

ONTARIO.

6	Square, stone.....	35	35	1858	C.....	A fog bell is sounded four times each minute in thick and foggy weather and snow storms, during navigation. Heard a distance of 4 miles.
15	White, circular, stone..	45	40	1833	C.....	
15	White	46	41	1870	C.....	

LAKE ONTARIO.—

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		° ' "	° ' "				
OUTER DRAKE OR FALSE DUCKS.	East point of Island	43 57 0	76 49 0	One.....	F	White	.....
POINT PLEASANT ..	Entrance to Bay of Quinté	44 6 30	76 55 30	One.....	F	White	.....
POINT PETER.....	On point	43 51 0	77 13 40	One.....	Rev	White	Every minute & 40 seconds.
SALMON OR WICKED POINT.	On the point.....	43 52 0	77 19 45	One.....	F	Red	.....
TELEGRAPH ISLAND	Bay of Quinté.....	44 10 20	77 9 45	One.....	F	White	.....
SCOTCH BONNET OR EGG ISLAND.	On small island, 1 mile south-west of Nicholson's Island.	43 54 0	77 38 0	One.....	F	White	.....
PRESQU' ISLE ...	East point	43 59 30	77 45 30	One.....	F	White	.....
	On a hill inshore	44 0 20	77 46 0	Two W.S.W. and E.N.E. nearly.	F	White	.....
COBOURG	Pier head	43 57 10	78 14 0	One.....	F	White	.....
PETER ROCK OR GULL ISLAND.	West by south, 4 miles from Cobourg.	43 56 10	78 17 0	One.	F	White	.....
PORT HOPE	Pier head, East side....	43 56 15	78 20 0	One.	F	Red facing south, white facing E & W	.....
DARLINGTON	Pier head.....	43 52 30	78 43 20	One.....	F	White	.....
OSHAWA PORT	Pier head	43 52 0	78 52 30	One.....	F	White	.....
WHITBY HARBOUR	West pier	43 51 0	79 1 30	One.....	F	White	.....
PICKERING OR LIVERPOOL.	East pier head.....	43 48 45	79 7 20	One.....	F	White	.....
GIBRALTAR POINT..	South-west side of point, 1½ mile south of Toronto.	43 37 0	79 28 30	One.....	F	White	.....
TORONTO	Queen's Wharf, west part, the other on arm of pier	43 38 20	79 28 45	Two	F	White	.....
PORT CREDIT.....	On pier	43 33 30	79 40 10	One.....	F	White	.....

Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
22	White	68	62	1828	C	
10½	Octagonal		52	1866	C	
21	Circular, stone	62	60	1833	C	Variation in 1869, 6° W.
....	White, square tower, on dwelling.	40	....	1871	C	
12	White, square tower, on dwelling.	46	41	1870	C	
12	White, stone	51	54	1856	C	
18	White, octagonal, stone	67	63	1840	C	
3 or 4	.....	.....	.....	1851	C	
8	White, square, wood . .	20	16	1844	C	Harbour light not under Marine Department.
10	Octagonal, stone . . .	45	48	1840	C	On a rock, off the point.
4	.....	.....	.....	.....	.....	Harbour light not under Marine Department.
4	On a stone house . . . .	.....	.....	.....	.....	Variation in 1869, 3° 30' W. Harbour light not under Marine Department.
....	.....	.....	.....	1863	.....	Not under Marine Department.
5	Square, wood	12	8	1844	.....	Not under Marine Department.
..	.....	.....	.....	1863	.....	Not under Marine Department.
18	Hexagonal, stone	66	62	1820	.....	A fog bell is placed on this Station.
6	Red, square, wood	22	6	1838	.....	{ On the arm of the pier to be passed closely on port hand. Variation in 1868, 2° 50' W. Harbour light not under Marine Department.
....	.....	.....	.....	1863	.....
....	.....	.....	.....	.....	.....	Not under Marine Department.

LAKE ONTARIO.—

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
OAKVILLE	On head.....	43 26 45	79 45 20	One.....	F	White	
BURLINGTON BAY..	South pier of entrance ..	43 18 0	79 53 30	Two	F	White	}
DALHOUSIE HAR- BOUR,	East pier head.....	43 13 40	79 20 30	One.....	Rev	White	
FOX ISLAND.....	Lake Simcoe.....	44 19 30	79 30 0	One.....	F	White	

LAKE

COLBORNE PORT AND RANGE LIGHT.	West pier head....	42 53 0	79 19 30	Two	F	White	
MOHAWK ISLAND...	On an island between Col- borne and Maitland Ports, 1 mile south-west of mainland.	42 50 10	79 37 0	One.....	Rev	White	Every 3 minutes.
PORT MAITLAND ..	West Pier	42 51 40	79 39 50	One.....	F	White	
PORT DOVER	West pier	42 47 30	80 16 30	One.....	F	White	
LONG POINT OF NORTH FORELAND	East extremity	42 33 0	80 9 10	One.....	Rev	White	Every minute...
BIG OTTER CREEK, OR PORT BUR- WELL.	333 yards in shore.....	42 39 0	80 54 30	One.....	F	White	
CATFISH CREEK, OR PORT BRUCE.	.....	42 39 20	81 5 40	One.....	F	White	
PORT STANLEY	Extreme of West pier ...	42 40 0	81 17 0	One.....	F	White	
PELEE ISLAND.....	N.E. point.....	41 50 20	82 45 30	One.....	F	White	
PELEE SPIT	On caisson 2½ miles south from extreme end of point from north shore.	41 52 20	82 38 0	One.....	Rev	White	
MIDDLE ISLAND ...	Between Pelee and Kelly's Island.	41 40 58	82 40 15	One.....	F	Red	
AMHERSTBURG.....	Bois Blanc Island.....	42 6 0	83 13 30	One.....	F	White	

Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lightship.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
12	Octagonal, wood.....	42	36	1836	C.....	
15	High light stone building.	60	54	1838	} C.....	
4	White small light, wood	18	14	1845		
10	Wood, white.....	53	44	1852	C.....	Entrance to Welland Canal.
12	Brown, square	46	39	1870	C.....	

ERIE.

12	White, wood.....	{ 58 14 }	{ 54 10 }	1852	C.....	Entrance to Welland Canal.
10	White, circular, stone.	64	60	1848	C.....	Variation in 1870, 2° 40' W.
10	White, hexagonal, wood .....	.....	.....	1848	C.....	Grand River entrance.
8	White, hexagonal, wood	20	20	1846	C.....	
25	Octagonal, wood.....	65	60	1843	C.....	Variation in 1870, 1° 40' W.
12	Octagonal, wood.....	96	46	1840	C.....	
....	On a pole.....	.....	.....	....	C.....	Not under Marine Department.
4	Lantern	20	20	1844	C.....	
9	Circular, stone	45	40	1833	C.....	W. by N. clears Pelee Shoal. White light. Variation in 1870, 9° 45' E.
20	Octagonal	70	61	1861	C.....	
12	White, square, wood ..	70	49	1872	C.....	
18	Circular, stone.....	56	40	1837	C.....	

LAKE ERIE

Name of Light.	Place.	Latitude N.			Longitude W.			Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		°	'	"	°	'	"				
THAMES RIVER	Mouth of river, South shore.	42	18	40	82	36	0	Two, S. 26° E., & N 26° W., 450 yds. apart.	F	White }

LAKE

GODERICH	On high bank, south of entrance to harbour. Two on North pier.	43	45	10	81	32	30	Three	F	White }
MCKENZIES WHARF PRESQU' ISLE.	Owen Sound, Georgian Bay.	44	41	30	80	53	40	One	F	White	.....
POINT CLARK	North shore, about 20 miles North-east from Goderich.	44	4	40	81	34	30	One	Rev	White	Every ½ minute.
KINCARDINE HARBOUR.	On North pier	44	11	0	81	36	0	One	F	Red	.....
CHANTRY ISLAND ..	South side, about 2½ miles West from Saugeen.	44	29	40	81	13	0	One	F	White	.....
ISLE OF COVES.	North-east point of island entrance to Georgian Bay.	45	19	40	81	32	10	One	Rev	White	Every 1½ minute.
GRIFFITH ISLAND, N	North-east end of island, 20 miles from Owen Sound.	44	50	30	80	42	40	One	F	White	.....
NOTTAWASAGA ISLAND.	About 4 miles North-west from Collingwood.	44	32	30	80	4	20	One	Rev	White	Every ½ minute.
COLLINGWOOD	Breakwater pier	44	31	0	80	2	10	One	F	Red	.....
MICHAEL'S POINT..	Michael's Bay, south side of Great Manitoulin.	45	34	20	81	56	0	One	F	White	.....
GREAT MANITOULIN ISLAND.	On S. W. end of island ..	45	53	10	83	6	20	One	F	White	.....
CHRISTIAN ISLAND	S. E. part of island, 1½ mile from main land ..	44	47	20	79	57	30	One	F	White	.....
PARRY SOUND....	Mink Island	45	22	0	80	12	45	One	F	White	.....
LOVELY ISLAND		45	33	30	81	15	48	One	F	White	.....
BING INLET.....		45	44	12	80	27	30	One	F	White	.....

—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
12 6	Square wood, circular, stone.	{ 34 15	30 15	1837 1845	}	The two lights in one lead over bar. *

HURON.

25 the high light	{ White, square tower.	150	20	1847	C	Variation in 1870, 0° 50'. Light on bank only in charge of Marine Department
12	White, square, wood	35	27	.....	C	
15	White, circular	87	87	1859	D, Second order.	
15	White, square, wood..	37	20	1874	C	Light shows from all points of approach
15	White, circular	83	86	1859	D, Second order.	
15	White, circular	90	85	1859	D, Second order.	Variation in 1870, 0° 50' W
12	White, circular	130	85	1859	D, Third order..	
10	White, circular.	86	85	1859	D, Second order	
6	On frame work	24	.....	1858	C	Not under Marine Department.
13	White, square	40	28	1870	C	
20	White, square, wood..	46	28	1873	C	For guiding vessels through Missisquoi Straits from either entrance.
8	White, circular	61	60	1859	D, Fourth order.	
16	White, square tower on dwelling	56	40	1870	C	
20	White, square	195	42	1870	C	
....	On wood work .....	.....	60	1870	C	

LAKE HURON.—

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval or revolution of flash.
RED ROCK POINT..	One mile east of Killarney.	45 58 40	81 16 30	Two.....	F	White	.....
PARTRIDGE ISLAND	1½ mile North-west of Red Rock light.	45 59 20	81 19 50	One.....	F	White	.....
SHAPESBURY OR LITTLE CURRENT	.....	45 59 30	81 47 40	Two.....	F	White	.....
CLAPPERTON ISLAND.	North Point.....	46 3 0	82 5 0	One.....	F	White	.....
SULPHUR ISLAND..	West end of island	46 9 0	83 30 0	One.....	F	White	.....

LAKE

POINT AUX PINS...	St. Mary's River, near the Sault.	46 28 30	84 40 50	One.....	F	White	.....
CORBAY POINT	Batchewana Bay, 40 miles above the Sault.	46 54	0 83 50 30	One.....	F	White	.....
PORPHYRY POINT..	Entrance of Black Bay, Edward Island, Algoma.	48 21	5 88 51 30	One.....	F	White	.....
THUNDER CAPE ...	Algoma	48 18 30	89 10 0	One.....	Rev	White	.....
MICHIPICOTEN ISLAND.	South point ...	47 42 15	86 1 35	One.....	F	White	.....
QUEBEC HARBOUR, NEAR MICHIPICOTEN ISLAND HARBOUR.	Agate Island, in Quebec Harbour.	47 42 50	86 2 10	One.....	F	White	.....

NEW BRUNSWICK

GULF OF ST.

DALHOUSIE.....	South side of entrance to Harbour.	48 3 45	66 20 50	One.....	F	White	.....
BATHURST.....	On Alston Point.....	47 39 15	65 36 40	Two.....	F	Red & White	.....

Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
8	White, square, wood..	{ 80 20	20 12	1866	C	At North side of channel leading into Killarney Harbour.
5	White, square, wood...	30	20	1866	C	
6	White, square, wood..	{ 24 22	{	1866	C	Range lights.
8	White, square, wood..	.....		1866	C	
12	White, square, wood..	45	20	1867	C	

SUPERIOR.

8	White, square, wood..	30	23	C	This light is for general purposes of navigation, and for guiding vessels to Silver Islet.
20	White, octagonal, wood, with dwelling attached.	.....	63	.....	C
16	White, square, wood	56	36	.....	C
12	White, square, wood	45	28	1874	C	
18	White, square, wood..	56	32	1872	C	
10	White, square, wood..	32	20	1872	C	

WICK.**LAWRENCE.**

13	White, square, wood..	49	83	1870	C	Seen from all points of approach.
10	White, hexagonal.	{ 31½ 27	{	1871	C	These beacon lights are for the purpose of guiding vessels into the harbour by keeping them in range. Inner light is highest, and shows red; outer light white.

NEW BRUNS

GULF OF ST.

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
CARAQUET.....	Caraquet Island, Bay of Chaleur.	47 49 40	65 54 0	One.....	F	White	.....
SHIPPEGAN ...	On Island, Shippegan Harbour.	47 43	0 64 38	0 One.....	F	White	.....
MISCOU ISLAND ...	Birch Point	48 1	0 64 29	25 One.....	F	Red .....	.....
TRACADIE	North side Tracadie Gully	47 30	0 64 52	0 One.....	F	White .....	.....
TABUSINTAC	Crab Island, Northumberland County.	47 18 54	64 59 30	One.....	F	Red.....	.....
NEGUAC.....	Northumberland County	47 17 47	65 3 20	One.....	F	White .....	.....
MIDDLE ISLAND...	Miramichi River	47 0	3 65 19	9 One.....	F	White .....	.....
PORTAGE ISLAND ..	On south point of island.	47 9 50	65 2 40	One.....	F	White .....	.....
FOX ISLAND	North-west point of island	47 8 10	65 2 30	Two, $\frac{1}{2}$ mile apart.	F	White .....	.....
FOX ISLAND.....	East end of island	47 6 50	65 0 10	Two	F	White .....	.....
MIRAMICHI BAY LIGHTSHIP.	Horse Shoe Bar, between Fox and Portage Islands.	47 8 0	65 3 0	One.....	F	Red .....	.....
SHELDRAKE ISLAND BEACONS.	Miramichi Bay	47 6 50	65 18 0	Two, $\frac{1}{4}$ mile apart.	F	White .....	.....
OAK POINT	Miramichi Bay	47 7 40	65 15 10	Two, $\frac{1}{4}$ mile apart.	F	White .....	.....
GRANT'S BEACH....	Miramichi Bay	47 5 30	65 28 10	Two, bearing S.W. & N.E. from each other.	F	White .....	.....
PRESTON BEACH...	Miramichi Bay	47 4 50	65 54 40	Two	F	White .....	.....
ESCOMINAC POINT..	On the point.....	47 4 32	64 47 30	One.....	F	White .....	.....

WICK.—*Continued.*LAWRENCE.—*Continued.*

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
14	White, square tower on dwelling.	52	48	1870	C	
11	White, square, wood..	32	20	1872	C	
12	White, octagonal, wood	79	74	1856	C	
12	White, square, wood ..	39	20	1872	C	
7	White, square, wood..	30	20	1873	C	Coast and harbour light.
11	White, square, wood..	35	20	1873	C	Coast and harbour light, situated north-east side of Gully.
7	White beacon.....	45	.....	1874	C	
12	White, wood.....	46	42	1869	C	
10	White, wood	50	.....	.....	C	Two beacon lights, to guide vessels through the Swashway Channel.
10	White, wood... ..	30	.....	1872	C	
8	.....	35	.....	1873	C	A schooner-rigged ship.
9	.....	48	.....	.....	C	
10	White, wood	{ 40 60 }	{ ... }	1869	C	Two beacon lights, to guide vessels through the Swashway Channel.
10	White.....	{ 120 140 }	{ ... }	1869	C	Two beacon lights, to guide vessels through the Swashway Channel.
10	White	{ 55 66 }	{ ... }	1869	C	Two beacon lights, to guide vessels through the Swashway Channel.
14	White, wood.....	70	58	1841	D third order..	Variation in 1869, 23° 20' W. A steam fog whistle situated 300 feet west of the lighthouse sounds in thick weather fogs and snow storms, ten seconds in each minute, with an interval of 50 seconds between each blast. In calm weather or with the wind it should be heard from 9 to 11 miles, and in stormy weather or against the wind from 3 to 6 miles.

NEW BRUNSWICK

GULF OF ST.

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
RICHIBUCTO	On the head	46 39 40	64 42 30	One.....	F	White	.....
CASSIE'S POINT....	On the point	46 19 15	64 30 20	One.....	Rev	White	Every $\frac{1}{2}$ minute .
SHEDIAC BEACONS .	Shediac Island.....	46 15 20	64 31 50	Two	F	White	.....
SHEDIAC	Du Chêne Wharf	46 14 20	64 31 0	One.....	F	White	.....
JOURIMAIN	On Cape Jourimain	46 10 0	63 49 30	One..	F	White	.....

PRINCE EDWARD

NORTH POINT	On the Point	47 3 46	63 59 10	One.....	Rev	White	.....
WEST POINT .....	.....	46 37 25	64 23 10	.....	.....	.....	.....
BEDIQUE HARBOUR	Green's Wharf, Summer-side.	46 23 25	63 47 30	One.....	F	White	.....
SEA-COW HEAD....	Salutation or Sea-Cow Head.	46 19 0	63 48 30	One.....	F	White	.....
CRAPAUD	Crapaud.....	46 13 0	64 8 0	One.....	F	White	.....
CHARLOTTETOWN HARBOUR.	Block-house Point, west side of entrance.	46 11 36	63 7 28	One.....	F	White	.....
POINT PRIM.....	Hillsborough Bay, 100 yds from the point, south-east part of bay.	46 3 10	63 2 6	One.....	F	White	.....
WOOD ISLAND ....	.....	45 57 25	62 44 30	.....	.....	.....	.....
MURRAY HARBOUR.	Murray Harbour	46 0 2	62 25 57	Two, a mile apart.	F	White	.....
PANMURE HEAD ..	Cardigan Bay, Georgetown Harbour, south entrance.	46 8 47	62 27 40	One.....	F	White	.....
GEORGETOWN.....	St. Andrew Point.....	46 9 57	62 31 23	One.....	F	Red..	.....

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
14	White, square	70	50	1864	D, Fourth order	
14	White, square, wood..	40	27	1872	C	
10	White	{ 48 56 }	}	1869	C	
6	On a pole	15	.....	1860	C	Not under Marine Department.
15	White, octagonal	72	45	1870	C	Visible from S.E. round by N. to W.

ISLAND.

12	White	80	60	1866	C	
...	.....	.....	.....	.....	.....	In course of construction.
7	Lantern on a pole	15	.....	1856	C	
15	White, octagonal	88	60	1863	C	
3	Post	34	32	.....	.....
10	On roof of square block-house, white.	37	19	1851	C	
12	White, circular, brick.	68	55	1846	C	Several buoys mark the dangers in the bay.
...	.....	.....	.....	.....	.....	In course of construction.
5	One on post, and other on gable of barn.	30 on post 45 on b'n				
16	White, octagonal, wood	96	50	1853	C	The light should be kept open off Terra Point, to clear reef off Bear Cape.
10	Square, white	36	20	1868	C	

PRINCE EDWARD

GULF OF St.

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl; F & Fl; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
EAST POINT.....	200 yards inshore from south part of point.	46 27 9	61 53 15	One.....	F	White	.....
ST. PETER'S	St. Peter's Harbour.....	46 32 0	62 34 0	Two	F	White	.....
TRACADIE	Tracadie Harbour.....	46 13 0	63 10 0	Two	F	White	.....
RUSTICO... ..	Big Harbour	46 27 40	63 16 50	Two	F	White	.....
NEW LONDON. ...	Grenville Bay.....	46 31 20	63 28 25	Two	F	White	.....
RICHMOND OR MAL- PEQUE BAY.	Bill Hook or Fish Island, north side of entrance.	46 34 44	63 42 29	One.....	F	White	.....
LITTLE CHANNEL ..	.....	46 40 0	63 53 0	Two	F	White	.....
CASCOMPEO.....	Sandy Island, north side	46 48 22	64 2 15	One.....	F	White	.....

NOVA

GULF OF St.

PUGWASH	Pugwash Harbour	45 52 30	63 40 20	.....	F	Red seaw'd white tow'ds harb'r	.....
AMET ISLAND....	Centre of island, North- umberland Strait.	45 50 15	63 10 10	One....	F	.....	.....
CARIBOU ISLAND..	North-east part	45 46 0	62 42 20	One.....	Rev	.....	Every minute.
PICTOU HARBOUR..	South point of entrance..	45 41 25	62 39 26	Two, verti- cal, 25 feet apart.	F	Upper white, lower red.	.....
PICTOU ISLAND...	South-east point	45 49 10	62 30 29	One.....	F	.....	.....
CAPE ST. GEORGE..	On north side of cape....	45 52 35	61 54 40	One.....	Rev	.....	Every ½ minute.

ISLAND.—*Continued.*LAWRENCE.—*Continued.*

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
9	White, octagonal, wood	130	60	1867	D	
6	Red beacons	20	26	1868	D, First order ..	
12	Posts	40	.....	.....
10	White, square	40	36	1856		
9	White, range beacons.	22	.....	1872	C	
12	White, octagonal, wood	33	25	1856	C	Channel denoted by red range light.

SCOTIA.

LAWRENCE.

8	White, square	48	44	1871	C	
10	White, square, wood ..	44	26	1866	C	Visible round horizon.
10	White, square	35	26	1868	C	
11	Striped red and white vertically, octagonal, wood.	65	55	1834	C	Lighted when the navigation is free from ice. A small red light is seen below lantern; kept W. S. W. clears the E., reefs off Pictou Island. Variation in 1870, 22° 40' W.
12	White, square	52	.....	1853	C	
25	White, square	350	39	1861	C	

NOVA SCOTIA.—

GULF OF ST.

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl., F & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
POMQUET, ST. GEORGE BAY.	North-east end of island.	45 39 40	61 44 30	One.....	F	Red	.....
HOLLY POINT, ISAAC'S HARBOUR	West side of entrance ...	45 10 12	61 39 20	One.	F	Red	.....

CAPE BRETON

CREIGHTON'S HEAD	On the north extremity...	45 30 40	61 6 0	One.....	Rev	White	Every 40 seconds
PORT HOOD	South entrance of Harbour.	46 0 0	61 31 40	One.....	F	Red north, white south.	.....
SEA WOLF OR MARGAREE ISLAND ...	Summit or middle of island.	46 21 30	61 15 33	One.....	F	White	.....
CHETICAMP	Near south end of island.	46 36 32	61 3 10	One.....	Rev	White	Every 45 seconds
INGONISH	Ingonish Island.....	46 41 20	60 20 0	One.....	F	White	.....
BIRD ISLAND	Chiboux Island, $\frac{1}{2}$ of a mile from north end.	46 23 10	60 22 30	One	Rev	Alternate red & white flashes	Every minute...
ST. ANN'S HARBOUR	On north point of beach.	46 17 30	60 32 15	One.....	F	White	.....
MCKENZIE'S POINT	North side of Bras d'Or Lake, about two miles S.W. of Port Bevis...	46 7 18	60 39 0	One.....	F	White	.....
BLACK ROCK POINT	South side of entrance to Big Bras d'Or.	46 18 30	60 23 30	One.....	F	White	.....
LOW POINT.....	Flat Point, East side of Spanish Bay.	46 16 30	60 7 30	One.....	F	White	.....
LINGAN HEAD.....	North side of entrance to Bridgeport Harbour.	46 14 12	60 2 20	One.....	F	Red	.....
POINT ACONI.....	On high cape, N. side of entrance to Little Bras d'Or.	46 19 30	60 17 10	One.....	F	Red	.....
FLINT ISLAND.....	On island.....	46 11 5	59 46 50	One.....	Rev	White	Every 15 seconds

Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.
9	White, square	50	23	1868	C	Visible from west round north to south.
9	White, square	80	20	1874	C	

ISLAND.

10	White, square, wood	20	1874	C	For guiding vessels into Little or West Arichat.	
10	White, square tower ..	55	1854	C		
21	White, square	298	1854	C	To vessels in dangerous proximity to the island the light may become obscured by the abrupt cliffs on the sides of the island.	
20	White, square, wood ..	149	24	1872		C
15	.....	237	40	1871		D, Fifth order..
14	.....	77	33	1863		C
8	White.....	24	30	1871	C	The light exhibited to find entrance through on a dark night.
11	White, square, wood ..	95	1874	C	For guiding vessels through Bras d'Or Lake.	
....	White, square	45	23	1868	C	
14	Vertical, red and white, octagonal tower.....	70	51	1832	C	Variation in 1869, 25° 45' W.
10	White, square, wood..	50	20	1874	C	For guiding vessels into Bridgeport Harbour.
11	White, square, wood..	91	20	1874	C	For guiding vessels into Little Bras d'Or.
12	White, octagonal	65	43	1856	C	Visible round horizon

NOVA SCOTIA.--

CAPE BRETON

Name of Light.	Place.	Latitude N.		Longitude W.		Number of Lights and relative positions.	F; Fl.; F & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		°	'	°	'				
SCATTERIE ISLAND.	North-east point on Trap Rock.	46	2 13	59	40 18	One.....	Rev	White	Visible a minute, eclipsed half a minute.
MAIN-A-DIEU.....	On the south side of West Point of Scatterie Island.	46	0 30	59	47 30	One.....	F	Red	.....
LOUISBURGH HARBOUR	North side of entrance, 60 fathoms inshore of point.	45	54 34	59	57 15	One.....	F	White	.....
OUETIQUE ISLAND..	On the south point.....	45	36 42	60	57 15	One.....	F	Red	.....
GREEN ISLAND....	Summit of island.....	45	28 51	60	53 40	One.....	F	Red	.....
CAPE LA RONDE..	West side of entrance to Peter's Bay.	45	34 45	60	53 0	One.....	F	White	.....
SYDNEY HARBOUR.	On west end of South Bar.	46	12 40	60	12 40	One.....	F	Red	.....
CANSO CAPE.....	North part of Cranberry Island.	45	19 50	60	55 29	Two, in one tower, vertically, 12 yds. apart.	F	White	.....
GRAND NARROWS..	On Uniacke Point, north side of Channel, Barra Straits.	45	47 58	60	48 0	One.....	F	White	.....
CANSO HARBOUR...	On Hart or Cutler's Island	45	21 0	60	58 31	One.....	F	Red	.....
ARICHAT HARBOUR.	Marache Point, south entrance Madame Island.	45	29 2	61 1	52	One.....	F	White	.....
ARICHAT HARBOUR.	On Jerseyman Island...	45	30 20	61 3	4	One.....	F	Red	.....
GUYSBORO' HARBOUR.	West side of entrance, near Peart Point, Chedabucto Bay.	45	22 47	61	29 11	One.....	F	White	.....
SAND POINT.....	South entrance Eddy or Sand Point.	45	31 30	61	14 40	Two, horizontal, 2 yds. apart.	F	White	.....
POINT TUPPER....	Ship Harbour.	45	36 40	61	22 0	One.....	F	Red	.....
NORTH CANSO...	North entrance, west side, 120 yards inshore.	45	41 42	61	29 10	One.....	F	White	.....

Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
15	White, octagonal	90	70	1839	C	The light should never be brought to bear to eastward of N. N. E., or to southward of S. S. W., nor approached nearer than 1½ mile. A boat is here to render assistance.
9	White, square, wood..	90	40	1871	C	
16	White, with a black vertical stripe on dwelling	85	35	1842	C	Variation in 1869, 26° W
9	White, square, wood, with dwelling attached.	78	.....	1874	C	For guiding vessels through Lennox Harbour.
14	White, square, wood.,	70	31	1865	C	Light, centre of keeper's dwelling, visible round horizon.
14	White, square, wood, with dwelling attached.	92	28	1874	C	For guiding vessels into St. Peter's Bay.
10	White, square, wood..	30½	20	1872	C	
Upper 15 lower 9.	} Horizontally striped red and white, octagonal, wood.	75 }	60	1815	C	A steam fog whistle about 100 yds south of the lighthouse in thick weather sounds eight seconds in each minute.
		40 }				
10	White, square, wood..	29	20	1874	C	For guiding vessels through Barra Straits and navigating the Little and Great Bras d'Or Lakes.
12	White, square, wood..	42	28	1872	C	
8	White, square, wood ..	34	.....	1851	C	
11	White, square, wood..	39	28	1872	C	There is also a range beacon on the S. E. point of Jerseyman Island that marks Hautfond Shoal off the entrance to Arichat Harbour.
8	White, square, wood..	30	20	1864	C	Variation in 1869, 23° 10' W.
8	White, with a black diamond, square, wood..	25 each	.....	1851	C	Lights in windows at each end of building.
7	White, square	44	24	1870	C	In consequence of the intervention of the land on the south side, can only be seen 3 miles in that direction.
18	White, square, wood..	110	35	1842	C	There is good anchorage under the light with the wind off shore. Lantern on dwelling.

NOVA SCOTIA.—

CAPE BRETON

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F., Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
WHITE HEAD ISLAND.	South-west extremity...	45 11 58	61 8 15	One.....	Rev	White	Every 20 seconds
GREEN ISLAND	Guysboro' County.....	45 6 18	61 32 31	One.....	F	White	.....
LISCOMB.....	On Liscomb Island.....	44 59 20	61 57 51	One.....	Alt.	Red and white	Every 2 minutes.
BEAVER ISLAND ...	South-east part of East Beaver or William Island.	44 48 10	62 20 30	One.....	Rev	White	Every 2 minutes.
EGG ISLAND.....	Centre Island.....	44 39 51	62 51 32	One.....	Rev	Alt. red and white	Every minute...
SABLE ISLAND.....	1½ mile from east end...	43 58 30	59 46 0	One.....	F	White	.....
SABLE ISLAND.....	West end..	43 57 0	60 8 0	One.....	Rev	White	Revolves in three minutes, showing 3 flashes at intervals of half a minute, then a cessation of light during 1½ minute in each revolution
DEVIL ISLAND	Devil Island, south-west part, east entrance to Harbour.	44 34 48	63 27 15	One.....	F	Red to seaw'd	.....
MULLIN'S POINT...	North side of entrance to Wallace Harbour, Cumberland County.	45 49 45	63 25 16	One.....	F	White	.....
MEAGHER'S BEACH.	Sherbrook Tower, Meagher's Beach, east side of entrance.	44 36 6	63 31 55	One.....	F	White	...
CHEBUCTO HEAD...	West side entrance Halifax Harbour.	44 30 21	63 30 49	One.....	Rev	White	Every minute...
SAMBRO.....	Middle of Island	44 26 11	63 43 30	One.....	F	White	.....
PEGGY'S POINT	East side of entrance to St. Margaret's Bay.	44 29 30	63 55 0	One.....	F	Red..	.....
WATSON HARBOUR.	Head of Mines, Hants County.	45 14 0	64 9 45	One.....	F	Red..	.....

Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
11	Pyramidal, wood, octagonal lantern.	55	35	1854	C	Light not totally obscured during the eclipses; 10 seconds duration of flash, and 10 seconds eclipse. For the purpose of a coast light, and to guide vessels frequenting Country and Fisherman's Harbours.
14 to 16	White, square, wood	51	28	1873	C	
15	White, square, wood..	64	28	1872	C	
12	White, with two black balls to seaward, S.S.W.	70	35	1846	C	
15	Black and white vertical stripes on seaward side, octagonal, wood.	80	45	1865	C	Visible round horizon.
18	White and brown alternately, octagonal.	128	86	1873	D, Second order.	
18	White, octagonal, wood	123	98	1873	C	In thick and foggy weather and snow storms a steam fog whistle is sounded eight seconds in each minute, leaving an interval of 52 seconds between each blast. The whistle will probably be heard in calm weather or with the wind from 10 to 15 miles, and in stormy weather or against the wind from 3 to 6 miles.
8	Dull red, with white belt, octagonal tower.	45	.....	1852	C	
11	White, square, wood..	36	25	.....	C	Pilots are stationed here.
12	White, circular, red roof	58	48	1815	C	For guiding vessels in and out of Wallace Harbour.
18	White, square, wood..	132	22½	1872	.....	When Sambro light bears W.S.W., this light should not be brought to the westward of north, which clears the Thrum Cap Shoal. Variation in 1869 20° 10' W.
20 or 21	White, octagonal	115	60	1758	C	Guns will be fired during thick or foggy weather from the signal station on Sambro as follows;—Guns from ships are answered by the discharge of two 24-pounders in quick succession, and the same reply is made from the island to the sound of a steamer's whistle.
....	White, square	65	26	1868	C	Lantern on dwelling,
10	White, square, wood..	60	20	.....	C	For the purpose of guiding vessels into Walton Harbour.

NOVA SCOTIA.—

CAPE BRETON

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval or revolution of flash.
MAHONE BAY.....	Hobson's Nose, Mahone Bay.	44 24 56	64 13 46	One.....	F	Red..	.....
CHESTER, MAHONE BAY.	East Ironbound Island, little to eastward of centre of island.	44 26 10	64 4 50	One.....	F	White	.....
CROSS ISLAND.....	Cross Island, East point Lunenburg Bay.	44 18 43	64 9 57	Two vertical, 15 yds apart....	Upper Int. lower F.	White	Every minute.
SHELburne HARB'.	Entrance to Shelburne Harbour, Shelburne Co	43 41 15	63 19 5	One.....	F	White	.....
GREEN ISLAND.....	Margaret's Bay, Lunenburg County.	44 23 0	64 2 45	One....	Rev	Red and white alt.	Every 1½ minutes.
PORT MOUTON.....	Spectacle Island, Queen's County, north-east point	43 55 3	64 48 8	One.....	F	White	.....
LUNENBURG OR BATTERY POINT.	.....	44 21 41	64 17 36	One.....	F	White	.....
MOSER'S ISLAND....	On island, west side of entrance to La Have River.	44 14 15	64 18 50	One.....	F	Red	.....
WEST IRONBOUND ISLAND.	Near Cape La Have, mouth of La Have River.	44 13 43	64 16 19	One.....	Rev	White	Every 30 seconds
PORT MEDWAY ...	Medway Head, west side entrance.	44 6 10	64 32 14	One.....	F	White	.....
LIVERPOOL	Coffin Island, south point Liverpool Bay.	44 1 58	64 37 34	One.....	Rev	White	Every 2 minutes.
PORT POINT.....	Liverpool Bay, south entrance.	44 2 30	64 42 20	One....	F	Red	.....
LITTLE HOPE.....	Nearly on centre of island	43 48 31	64 47 15	One.....	Rev	Red	Every minute...
PORT HEBERT.....	East side of Port Hebert Harbour.	43 48 40	64 55 24	One.....	F	Red	.....
RAGGED ISLAND HARBOUR.	Gull Rock	43 39 14	65 5 50	One.....	F	Red	.....
CAPE ROSEWAY, SHELburne HARBOUR.	Near south-east entrance to Macnutt Island.....	43 37 17	65 15 45	Two, vertical, 21 yds. apart.	F	White	.....
NEGRO ISLAND .....	.....	43 30 54	65 20 58	One.....	Rev	White	Red and white every minute.

Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
11	White, square, wood..	68	29	1872	C	
16	White, oblong tower on dwelling, wood lantern.	150	46	1871	D	Seen from all points of approach. The lantern alone is visible; building hidden by trees.
Upper 14, lower 6.	Red, octagonal base.	{ 100 65 }	{ 53 }	1832	C	Pilots resort here; and vessels might take refuge in case of necessity. Upper bright, 45 seconds; dark, 15 seconds. Variation 1869, 19½° W.
11	Square, wood	67	20	.....	C	The light is for the purpose of guiding vessels into harbour, and to mark the dangers of Sand Point.
....	White, square, wood, with dwelling attached.	.....	28	.....	C	For purpose of a coast light.
11	Square, wood, high....	47	20	.....	C	The light is for the purpose of guiding vessels into harbour.
12	White, square tower, on dwelling.....	50	24	1864	C	
....	White, square	55	26	1868	C	
13	White, square	72	29	1855	C	Near edge of a cliff, 40 feet high.
10	White, square, with black square seaward	44	23	1851	C	Like a dwelling house.
16	Horizontal stripes, red and white, eight in number, octagonal tower.	65	50	1812	C	Light, 30 seconds; dark, 90 seconds. Variation in 1869, 18¾° W.
7	White, square	30	17	1855	C	Left on port side when entering the harbour.
12	White, square	40	26	1865	C	Centre of keeper's dwelling, visible round horizon.
10	White, square, wood..	33	29	1872	C	
Upper 18, lower 10.	White, square.....	56	31	1853	C	
	Vertical stripes, black and white, octagonal tower.	{ 120 65 }	{ 77 }	{ 1788 rep'd 1858 }	C	Variation in 1869, 17¾° W.
12	White, square, wood..	48	29	1872	C	

NOVA SCOTIA.—

CAPE BRETON

Name of Light.	Place.	Latitude N. ° ' "	Longitude W. ° ' "	Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
BARRINGTON	Baccaro Point, west side entrance.	43 26 54	65 28 12	One.....	F	Red	.....
CARTER'S ISLAND..	Ragged Island Harbour.	43 42 15	65 5 29	One.	F	Red	.....
CAPE SABLE.....	On Cape.....	43 23 19	65 37 11	One	Rev	White	Bright 15 seconds dark 25 seconds
BON PORTAGE IS- LAND.	On the south point	43 27 16	65 44 39	One.....	Rev	Red	Every minute.
PUBNICO HARBOUR	Beach Point, east side of entrance, 60 fathoms from low water mark.	43 35 45	65 46 54	One.....	F	White	.....
ARGYLE	On south point of White- head Island.....	43 39 40	65 52 4	One.....	F	Red	.....
TUSKET RIVER ..	Big Fish Island, south- west point.	43 42 10	65 57 15	Two, hori- zontal, 8 yds. apart.	F	White	.....
SEAL ISLAND.....	South point, $\frac{1}{8}$ of a mile inland.	43 23 34	66 0 52	One.....	F	White	.....
YARMOUTH HAR- BOUR.	On end of reef off south- west point of Bunker's Island, east side of en- trance to harbour.	43 48 30	66 8 45	One.....	F	Red	.....

BAY OF

YARMOUTH OR CAPE FOURCHU.....	East Cape, south point..	43 47 28	66 9 21	One..	Rev	White	Every minute and 45 seconds,
CAPE ST. MARY ...	East side of bay	44 5 20	63 13 40	One.....	Rev	Red and white alt.	Every 30 seconds
SISIBOO	South side of entrance of river.	44 20 30	63 1 15	One.....	F	White	.....

Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
10	White, square, with black ball seaward..	49	35	1850	C	
11	White, square, wood..	66	29	1872		
12	White, octagonal . . .	53	50	1861	C	Variation in 1869, 17° 10' W.
12	White, square, wood..	46	28	1874	C	The light is for guiding vessels into Barrington West Bay and Shag Harbour.
8	White, square	28	20	1854	C	Open westward of St. John's Island, bearing N. E. by N. clears the ledge ; in making harbour from any other direction, the light must be brought to the northward of E. N. E. before it can be steered for to avoid shoal spot off St. Ann's Point.
12	White, square, wood, with dwelling attached	115	28	1874	C	For guiding vessels into Argyle Harbour.
12	White, square, wood..	.....	.....	1864	C	Visible seaward ; in windows each end of a dwelling house.
18	White, octagonal . . .	98	60	1830	D, Second order.	The Blond Rock lies S. by W. 3½ miles from lighthouse ; variation in 1869, 16° 48' W. Fog whistle near lighthouse.
10	The lantern on a dwelling house, built on a wooden pier.	27	.....	1874	C	A red beacon light, for the purpose of guiding vessels into the harbour. Visible from the southward between the bearings of N. E. by N. and N. ¾ E. It can also be seen over Stanwood's Beach, when bearing from S ½ E. to S. E. ½ E., but cannot be run for on these bearings, the only entrance to the harbour being through Yarmouth Sound and round Cape East.

FUNDY.

18	Vertical stripes, red and white, octagonal tower.	117	59	1839	C	Light 1½ minute, dark ½ minute. Fog whistle on W. side, sounded in fogs or snow storms 10 sec. in every minute.
111	White, octagonal , . . .	103	43	1868	C	
8	White, pyramidal, wood	33	33	1870	C	

NOVA SCOTIA.—

BAY OF FUNDY.—

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		° ' "	° ' "				
BRIER ISLAND.....	North-west point	44 14 57	66 23 30	One.....	F	White	.....
WESTPORT	Peter's Island, south entrance to Grand Passage.	44 15 30	66 20 20	Two, horizontal, 24 feet apart.	F	White	.....
CHURCH POINT	East side of St. Mary's Bay, Digby County.	44 19 55	66 7 35	One.....	F	Red	.....
BOAR'S HEAD . . .	Boar's Head, 50 feet from edge of cliff.	44 24 16	66 13 0	One.....	Rev	Red and white alt.	Every minute.
POINT PRIM	South Point of entrance to Annapolis Basin.	44 41 34	65 47 20	One.....	F	White	.....
MARSHALL COVE OR PORT WILLIAMS.	South shore, Bay of Fundy	44 56 52	65 16 0	Two, vertical, 20 feet apart.	F	White	.....
MARGARETSVILLE..	South shore, Bay of Fundy	45 2 57	65 4 0	Two	F	Red	.....
BLACK ROCK.....	South shore	45 10 10	64 46 0	One.....	F	White	.....
HORTON	On bluff, west side of Avon River.	45 6 15	64 13 30	One.....	F	White	.....
BURNT COAT HEAD	Basin of Minas, south shore.	45 18 40	63 48 30	One... ..	F	White	.....

Continued.

Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
13	White, octagonal	92	55	1809	C	Variation in 1869, $17^{\circ} 45'$ W. A steam fog whistle on N.W. of Brier Island, south side of lighthouse, sounds during thick and foggy weather and snow storms, as follows: Blast of 4 seconds Interval do Blast do Interval do Blast do Interval of 40 seconds } 60 seconds.
10	White, square.....	40 each.	15	1850	C	Visible from the northward between the bearings of S. by W. and S.S.W., and from the southward between the bearing of N.E. by E., and N.N.W. $\frac{1}{4}$ W.
10	White, square, wood ..	36	20	1874	C	For guiding against dangers in vicinity of Church Point.
....	White, square .....	.....	.....	1864	C	On dwelling.
13	Vertically red and white stripes, square tower.	76	22	1817	C	Variation in 1869, $18^{\circ} 50'$ W. Fog whistle on Prim Point sounds in snow storms and in thick or foggy weather, 8 seconds in each minute, making an interval of 52 seconds between each blast.
10	White, square.....	{ 60 } { 57 }	22	1859	C	Lantern on top of dwelling; lower light in bow window, visible from W.S.W. round N. to E.N.E.
8	Horizontally white and black, square.	{ 30 } { 27 }	22	1859	C	Visible from W.S.W. round N. to E.N.E.
12	White, square	45	35	1848	C	Light on top of dwelling, visible from all points of approach. A fog whistle on the extreme point of Cape d'Or, on the opposite side of the channel from Black Rock, sounds during thick weather, fog and snow storms twice in each minute, each blast being of six seconds' duration, with intervals of twenty-four seconds between each blast. The whistle will probably be heard in calm weather or with the wind at a distance of 20 miles, and in stormy weather or against the wind, from 5 to 8 miles, according to the state of the atmosphere.
20	White, square	92	20	1851	C	Variation in 1869, $20\frac{1}{2}^{\circ}$ W. Light in window.
13	White, square	75	35	1859	C	On dwelling; visible from all points of approach.

NOVA SCOTIA.—

BAY OF FUNDY.—

Name of Light.	Place.	Latitude N. ° ' "	Longitude W. ° ' "	Number of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
SPENCER'S POINT ..	Spencer's Point, north shore, Cobequid Bay.	45 23 30	63 37 0	One.....	F	White	
PARTRIDGE ISLAND OR PARSEBORO'.	West side of river	45 23 0	64 19 0	One.....	F	White	
APPLE RIVER	Cape Capston or Hetty Point north entrance.	45 28 20	64 51 30	One	F	White	

NEW BRUNSWICK

BAY OF FUNDY.—

GRINDSTONE	West part of island . . .	45 43 13	64 37 25	One.....	F	White	
CAPE ENRAGE.....	Pitch of cape	45 35 34	64 46 55	One.....	F	White	
QUAQQ	Small rock off head.....	45 19 20	65 31 55	One.....	Rev	White	
CAPE SPENCER	Pitch of cape	45 12 30	65 54 0	One	Rev	Red & White alt.	Every 45 second
PARTRIDGE ISLAND	St. John Harbour	45 14 20	66 3 20	One.....	F	White	
ST. JOHN HARBOUR BEACON.	.....	45 15 10	66 3 40	One.....	F	White	
LEPREAU	On point	45 3 40	66 27 39	Two, vertical 9 yards apart	F	White	

Continued.

Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
6	Window in a building.	35	20	1863	C	
9	White, square	37	32	1852	C	Lantern on dwelling.
12	White, oblong, with tower.	64	45	1870	C	Re built about 100 feet S.S.E. from old one.

WICK.

Continued.

12	White, octagonal, wood	60	.....	1854	C	Visible from N.E. by E. round by N. to E. by S., or 315°. Cape Enrage Lighthouse S.W. by W. $\frac{1}{2}$ W. about ten miles. Variation in 1869, 20° 33' W.
15	White, square	120	23	1840	D, Fourth order	Visible between the bearings of N.W. round by S. to N.E. A steam fog whistle 150 feet N.E. from the lighthouse sounds during thick weather four seconds in each minute. Will probably be heard in calm weather ten miles, and in stormy weather from three to five miles.
15	Horizontally striped red & white, octagonal	58	46	1835	C	
20	White, square building, with tower.	207	35	1873	C	Visible between the bearings from N.E. round by S. to W.N.W., Partridge Island light bearing by compass N.W. by W half W. northerly, distance being $6\frac{1}{2}$ miles from light to light.
20	Vertical red and white stripes.	119	40	1791	C	In foggy weather a steam whistle is sounded every minute for ten seconds. A bell buoy is established near E. side of Partridge Island Reef.
10	Vertical red and white stripes.	35	15	1828	D, Fourth order	Variation in 1869, 19 $\frac{1}{2}$ ° W.
15	Striped horizontally red and white, octagonal	{ 81 53 }	31	1831	C	Visible between the bearings of W.N.W. and E. by N. from the S. Variation in 1869, 18° 50' W. Fog whistle during fog and snow storms blows twice each minute, first giving a blast of five seconds' duration, with an interval of five seconds, then a blast of five seconds' duration, with an interval of forty-five seconds to complete the minute.

NEW BRUNS

BAY OF FUNDY.—

Name of Light.	Place.	Latitude N.			Longitude W.			Number of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
		°	'	"	°	'	"				
SOUTH-WEST WOLF ISLAND.	On south-east point of the south-west island.	44	56	30	66	44	10	One.....	Rev	White	Every 1½ minute
WHITEHEAD.....	West end of Bliss Island, south side of western entrance to Bliss Harbour.	45	1	15	66	51	0	One.....	F	Red..	.....
CAMPOBELLO ISLAND.	North point of Head Harbour.	44	57	40	66	54	10	One	F	White	.....
PORT ST. ANDREW	North point of entrance	45	4	10	67	2	50	One.....	F	White	.....
GRAND MANAN ISLAND NORTH-EAST PART.	Swallow Tail	44	45	52	66	44	0	One.. ...	F	White	.....
MACHIAS ISLAND.	On the Island	44	30	7	67	6	13	Two, W. by N. ½ N and E. by S. ½ S., and 56½ yards apart	F	White	.....
GANNET ROCK.....	One the rock	44	0	38	66	47	0	One.....	F & Fl.	White	A flash every 4½ seconds.

RIVER.

GREEN HEAD.....	45	18	0	66	7	20	One.....	F	White
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WICK.—Continued.

Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
17 } to 20 }	White, square, wood..	111	35	1871	C	Lantern on dwelling. Visible from all points of approach.
12	White, square, wood..	45	30	1871	C	
15	White, with red cross, octagonal tower.	64	34	1829	C	Variation in 1869, 184° W.
10	White, octagonal	42	22	1833	C	Visible between the bearings of N.W. by N. and S.E. by S. Variation in 1869, 162° W.
17	White, octagonal, wood	148	50	1860	C	Visible between the bearings of S.W. round S. to N.W. Variation in 1869 174° W. A steam fog whistle on extreme N.W. head of Grand Manan, 89 ft. above high water, sounds in thick weather, fogs and snow storms, three blasts of four seconds' duration in each minute, with an interval of sixteen seconds between each blast.
1	White	58 E., 54 W.	36 each	1832	One light catoptric, the other dioptric of second order.	A fog whistle has been erected on the island, and will be sounded as follows:— Two blasts of five seconds in each minute, with an interval of 25 seconds between each blast. 1st blast..... 5 seconds Interval..... 25 do 2nd blast..... 5 do Interval..... 25 do Making 60 do
12	Striped vertically, black and white alternately, octagonal tower	66	41	1831	D, Fourth order	A gun is fired to answer signals during fogs and snow storms. Dangerous rocks extend 4 miles eastward of the lighthouse:— Fixed light..... 45 seconds. Eclipse..... 5½ do Flash..... 4½ do Eclipse 5½ do 60 do

ST. JOHN.

10	White	105	1869	C
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NEW BRUNS

RIVER ST

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	F; Fl; F. & Fl; Rev; Int; Alt.	Colour of Light.	Interval of Revolution or Flash.
SAND POINT.....		45 22 0	66 11 0	One.....	F	White	
OAK POINT.....		45 32 0	66 6 0	One.....	F	White	
NO MAN'S FRIEND.....		45 47 0	66 7 30	One.....	F	White	
OROMOCTO SHOAL.....		45 53 0	66 27 0	One.....	F	White	
WILMOT'S BLUFF.....		45 56 0	66 30 0	One.....	F	White	
COX'S POINT.....	Grand Lake.....	46 2 0	66 1 0	One.....	F	White	
ROBERTSON'S POINT.....	Grand Lake, Queen's Co.	45 53 0	66 13 0	One.....	F	White	
FANJOY'S POINT.....	Grand Lake, Queen's Co.	45 55 10	66 4 0	One.....	F	White	

PROVINCE OF

RACE ROCKS.....	On Race Rocks, in Straits of De Fuca.	48 17 45	123 32 0	One.....	Fl	White	Every 10 seconds
FISGARD.....	On a rock at the entrance to Esquimalt Harbour.	48 26 0	123 27 15	One.....	F	Red	
FRASER RIVER LIGHT VESSEL.....	On South Sand Head, at entrance to Fraser River	49 3 50	123 16 40	One.....	F	White	
CAPE BEALE.....	South-east point of entrance to Barclay Sound, on west coast of Van Couver Island.	48 47 48	125 12 52	One.....	Rev	White	Every 30 seconds

WICK.—Continued.

JOHN.—Continued.

Miles seen in clear weather.	Colour, or peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.
10	White	50	.....	1869	C	
10	White	50	.....	1869	C	
10	White	55	.....	1869	C	
10	White	54	.....	1869	C	
10	White ..	104	.....	1869	C	
10	White	20	.....	1869	C	
10	White, square, wood..	16	16	1873	C	
10	White, square, wood..	16	18	1873	C	

BRITISH COLUMBIA.

18	Alternate black and white horizontal bands, circular, stone	118	105	1861	D, Second order	Variation, 22° 5' East. A fog bell is rung in thick or foggy weather.
12	White, brick, and red brick dwelling.	...	.....	1861	D, Fourth order	Shows red in the harbour. Var. 22° 5' E
9	Red hull, with ball at the light mast head.	70	...	1866	C	Variation, 22° 36' East.
19	Light stone colour, square, with detached oblong dwelling.	164	35	1874	C	A coast light to indicate entrance Barclay Sound. Visible easterly bearing parallel coast round to W. by N. $\frac{1}{4}$ N should not be brought to eastward of E. $\frac{1}{4}$ N., as it extends off the entrance Sound. Mariners should to enter the Sound knowledge or a pilot

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